

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, January 25, 2010

6 from 4:00 p.m. to 6:57 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

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

12 * * * * *

13 ALSO PRESENT:

- 14 DOUGLAS N. BURNETT, Esquire, St. Johns Law Group, 509
- Anastasia Boulevard, St. Augustine, FL, 32080, Attorney
- 15 for Airport Authority.
- 16 EDWARD WUELLNER, A.A.E., Executive Director.
- 17 BRYAN COOPER, Assistant Airport Director.

18 * * * * *

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

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1 PROCEEDINGS

2 CHAIRMAN BARRERA: If I could call the
3 meeting of the St. Johns County-St. Augustine
4 Airport Authority into session. If we could all
5 stand for the Pledge of Allegiance.

6 (Pledge of Allegiance.)

7 APPROVAL OF MINUTES

8 CHAIRMAN BARRERA: Thank you. The minutes
9 have been distributed. We have -- has everybody
10 had a chance to look over the minutes? Do we have
11 any additions, deletions, or corrections to the
12 minutes?

13 (None.)

14 CHAIRMAN BARRERA: Hearing none, the minutes
15 will stand. And financial report acceptance?
16 Carl?

17 FINANCIAL REPORT ACCEPTANCE

18 MR. YOUMAN: It's not me anymore.

19 CHAIRMAN BARRERA: Oh, sorry. Financial
20 report, Jim?

21 MR. YOUMAN: The gentleman right next to me.

22 MR. WERTER: Okay. Financial report. I've
23 reviewed it with Donna, and the quarter report
24 also, quarterly audit, and income was off a little

25 bit mainly because of corporate hangar changeover,

4

1 you know, some vacancy time.

2 Other than that -- also some timed audit
3 costs and association dues, you know, that kind of
4 thing. But that explains the income and expense
5 imbalance or reversal. Otherwise, it looks proper
6 and I move for it to be accepted into the record.

7 CHAIRMAN BARRERA: Okay. So moved.

8 AGENDA APPROVAL

9 CHAIRMAN BARRERA: Agenda approval, do. We
10 have any additions or deletions to the agenda?

11 (None.)

12 CHAIRMAN BARRERA: The agenda will stand,
13 then.

14 COMMITTEE REPORTS

15 CHAIRMAN BARRERA: Committee reports? I'm
16 looking for the TPO. I know it's a busy time.

17 MR. YOUMAN: In December, I did -- I
18 wasn't -- I was out of town working, and did you
19 go, Jack -- I mean --

20 MR. GORMAN: No.

21 MR. YOUMAN: No. Anybody go?

22 MR. GORMAN: No, I wasn't -- I didn't get
23 to -- I took --

24 MR. YOUMAN: Okay. I have no report on the

25 TPO meeting in itself. However, I went to the

5

1 regional transportation -- transportation agency

2 study meeting today --

3 CHAIRMAN BARRERA: Today?

4 MR. YOUMAN: -- this afternoon, and this was

5 a summation of the work they've done over the last

6 six months. And I sent each of you a copy of it

7 e-mail. It was a little --

8 MR. GORMAN: I got that.

9 MR. YOUMAN: -- late, but it -- for public

10 comment, if you-all want to comment on it, you

11 still have till February 1st to put your own

12 public comments in on it.

13 My personal opinion at this point is that

14 this is another layer of bureaucracy on top of the

15 TPO itself, and their main focus is that they have

16 this implementation power of a regional nature.

17 But there's a lot of discussion amongst the

18 counties as to whether or not the super regional

19 type of operation would be beneficial or not.

20 Their study's going to be, how do I say this,

21 presented to the legislature to provide a more

22 detailed study of the agenda items that they've

23 put out. And the TPO is active in getting their

24 input, so we'll see where it goes.

1 MR. GEORGE: Carl, do you think that having
2 another layer might be a little bit more insurance
3 that St. Johns gets its fair share of whatever
4 allocations are coming?

5 And the reason I'm saying that is one of the
6 things that we had always been concerned about was
7 being under Jacksonville, you know, that
8 Jacksonville would get the money first, as were
9 all of the other counties, also.

10 And then we came up with -- we were going to
11 do our own what's now the TPO, but we decided to
12 join the one in Jacksonville. And the caveat was
13 that we got three votes. But we gave every other
14 member in Jacksonville two votes, so we didn't
15 really succeed in getting much.

16 So do you think this -- this next layer of
17 bureaucracy might have a tendency to make sure
18 that everything gets evenly distributed?

19 MR. YOUMAN: I would say absolutely not.

20 MR. GEORGE: Okay.

21 MR. YOUMAN: And the reason being, it's
22 controlled by the JTA, or the funding would run
23 through JTA. And even --

24 MR. GEORGE: So it's another level of we're

25 not going to get our share.

7

1 MR. YOUMAN: Even as to the commission, the
2 study, it's kind of loaded towards JTA's -- the
3 weight of the Duval County, and that's by virtue
4 of the population factors again.

5 MR. GEORGE: Yeah.

6 MR. YOUMAN: You can't beat the population
7 factors. That's a -- that's a given.

8 CHAIRMAN BARRERA: That's interesting. I
9 didn't realize that they were being geared through
10 the JTA. I saw that they were an active part of
11 it, but I didn't realize that.

12 MR. YOUMAN: Now, you see there was an
13 overlap between the TPO and the JTA. The TPO
14 started this process and the JTA got in and got
15 into Tallahassee and somehow finagled it so that
16 they're the study group.

17 But the TPO's still involved and they're
18 going to now complete their study portion of it,
19 since the JTA is now finished and reporting back
20 to Tallahassee. It's -- I'm not a politician, but
21 I'm sure learning it's a lot of fun. It's a
22 game-playing thing. It's amazing.

23 MR. GORMAN: One --

24 CHAIRMAN BARRERA: Jack?

25 MR. GORMAN: One thing to say about TPO,

8

1 because I've been at the meeting before Carl,
2 it -- there is a presentation, and it's a
3 five-year plan presentation that was given, and
4 that is the most illuminating thing you can
5 possibly see. And I'd love to get a CD of it and
6 maybe possibly play an edited version because
7 you'll see where the money's going. In other
8 words, a tremendous amount of it is going to the
9 beltway that goes around Jacksonville. Just
10 you'll --

11 MR. YOUMAN: Well, it's all a matter of
12 public record. You can pull it up on the site
13 where it's going to.

14 MR. GORMAN: I mean, it would be -- I wish we
15 could show a really short edited version to this
16 board, I mean, just because it's really -- you've
17 seen it, and it's just -- it just shows it all
18 very quickly.

19 MR. YOUMAN: Uh-huh.

20 MR. GEORGE: What does it cost us to belong
21 to this group every year?

22 MR. YOUMAN: I'm sorry?

23 MR. GEORGE: What does it cost us to belong
24 to this group? At one time, they wanted \$12-,

25 \$14,000, and then they got it down to \$6-.

9

1 MR. YOUMAN: I'd have to defer to the county
2 on that, because --

3 MR. GEORGE: The county pays their ticket and
4 we pay your ticket.

5 MR. YOUMAN: That, I didn't realize.

6 MR. GEORGE: Six -- still \$6,000?

7 MR. WUELLNER: She's going to go look. I
8 don't remember off the top of my head. It's in
9 that range.

10 MR. GEORGE: Okay.

11 MR. YOUMAN: And see, that's another thing
12 that's -- on the RT -- RTA, Regional
13 Transportation Authority, that's another
14 bureaucracy to have to secure funding, either
15 through sales tax, gas tax, revenue sharing
16 through tolls. And they made -- well, somebody
17 made the statement of light rail would help fund
18 it. Light rail will never help fund anything.
19 It's -- that's always a social losing com -- you
20 know, proposition, and it -- that's for social
21 benefit, not for profit.

22 CHAIRMAN BARRERA: So, Carl, if I may, are
23 you suggesting that we should be at that public
24 hearing or that public meeting on the 1st to be

25 able to voice our concerns?

10

1 MR. YOUMAN: There's another -- is there

2 another public meeting on the 1st?

3 CHAIRMAN BARRERA: You said that there's a

4 meeting tomorrow, correct?

5 MR. YOUMAN: No, that was today.

6 CHAIRMAN BARRERA: Okay. There's one on the

7 26th?

8 MR. YOUMAN: That's -- that's a TPO training

9 session for two hours.

10 CHAIRMAN BARRERA: Okay. That's the training

11 session.

12 MR. YOUMAN: That I -- yeah, I just signed up

13 for that since I'm going to be on the TPO again

14 for another year as a refresher.

15 CHAIRMAN BARRERA: What was it that was on

16 the 1st? Okay. Maybe I misunderstood.

17 MR. GORMAN: We don't have an agenda.

18 MR. YOUMAN: The -- tomorrow, there's an

19 aerospace function.

20 CHAIRMAN BARRERA: No. So on that -- as far

21 as the TPO and this regional, if we're concerned

22 about it, how -- how should we handle that going

23 forward?

24 MR. YOUMAN: You can --

25 CHAIRMAN BARRERA: Voice that through Denise?

11

1 MR. YOUMAN: -- voice it through the e-mail I

2 just sent you --

3 CHAIRMAN BARRERA: Uh-huh.

4 MR. YOUMAN: -- which I asked you-all not to

5 reply to me back.

6 CHAIRMAN BARRERA: Right.

7 MR. YOUMAN: Voice your concerns or your

8 thoughts through that, and that's through the

9 public process. They have that venue of you can

10 give your thoughts by the e-mail.

11 CHAIRMAN BARRERA: Okay.

12 MR. YOUMAN: That's the end of my --

13 MR. WUELLNER: I was going to say, I believe

14 in short, from what I read, that they're --

15 they're trans -- they're trying to transmit that

16 initial study to the legislature.

17 And then the first request to the

18 legislature, unless I misunderstood, was to create

19 a study commission, for back of better terms, that

20 would further detail cost benefits, participation,

21 all of those things, and eventually reduce it to

22 some form of legislation for -- for Tallahassee to

23 consider relative to forming that organization.

24 MR. YOUMAN: Right.

25 CHAIRMAN BARRERA: So it's a -- it's a long

12

1 way off as far as --

2 MR. YOUMAN: Oh, yeah. This is -- this is
3 two years off before anything final is completed.

4 MR. WUELLNER: And -- I would --

5 MR. YOUMAN: And that's -- that new study
6 commission, what they recommended was 19 people to
7 be on the board, two from each count -- each of
8 the six county commissioners. Four from
9 Jacksonville City Council. The JTA chairman to
10 chair the commission, which raised a lot of
11 hackles. FDOT from District 2, and the NFEFCR
12 chairman as nonvoting ex officio members. And
13 that further expanded after a lot of discussion.
14 Doug Conkey, Clay County commissioner who's the
15 TPO chair, made a lot of extensive comments on the
16 whole situation.

17 CHAIRMAN BARRERA: Interesting.

18 MR. YOUMAN: And of course I'll be at the
19 next TPO meeting.

20 MR. WUELLNER: I would absolutely recommend
21 you read it because it even discusses --

22 MR. YOUMAN: Yeah.

23 MR. WUELLNER: -- thoughts relative to
24 funding that organization in the future. And you

25 need to at least have some idea of the

13

1 methodologies that are out there, everything from
2 rental car surcharges to additional sales tax, to
3 even allocation of existing tax -- taxes that are
4 collected.

5 There are a lot of discussion and there are
6 no firm recommendation, as I recall, as to how to
7 fund it, but clearly they're looking to get into
8 other -- other agency pockets or create yet
9 another revenue source for them.

10 MR. YOUMAN: See, my personal opinion at this
11 point in time, and this is just my opinion from
12 what I decipher the facts to be, that they can
13 take the functions that they want the RTA to do,
14 and assign those additional functions of
15 implementation and doing some funding for regional
16 projects to the TPO, which is already there, which
17 is already being funded, and work with the
18 counties that way. And if there's going to be
19 additional counties added, add the counties.
20 Just -- that's just my opinion at this point.

21 MR. WUELLNER: And to detail --

22 MR. YOUMAN: Which is as good as anybody
23 else's.

24 MR. WUELLNER: And to follow up on your

25 question about what you're paying, it's about a

14

1 little over \$2600 per year right now.

2 MR. GEORGE: Okay.

3 MR. WUELLNER: It started off over \$6500 and

4 then they addressed that in 2005, created a

5 formula for the -- the authorities, those type

6 agencies, based on population and a fixed amount

7 of money per population. So it's escalated over

8 the last three years, but only \$50, \$75 --

9 MR. GEORGE: Okay. All right.

10 MR. WUELLNER: -- kind of escalations.

11 MR. YOUMAN: If you download the report, it's

12 this thick, and if you download the summary, it's

13 this thick.

14 MR. GORMAN: Let me -- could I say something?

15 MR. GEORGE: Looks like the health care bill.

16 CHAIRMAN BARRERA: Go ahead, Jack.

17 MR. GORMAN: It's -- we -- we do pay a little

18 bit to be there. It's almost -- as this point,

19 I'm going to have to be caustic as usual. We

20 almost have to be there so that we know what we're

21 not going to get.

22 And there are some issues that are so

23 important to us, at least I feel like the

24 intermodal transportation situation, that you've

25 got to stay on top of them, that you almost have

15

1 to be there.

2 MR. GEORGE: Yeah.

3 MR. YOUMAN: And 312.

4 MR. GORMAN: And 312 and 3. Thank you. 312,

5 313. Just those two issues alone which are

6 critical. What can you do?

7 MR. YOUMAN: To the airport.

8 MR. GORMAN: You almost have to be there.

9 CHAIRMAN BARRERA: But I think the question

10 that we're calling in is this regional -- this

11 region item, is where my concern is. So we'll

12 trust you, Carl, to keep us posted.

13 MR. YOUMAN: Yeah. Well, the T -- don't

14 forget, the TPO is regional.

15 CHAIRMAN BARRERA: No, I realize, and I

16 realize what you're saying about the extra layer

17 of bureaucracy.

18 MR. YOUMAN: But it's not expanded regionally

19 as they're envisioning RTA, nor does it have all

20 of the powers that they envision for the RTA,

21 which is that major thing of saying implementation

22 and securing funding, which up to this point in

23 time has been through FDOT and the counties and

24 the federal government and through the TPO and a

25 combination of both. Okay.

16

1 CHAIRMAN BARRERA: Okay. Thank you. EDC,
2 Jim?

3 MR. WERTER: Yes. Last week, we had our
4 first meeting at Carrabba's as opposed to
5 Serenata. It was a lunchtime event. Carl, you
6 didn't miss anything. They didn't have bacon.

7 The guest speaker of the day was -- let me
8 read his name again, I'm sorry -- Dave. Calls
9 himself an external affairs manager, I think
10 that's public affairs in a -- in a different word.
11 But briefing the -- briefly giving the overview of
12 the FPO, which controls actually all of the east
13 coast of Florida and the southern tip of the
14 peninsula.

15 Kelly was there, and it was very enlightening
16 as to their sources for fuel for energy. They're
17 focusing more in on gas as opposed to anything
18 else, which gives them, as -- as he described it,
19 maybe twice the bang for the buck because they use
20 the gas turbines for power, but then they use the
21 exhaust to create steam for steam power. So, it's
22 really unique.

23 They would love to get further into the
24 nuclear program, which always gave me concern, not

25 so much as to the safety of the facilities these

17

1 days, but waste production. And he explained it
2 and enlightened me that there are different
3 programs these days on how to dispose of waste,
4 and it's really actually recycled.

5 So it was a very interesting presentation and
6 informative but, you know, light focus on wind --
7 wind is a little impractical because they've got
8 to put it on the dunes, they say.

9 MR. GEORGE: We have an island.

10 MR. WERTER: And the -- yes, we do have a
11 spoils island for rent. And solar paneling, which
12 is still costly. And that was the presentation of
13 the week.

14 CHAIRMAN BARRERA: Thank you, Jim.
15 Intergovernmental?

16 MR. GORMAN: I'll be brief with that. The
17 most interesting thing I thought was the tax --
18 I'll just call it the tax collection
19 representatives had talked about the fact that
20 the -- the census is going to be very critical
21 because the county receives about \$1400 in federal
22 funding per capita.

23 And so it's -- that's -- and I'm not very
24 clear as to exactly the distribution or the exact

25 funding stream for that, but they were -- they

18

1 found that to be an extremely critical area. And
2 so, the census as it goes on becomes very
3 important.

4 The -- and I'll be tongue in cheek on a
5 couple of them. St. Augustine Beach, they have
6 reported that the 2 o'clock move-up for the -- for
7 the drinking age and the drinking last call has
8 not caused any more problems with the police or
9 the -- or -- and the county at all.

10 Of course I just -- I just found that whole
11 thing amusing because a number of bar owners chair
12 it up. But it was -- that was just something that
13 seems to be true. And that was borne out actually
14 by the -- the police. Their representative was
15 there. They have a -- they said the same thing,
16 they had found that there was no more problems
17 moving the time, the last call time up.

18 The actual law enforcement, they do have a
19 new law enforcement facility, brand new. They're
20 moving in as we speak, as I understand. They have
21 parking problems. So I suppose as you grow
22 bigger, then you have to have parking, and then
23 when you have more parking, you have to have a
24 larger facility again. But they are moving in

25 as -- that. This is a very abridged version of

19

1 the whole thing.

2 The mosquito board, that was lively. We
3 didn't talk about mosquitoes. I -- we kind of got
4 into a decision about the airport. And I wasn't
5 sure as to -- as to what had happened, but their
6 representative seemed to have launched on a
7 diatribe about the airport and until the -- I'm
8 just saying this tongue in cheek, until the -- the
9 chairman called him to order on that.

10 CHAIRMAN BARRERA: Of the intergovernmental.

11 MR. GORMAN: Yes. It was a lively session,
12 let me tell you.

13 St. Augustine, the City of St. Augustine has
14 an interesting thing. They're putting in place
15 the harbor management, and that's going to be --
16 that's going to provide some supposedly enhanced
17 revenue stream for them.

18 They're going to be, you know, having boat
19 moorage and they're going to be able to manage the
20 harbor they say more effectively with boat
21 moorings and with more slips. And that's -- they
22 seem to be excited about that. And let's see what
23 else we've got.

24 Oh, and Geoffrey Sample was not there, he's

25 from the St. Johns Water Management District. I

20

1 was hoping to catch him, but did not. He seems to
2 have slipped off. And so that sums that up.

3 It -- kind of a quick session. Not a lot in
4 depth there. I think you've really got to go to
5 these intergovernmental meetings. Sometimes
6 they're more productive than others. It just
7 depends on how many issues are fresh. You know,
8 it's -- as to really the depth of the content.

9 CHAIRMAN BARRERA: Okay. Thank you, Jack.
10 Jim?

11 MR. WERTER: On that -- on that question, it
12 was brought to our attention, we don't have anyone
13 go to the county commission meetings, do we?

14 CHAIRMAN BARRERA: We can talk about that
15 under the housekeeping.

16 MR. GORMAN: That's true.

17 MR. WERTER: Okay.

18 CHAIRMAN BARRERA: The Aerospace? I'll speak
19 on behalf of the Aerospace Academy. They did not
20 have a meeting this month. There is tomorrow
21 night at World Golf Village the show -- high
22 school showcase. I would encourage everyone to
23 attend.

24 They love to have people who are interested

25 in aviation there -- for the Aerospace Academy,

21

1 and anybody that -- that should start at 5:30, and
2 I think it finishes up at 7:30. I think it's
3 early.

4 MR. YOUMAN: What starts at 10 a.m.?

5 CHAIRMAN BARRERA: That's for the high
6 schoolers. The adults go at the -- at night, the
7 parents.

8 MR. YOUMAN: Oh, okay. Since I'm aerospace
9 now, I was going to attend.

10 CHAIRMAN BARRERA: You can -- yeah, I mean,
11 if you have the time, attend both. But most
12 people, most adults, parents will come, and that's
13 where a lot of your questions will come, is at
14 the -- at the nighttime session.

15 MR. YOUMAN: Thank you.

16 CHAIRMAN BARRERA: And it's also good because
17 you get to meet the other partners, business
18 partners of the Aerospace.

19 REPORTS

20 CHAIRMAN BARRERA: Okay. Going on to
21 reports. Mr. Sanchez at the county.

22 COMMISSIONER SANCHEZ: Thank you. The
23 census, by the way, is very important. It
24 regulates almost everything the federal government

25 does with us. They use that as a guide as to

22

1 according to how many people live here.

2 MR. GORMAN: Could you tell -- what is the
3 funding stream then? Could you --

4 COMMISSIONER SANCHEZ: I don't know every
5 detail about it. Ken Bryan is on that committee
6 to get that going, but I do know it's around \$1400
7 a person, but I think that figures out as a ratio
8 thing for them to use when they split money, as if
9 they've got any to split. But, I mean, you know,
10 we're still getting some, so -- yes, sir?

11 MR. YOUMAN: Is it any -- everything based on
12 the count only?

13 COMMISSIONER SANCHEZ: It's the count of the
14 people in your county on April 1st.

15 MR. YOUMAN: Just the count --

16 COMMISSIONER SANCHEZ: Right.

17 MR. YOUMAN: -- numerical count. Nothing
18 else beyond that.

19 COMMISSIONER SANCHEZ: And they will count
20 people -- if they're here April 1st and leave the
21 next morning, they still get counted as being here
22 on April 1st.

23 MR. YOUMAN: Okay. I'm just trying to be
24 very specific.

1 really took a -- a hit this time, because it --
2 the homeless to me has always been 12- to 1400
3 people.

4 MR. YOUMAN: Six hundred.

5 COMMISSIONER SANCHEZ: We had some real
6 severe cold weather and a lot of them went south.
7 So we got tagged with 600. So, you know, we lost
8 6- to 800 count right there.

9 MR. YOUMAN: But any information beyond that,
10 that's not on that census form other than count
11 doesn't affect the county.

12 COMMISSIONER SANCHEZ: I don't think so.

13 MR. YOUMAN: Thank you.

14 COMMISSIONER SANCHEZ: Huh-uh. Real quick on
15 the drinking hours, we haven't received a written
16 report yet, but it's my understanding we've had no
17 additional complaints at all.

18 That was a move to try to help some of these
19 businesses out. And to be quite frank with you,
20 if we hadn't done that, some of them would have
21 been probably closed in the next month or two that
22 will probably be able to stay open now. And any
23 businesses we can keep open is a plus.

24 And we have already started into our budget

25 for next year. Isn't that funny? We just

24

1 finished the thing and here we are with the next
2 one. Actually, March starts the official time.
3 Our budget department's already putting everything
4 together.

5 And like you, we don't really know the exact
6 figure in taxes until June. But we have a pretty
7 good idea and we -- and because of the
8 administration in budget, we made a lot of things
9 last year happen that would help us through this
10 year. And I think that's going to work out. So
11 I'm not looking at any kind of -- I'm told not to
12 look at any kind of increases, that it ought to
13 stay the same, because they -- they made
14 preparations for another \$45 million drop.

15 The amphitheatre, if any of you are old
16 enough to remember The Beatles, Ringo Starr will
17 be coming there in June. And it's my
18 understanding that is one hang of a show, so keep
19 that in mind. And don't mention my name and
20 expect a discount because you're not going to get
21 it. It just doesn't work that way.

22 MR. YOUMAN: How about preferred seats?

23 COMMISSIONER SANCHEZ: Hmm?

24 MR. YOUMAN: How about preferred seats?

1 either. Anyone got any questions, I'll be glad to
2 answer them right quick, but other than that,
3 that's probably all I've got to say right now.

4 MR. WERTER: I understand that there was some
5 speakers -- commenters at -- oops -- commenters at
6 the last meeting about our environmental issues
7 here. Can you enlighten us about that?

8 COMMISSIONER SANCHEZ: Oh, yeah, yeah. Al
9 Senona (sic), I guess is how his last name's
10 pronounced, he made a presentation. I have a copy
11 of that letter at the office. But he -- you know,
12 he asked -- come in and asked for extra time. He
13 said, "I've got other people that I'm going to
14 speak for." And I reminded him that we do not
15 allow that anymore, because it got to a point to
16 where one guy wanted 40-some minutes. And so we
17 had to cut that out.

18 But he did make some comments about how
19 much -- how damaging it was and how much against
20 it he was and could not understand -- which of
21 course he's always hitting on me, you know,
22 because he knows I support the airport. And --
23 and he made a comment he did not know why someone
24 from the county was not in attendance at that

25 meeting. I saw no reason to go to the meeting, so

26

1 that's why I wasn't there.

2 But anyway, yes, he did have some comments.

3 If you're interested in that, I've got a letter

4 that pretty much contains the comments and I can

5 have that sent over to Ed and then y'all can

6 disperse it.

7 MR. WUELLNER: Yeah. And I think we've

8 requested a copy of the audio or the --

9 COMMISSIONER SANCHEZ: Okay. Yeah. I mean,

10 you could just get the DVD and look at it and get

11 the real true feeling.

12 We don't comment on public comment anymore.

13 Every once in a while, that will come up, but I --

14 I've encouraged the commission not to talk about

15 any public comment because we're not -- we're not

16 ready to talk. We're not prepared. Staff's not

17 prepared. We're not prepared. And a lot of

18 times, you just sit there and you can make a fool

19 out of yourself and staff trying to answer a

20 question that isn't real anyway. So we've kind of

21 discontinued that.

22 We have a new public comment format, and

23 instead of filling out separate cards, you come in

24 and do a sign-in sheet and when we announce public

25 comment, we don't call the names out anymore. And

27

1 people can just approach.

2 And I saw this in Flagler County and I loved
3 it because down there the people were used to it
4 and they went up and lined up behind each other at
5 the podium and one after the other gave their
6 comment and it was over with.

7 But, you know, for us to sit there and try to
8 read writing on those cards sometimes is next to
9 impossible. And I thought that was kind of
10 unprofessional. Maybe it went back to my stage
11 days. To me, that was -- that was dead air. That
12 was bad time. So I got that eliminated. And I
13 think it worked fine.

14 And even on agenda'd items, it's a separate
15 sheet, but it's the same way, you sign the sheet.
16 And come time to talk on one of the items on the
17 agenda, you're asked, you know, public comment
18 will be allowed now. You go up and talk. We
19 don't call out your names.

20 So it -- like if Mr. Burnett's there for
21 something, we won't be recognizing him anymore.
22 He'll have to come up and give his own name and
23 address. Although the growth management always
24 introduces the people that are there for

25 applicants, so, you know, I think it will work out

28

1 a lot better. It will be a lot more professional.

2 No more questions?

3 CHAIRMAN BARRERA: Thank you, Mr. Sanchez.

4 COMMISSIONER SANCHEZ: And I will be leaving

5 here very shortly because I've got some other

6 things I've got to get done.

7 CHAIRMAN BARRERA: Thank you. Mr. Slingsluff?

8 MR. SLINGLUFF: Nothing to report this month.

9 CHAIRMAN BARRERA: Mr. Nehring?

10 (Not present.)

11 CHAIRMAN BARRERA: Mr. Martinelli?

12 MR. MARTINELLI: I just have one thing to

13 report for SAAPA, and that is that under the

14 leadership of Michael, who is our new chair and

15 president, we will be preparing a vision, a

16 long-range plan and vision statement.

17 And it's going to be, as we have discussed in

18 our board meeting, very comprehensive, and we want

19 to engulf in that the thoughts of the airport and

20 Airport Authority. And so we will be working with

21 Ed on it, and at the appropriate time of course

22 we'll bring it before the board here. So, do you

23 have anything to add to that?

24 MR. SLINGLUFF: No. Well said.

25 MR. MARTINELLI: Okay. That's it.

29

1 CHAIRMAN BARRERA: Do you need an airport
2 board member to be a part of that team?

3 MR. MARTINELLI: Beg your pardon?

4 CHAIRMAN BARRERA: Do you need an airport
5 board member to be a liaison for that?

6 MR. MARTINELLI: At some point. I think
7 initially it's going to be a kind of a grassroots
8 kind of a thing and we'll be kind of growing it as
9 we get to certain points.

10 MR. SLINGLUFF: Yeah, we'd be glad to have a
11 representative --

12 MR. MARTINELLI: Sure.

13 MR. SLINGLUFF: -- look at the initial
14 drafts.

15 MR. MARTINELLI: Yeah.

16 CHAIRMAN BARRERA: Okay.

17 MR. MARTINELLI: And then from there on,
18 probably intense cooperation.

19 CHAIRMAN BARRERA: Thank you. Mr. Burnett?

20 MR. BURNETT: Nothing to report.

21 CHAIRMAN BARRERA: Mr. Burnett, is everything
22 situated with our cell tower as -- as planned? I
23 know that it was up and running and that different
24 people were signing on. Did everybody that we

25 were looking at --

30

1 MR. BURNETT: I have to --

2 CHAIRMAN BARRERA: -- sign on for that?

3 MR. BURNETT: I have to look to Ed for that.

4 I'm not sure. Right now, there is an array up
5 there, and I don't know how many of them have
6 collocated.

7 MR. WUELLNER: You've got two at this point,
8 and they're continuing discussions with another
9 two I believe at this point.

10 CHAIRMAN BARRERA: Okay.

11 MR. YOUMAN: Which two?

12 MR. WUELLNER: AT&T is up and running, came
13 on line just before Christmas. And it's my
14 understanding Verizon will begin installation the
15 first week of February, was the last I heard.

16 So, typically, it was about three -- three to
17 four weeks from the start of construction to
18 tuning it all out and making it fully operational.
19 So I would look to March time line to be up and
20 running with Verizon there.

21 CHAIRMAN BARRERA: Thank you. Mr. Napier is
22 not here. Ed, will you speak as to our traffic
23 count?

24 MR. WUELLNER: Yeah. Just in summary, month

25 over month, meaning comparable Decembers of last

31

1 year and the year before, traffic was actually up.

2 We had finished to -- about a 7.8 percent

3 increase, so about 596 takeoffs and landings

4 during the December-over-December number.

5 In the context of year over year, 2009 over

6 2008, we were actually off about 7400, a little

7 over 7400, not quite 7500 takeoffs and landings

8 for the year, which is a net -- a net loss or a

9 net underperformance, however you want to describe

10 it, of about 8 percent, which when compared with

11 national numbers, national averages, is still

12 pretty solid. It's not translating necessarily

13 into fuel sales and other revenues all the time.

14 But in terms of takeoffs and landings, it's

15 actually not as bad as it is at other places.

16 MR. GEORGE: Fuel sales were down significant

17 with an increase in traffic of 7 percent.

18 MR. WUELLNER: Uh-huh.

19 MR. GEORGE: Any reason? I mean, wasn't it

20 down, what, 15, 20 percent?

21 MR. WUELLNER: I would -- I would -- our

22 avgas kind of sales has been fairly consistent.

23 It's been reasonably close to expectations. But

24 I --

25 CHAIRMAN BARRERA: The jet sales.

32

1 MR. WUELLNER: -- I would defer to Michael if
2 you -- relative to what's going on with the fuel
3 side of it --

4 MR. GEORGE: Yeah.

5 MR. WUELLNER: -- because I don't -- we don't
6 sell that and I'm not completely up to speed on
7 it.

8 MR. GEORGE: I understand that. Right.

9 MR. WUELLNER: I think he's prepared to
10 answer you if you really want to know.

11 CHAIRMAN BARRERA: Mr. Slingluff?

12 MR. SLINGLUFF: For 2009, we did see an
13 increase in piston traffic, the traffic count.
14 Now, keep in mind that these operational counts,
15 it's an operation. It's not a jet arrival
16 necessarily. It's a -- you know, if we get a lot
17 of flight schools in the pattern, the count goes
18 way up. That doesn't do much for our local
19 economy.

20 Jet-wise, our -- our traffic count is down
21 significantly. Those -- they're taking it on the
22 chin, and -- but the good news is grassroots
23 aviation is still out there, still -- still
24 turning. So, that's where it lies.

25 MR. GEORGE: Okay.

33

1 CHAIRMAN BARRERA: Thank you. Mr. Zimmerman,
2 would you like to update us on the IDC?

3 MR. ZIMMERMAN: Thank you. No comment.

4 CHAIRMAN BARRERA: Move on to project
5 updates. Ed?

6 PROJECT UPDATES

7 MR. WUELLNER: Okay. Our first up is the
8 multipurpose building. Let you know construction
9 continues. It is under roof at this point. They
10 are finalizing the exterior coatings on the -- on
11 the building. There'll be some follow-up concrete
12 work in the next eight to ten days. They've begun
13 interior framing.

14 There has been -- I'll be up front with you,
15 there has been some schedule slip primarily
16 related to getting final plans out the door and
17 permitting associated with it for the buildout of
18 the first floor peak components of it. So it --
19 it has slipped a little bit, but we are leaning on
20 them to try and get as much of it done as early as
21 possible. It's not in their best interest to let
22 it drag on either contractually, so...

23 It's pretty much the same story with the
24 maintenance facility, aircraft maintenance

25 facility. There were issues relative to design of

34

1 the building as it matched, and then we had -- as
2 it matched the original plans as they come out of
3 the shop drawing phase.

4 Secondarily, there was at least a two-week
5 period there as we were experiencing below --
6 significantly below-freezing temperatures relative
7 to the block work related to the building, and
8 they don't want to put that up. I guess it
9 creates some issues internally with concrete
10 during that phase. So they waited, had to wait
11 some of that out.

12 But it's -- it's looking like May before
13 it's -- it's finally occupiable. We're looking at
14 building delivery, the last I saw was the second
15 week of March. But they're catching up with all
16 of the other things that go with it, so -- to
17 include paving and the balance of the parking lot
18 work, drainage, those kinds of things will -- it's
19 not like anybody's going to walk -- you know, walk
20 away from the job for a period of time waiting on
21 the building to get here.

22 ARFF facility, this will be a March agenda
23 item. Bids were opened last -- last week on the
24 14th. At this point, the bids appear to be within

25 the range of the grant funds identified with FAA.

35

1 So we look forward to bringing you a bid project
2 at that point that will meet the conditions of
3 the -- the amount of money.

4 We do not expect money or a grant with this
5 till the end of March, which that's why we were in
6 no huge hurry to get it in front of you this week
7 as they continue to evaluate the bids. So it will
8 start, I would think, 30, 45 days after award of
9 concrete -- or of contract and -- close -- close
10 word. And will obviously continue. I would guess
11 at this point you're probably looking at end of
12 the calendar year. You know, given -- given
13 construction time lines, it's a good six, seven
14 months probably until it will be occupied.

15 EA, we're going to talk as an agenda item
16 here, so we're not going to spend any time with it
17 at this point.

18 Park is on schedule. We're anticipating
19 within the first week or two of February, we'll
20 actually have students out here. We were trying
21 to get to a point where the access road and the
22 parking lot was in a paved and stabilized
23 condition before we got them out here.

24 So they're ready to go. I understand that

25 the kids are interested and energized for this, so

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1 we'll kick it again at the -- kick it with -- the
2 principal's organizing that at the Aerospace
3 Academy meeting, just because I can kind of kill
4 two birds with one stone.

5 But the cross-section of students involved in
6 building it will -- is broader than the Aerospace
7 Academy. So it's really open to any high school
8 student or other group that wants to come out and
9 participate in doing it.

10 First phase effort will be that around the
11 pond. And looking at the drawing, it will be
12 the -- sort of the lower left corner area, will be
13 the first trail components to be built because
14 primarily they'll be the easiest to get to in the
15 first phase.

16 And we're still planning to get applications
17 filed in, I believe it's April for the -- any FIND
18 grant money that might be there for -- for
19 construction of docks, decking, that kind of
20 observation. Those kinds of projects will be
21 included in that application. And I think within
22 a month or two after that's when they identify the
23 funding or the level of funding if any.

24 We do have a -- I'll call it an airport

25 friend that currently sits on the board. He is

37

1 very familiar with us. So hopefully that will --
2 that will help in identifying some money in this
3 year's district, so...

4 MR. GEORGE: Ed, any thought about giving the
5 kids -- giving the kids that are going to actually
6 work out there some sort of nice T-shirt that they
7 can take back into the school and maybe drum up a
8 little more interest in the -- their project?

9 MR. WUELLNER: That's a great idea. We'll
10 follow up on that and see if we can't come up with
11 something.

12 MR. GEORGE: All right.

13 MR. WUELLNER: That's a good idea.

14 CHAIRMAN BARRERA: I was thinking that
15 Quinton and those guys could videotape the
16 process, because that certainly would be something
17 that, as -- as school participates and as it gets
18 done, would be valuable for -- not only for the
19 airport, but for the different academies --

20 MR. GEORGE: Agreed.

21 CHAIRMAN BARRERA: -- that are working on it.

22 MR. WUELLNER: As the schools go back in
23 this -- the strategic planning and accreditation
24 in the next couple of years, it's a good idea.

1 they're scheduling -- there was a meeting
2 tentatively scheduled in February. I do not have
3 a firm date on that. If somebody knows something
4 different about a date, let me know. But I'm not
5 aware of any other date.

6 PR committee, Bryan doing that or --

7 CHAIRMAN BARRERA: Bryan, are you going to
8 speak for that?

9 MR. WUELLNER: -- somebody --

10 CHAIRMAN BARRERA: Would you come and speak
11 for us?

12 MR. COOPER: I can speak to it.

13 CHAIRMAN BARRERA: And also, do you know if
14 the comm -- the date of that --

15 MR. COOPER: I believe that's on the 18th,
16 but I'd have to verify that. I believe it was the
17 18th.

18 MR. GEORGE: Yeah, I believe it is.

19 MR. COOPER: The public relations committee
20 met last week, forget exactly what day, but it was
21 a very interesting meeting. They wanted to engage
22 in something we felt wasn't really our job. But
23 we -- we did come up with an idea that we are
24 going to present to the board. I'll just go ahead

25 and touch on it now. I haven't had an opportunity

39

1 to talk with Ed about it. But -- so this is a
2 surprise to Ed, but -- he's over there threatening
3 me.

4 MR. GEORGE: He should.

5 MR. COOPER: We talked about there's an awful
6 lot of people on the airport --

7 (Mr. Burnett leaves the room.)

8 MR. COOPER: -- whether they're businessmen
9 or individuals that go what we call above and
10 beyond in doing things for the airport. Anytime
11 we ask them to do something, they do it.
12 Sometimes they do it without being asked and give
13 us a lot of suggestions.

14 So we talked about suggesting to the Airport
15 Authority that we come up with some way to
16 recognize these people. Possibly in a -- in a
17 letter of commendation or a letter of appreciation
18 or a plaque or something along those lines when we
19 identify somebody like that. And we would like to
20 do that on a periodic basis or as it occurs. We
21 want to talk about it a little bit more. But
22 we'll be coming back to the board or back to Ed
23 with that -- that recommendation.

24 And so the reason I -- I'm throwing it out

25 now is because every time I talk about something,

40

1 I get a lot of good ideas come back from board
2 members and from Ed. So since I haven't had a
3 chance to talk to you about that, I'd like to do
4 that. Hopefully by the March meeting or February
5 meeting that we can come in with a -- a good
6 recommendation for that.

7 A couple of other minor issues that -- that
8 was carried on will be coming back in February,
9 also. But the PR committee is functioning very
10 well now.

11 CHAIRMAN BARRERA: Okay. Has there been any
12 update on the intergovernmental tour? I think --
13 I thought that we were going to try to do that
14 with the change of the committee, the
15 intergovernmental committee.

16 MR. GEORGE: Intergovernmental did have the
17 tour.

18 CHAIRMAN BARRERA: Right. They had the one.
19 But wasn't there going to be a springtime?

20 MR. GEORGE: Not to my knowledge. Jack, did
21 they mention it to you?

22 MR. GORMAN: We could -- I'll bring that it
23 up with the -- I'll actually e-mail the chairman
24 with that and see if we can't bring that up.

25 CHAIRMAN BARRERA: Because you have a

41

1 different group of people, correct, then what --

2 MR. GORMAN: Right.

3 MR. GEORGE: Now you do.

4 CHAIRMAN BARRERA: -- you had then. Right.

5 I thought --

6 MR. GORMAN: Not everyone's different, but --

7 CHAIRMAN BARRERA: I thought that that was

8 mentioned at one point.

9 MR. COOPER: I wasn't aware of that, but

10 that's fine. I know the response was very very

11 good, and they were very surprised at what all did

12 go on out here, and we did receive some feedback

13 from them.

14 CHAIRMAN BARRERA: Good.

15 MR. GEORGE: May I ask a question while

16 Bryan's there?

17 CHAIRMAN BARRERA: Buzz first and then Carl.

18 MR. GEORGE: Yes. What's the status of our

19 database development? I haven't -- we haven't had

20 any discussion on it, or I haven't heard anything

21 for a couple of months about what's going on.

22 MR. COOPER: Of the -- on the complaint

23 system --

24 MR. GEORGE: Yes. Uh-huh.

25 MR. COOPER: -- complaint database?

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1 MR. GEORGE: Right. Yeah.

2 MR. COOPER: That has been -- it's -- is --
3 it's online now?

4 MR. WUELLNER: It's up. It's live, yeah.

5 MR. COOPER: It came off the beta mode and it
6 is now online. We still have a piece of it that's
7 in the background that we're working on. We've
8 just got to work some details out on. But it's
9 usable and it's now developing statistics.

10 What we're trying to do now is go back and
11 enter all of the information from last year's and
12 the year before, at least last year's information
13 into it. And it's one of the -- the issues that
14 we have in trying to back-date the computer input.

15 And also we did not collect all of the
16 information that we -- we now have as required
17 fields, such as address and zip codes and phone
18 numbers and e-mail addresses. We weren't
19 collecting that previously. But it's up and live
20 now and it's just working on improvements and
21 getting some bugs out that we find as we're using
22 it.

23 MR. WUELLNER: We could start generating
24 reports for your meetings if you'd like.

25 MR. GEORGE: Yeah, I would.

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1 MR. WUELLNER: Or get them out ahead of the
2 meetings, whatever.

3 MR. GEORGE: Yeah. I would suggest that each
4 board member get on and put in a fake complaint or
5 something, just so you can see how the process
6 works and see what you can get out of it. I mean,
7 we're here at the public's beckoning, and this is
8 the public's way of telling us how it impacts
9 them. So I think it would be well worth our time.

10 MR. WUELLNER: Yeah. Check out the web page.

11 MR. YOUMAN: I agree.

12 MR. WUELLNER: There's a lot to it. Yeah.

13 MR. GEORGE: Okay.

14 MR. COOPER: And I would caution about using
15 fake complaints. It's going to screw the
16 statistics up for a little while.

17 But the one bit of information I'd like to
18 get from the board members is, what kind of
19 reports do you want? We're shooting in the dark
20 on that. And when we talked about that many many
21 months ago when we were in the initial development
22 of that, what we said was just collect all of the
23 information that we can so when we go live with
24 it, we'll come up with whatever reports and be

25 able to create them cause we'll have that data.

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1 But I haven't had any input at all on what kind of
2 reports you want, so --

3 MR. YOUMAN: But the key --

4 MR. GEORGE: I would be more than glad to
5 volunteer that.

6 MR. YOUMAN: The key thing, though, is
7 reacting to the complaint at the time the
8 complaint is made; is that correct? Not just
9 gathering data.

10 MR. COOPER: Well, all the complaints have
11 always been --

12 MR. YOUMAN: Okay. I just wanted to clarify.

13 MR. COOPER: -- responded to. What this does
14 is if the person complains or files their issue --

15 MR. YOUMAN: Issue.

16 MR. COOPER: -- on our web site, they
17 immediately get a response that we received it.

18 That's a big change from what we were doing
19 before. If they call on the phone, then what I do
20 is go online as if they're online and file it and
21 they'll get the response.

22 So the response that we're operating on it
23 is -- is there. And additionally, they have the
24 ability to track where it's at, whether we're

25 investigating it or we've concluded the

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1 investigation.

2 MR. YOUMAN: Okay.

3 MR. COOPER: They'll be able to go on anytime

4 and do that. So that's a big giant step forward

5 from what we had before. They had to get hold of

6 me and I had to then tell them.

7 MR. YOUMAN: We keep working to make it more

8 user friendly.

9 MR. COOPER: I think it's --

10 MR. YOUMAN: That's what -- that's what I'm

11 getting out of what you're telling me --

12 MR. GEORGE: Yeah, exactly.

13 MR. YOUMAN: -- which is great.

14 MR. COOPER: I think it's very user friendly

15 now and looking forward to, you know, getting the

16 data from it.

17 MR. GEORGE: Do you have any feel then how

18 many we're getting per month?

19 MR. COOPER: It's down considerably. I think

20 January, I got --

21 (Mr. Burnett enters the room.)

22 MR. COOPER: -- two, but they weren't

23 actually complaints, they were more questions, so

24 they actually withdrew as being a complaint, you

25 know, when I told them what was going on.

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1 But so January, I have absolutely zero, which
2 was true of last year, too. February, we
3 typically will get some, and then it sorts of
4 peaks in March or April --

5 MR. YOUMAN: One other --

6 MR. COOPER: -- and then goes downhill.

7 MR. YOUMAN: One other question.

8 MR. COOPER: Uh-huh.

9 CHAIRMAN BARRERA: Yes.

10 MR. YOUMAN: How's the PR committee doing
11 with the project for public tours?

12 MR. COOPER: What we -- what we have decided
13 to do is that whenever I do a tour for a group or
14 individuals, I'll invite one or more of the PR
15 committees to attend so they can see what I'm
16 doing, to help give a backup and they can learn
17 the process. And in addition to that, we're going
18 to have a tour just for the PR committee members
19 so they can get a good feel for that. That will
20 curve within the next week.

21 MR. YOUMAN: Invite me, please.

22 MR. COOPER: Okay. You want to break your
23 other arm, hmm?

24 MR. YOUMAN: Yeah.

25 CHAIRMAN BARRERA: One of the things, Bryan,

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1 that I think we had discussed before when this new
2 system went into place as far as data collection
3 was to review what we were collecting after 90
4 days and how we were doing it. And I want to just
5 make sure that we follow through on that from an
6 administrative level to come back to the board,
7 because that should be our March meeting, if I'm
8 correct.

9 MR. WUELLNER: That would be April.

10 CHAIRMAN BARRERA: April?

11 MR. WUELLNER: Yeah.

12 CHAIRMAN BARRERA: Okay. We'll put that on
13 the agenda item or on the housekeeping.

14 MR. COOPER: Are you talking about for what
15 information we're collecting? Because we did add
16 a little bit than --

17 CHAIRMAN BARRERA: What information and how
18 the process is going.

19 MR. COOPER: We did add a little bit more
20 information than we were collecting before. Such
21 questions as, "Did this occur day or night?"

22 CHAIRMAN BARRERA: Uh-huh.

23 MR. COOPER: You know, before, we could
24 figure that out by looking at what time it was,

25 but now that's a question.

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1 CHAIRMAN BARRERA: Uh-huh. Okay. Thank you.

2 Okay. Let's move on to the budget. Ed?

3 MR. WUELLNER: Okay. Bench -- benchmarking

4 is your last -- get it on here. Benchmarking is

5 the final section in the updates today. And as

6 Mr. Werter pointed out, revenues are down slightly

7 primarily between hangar occupancy at this time.

8 There's also always an overlap relative to

9 monthly -- or receipt of monthly payments and when

10 they're posted in the financials.

11 Operating expenses are up largely obtained --

12 largely in a couple of classifications, and

13 they're largely where you pay in the first month

14 or the first couple of months of the year and then

15 it's pro-rationed over the balance of the fiscal

16 year. So it -- it will continue to catch up.

17 It's actually already an improvement over the last

18 month's.

19 Occupancy and T-hangars is at 99 percent.

20 Corporate smalls is at 90 percent. I believe

21 there's still one vacant or --

22 MS. HOLLINGSWORTH: Two.

23 MR. WUELLNER: -- two vacants on corporate.

24 That's the 50 x 50, 50 x 60 size. Corporate large

25 hangars currently are at 100 percent. Yeah?

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1 MR. GORMAN: We're not including what I call
2 the tobacco road hangars? There's lots of the
3 smaller hangars, T-hangars? Those are occupied?

4 MR. WUELLNER: There are a couple of them --

5 MS. HOLLINGSWORTH: I only have one.

6 MR. WUELLNER: There's only one empty.

7 MR. GORMAN: Really? Only one empty?

8 MR. WUELLNER: Uh-huh.

9 MR. GORMAN: Oh, okay. I'm surprised.

10 MR. WUELLNER: Jet sales, you can see
11 obviously over -- '08 over '09 for the month of
12 December, significantly different. Self-service,
13 you can see '09 and 2008 were actually slightly
14 ahead of where we were this time last year for
15 self-fuel related.

16 Operations, as I reported earlier, you know,
17 were up by, I believe it was, I don't remember the
18 number, 500 and some, 564, something to that
19 effect up from last year. So, I -- I'm optimistic
20 we'll see a continued trend in that direction if
21 fuel continues to stay at least in the reasonable
22 classification for the next several months as we
23 hit more of the light GA stride, which typically
24 goes into -- into May if we're lucky. So

25 hopefully we'll have a strong first quarter for --

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1 for aviation fuel.

2 MR. GORMAN: I have a hangar right across
3 from that facility, and you get more and more
4 repeat business.

5 MR. WUELLNER: Yeah.

6 MR. GORMAN: You have people that it becomes
7 a habit. This is -- it's on their route, and I
8 think you're actually building a business.

9 CHAIRMAN BARRERA: Carl?

10 MR. YOUMAN: As -- as far as you know, all
11 the lessees that have businesses in the airport
12 area, have they been able to maintain their
13 employment level; do you know?

14 MR. WUELLNER: I really couldn't speak to
15 that. I don't know.

16 MR. YOUMAN: Okay.

17 MR. WUELLNER: If it's data you want us to
18 try and collect, we -- we can try and do something
19 impromptu. I simply don't know.

20 MR. YOUMAN: May I ask Mike from Galaxy what
21 your knowledge is of that?

22 MR. SLINGLUFF: In our operation, we scaled
23 back on the hours that the employees are working,
24 but we're trying to retain everyone that we

25 currently have.

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1 MR. YOUMAN: Thank you, sir.

2 MR. WUELLNER: I did want to just mention
3 that you -- something you'll see, it's not on
4 housekeeping, but one of the things we're looking
5 at, Michael and I -- mostly me, but I've bounced
6 it off Michael and certainly our folks at U.S.
7 Customs, but looking at the fee structure related
8 to Customs.

9 We're also looking at -- it would appear
10 there's no prohibition in collecting a fee from
11 mariner-related visits to that facility. There's
12 a process we've got to work through internally to
13 make sure we can find out how to collect it. But
14 we -- we're looking at that.

15 We've also looked at an adjustment for some,
16 what I would call interesting or very complicated
17 arrivals in the United States. Those are
18 typically not returning U.S. citizens. And those
19 can take quite a bit of time to process, and in
20 some cases, have resulted in having to bring
21 additional Customs officers down to process an
22 airplane because of the nature of that arrival.

23 So we're looking at perhaps adjusting fees or
24 expanding fees in some cases. I don't see us

25 raising general -- the general fees in any -- in

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1 any material way, but those that have late -- I'll
2 call late arrivals or complicated arrivals that
3 require either additional Customs staff or
4 extended hours of Customs operation in order to
5 process are looking at probably fee adjustments
6 related to them based on how long it takes to
7 clear Customs.

8 So we will be putting that together, and I
9 will bring it back to you for just -- for your
10 blessing on that before we implement it. But I'm
11 hoping that we can get you something by the -- the
12 March meeting so that we can just go ahead and get
13 those implemented.

14 The last number I heard is that for the first
15 year of open, which we're still just slightly
16 short of one year open, they've already cleared
17 over 260 aircraft at the airport. So great news.
18 All we've got to do is get the numbers -- the
19 revenue numbers up to make sure it -- it's
20 self-supporting completely.

21 CHAIRMAN BARRERA: Thank you, Ed.

22 SUSTAINABILITY PROJECT UPDATE

23 MR. WUELLNER: With that, first agenda item
24 is -- which I just want to point out will -- after

25 this meeting updates, we'll probably bring into

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1 project updates instead of an agenda item unless
2 there's a requirement for input in the process, in
3 which case it will obviously get agenda'd.

4 And I would introduce Mariben Andersen with
5 LPA Group, as she's going to spend a couple of
6 minutes bringing you up to speed on the
7 sustainability management plan effort.

8 Reminder, this was a federal grant project.
9 It is one of only two -- unless something else has
10 happened since the last time, it's still one of
11 only two being done nationwide. It's the only one
12 currently being done at a general aviation
13 airport. So we're excited about seeing what --
14 what develops out of this.

15 And it's interesting. It seems to be already
16 getting some traction within FAA in looking at
17 methodology for some projects. So that's good
18 news. It looks like maybe they're going to --
19 going to take it seriously once they've funded
20 studies. With that, Mariben.

21 MS. ANDERSEN: Good afternoon, everybody. I
22 want to congratulate the board and of course the
23 airport for being the only general aviation
24 fully-funded FAA sustainability management plan.

1 evaluating several airports that would qualify for
2 funding for a sustainability management plan, and
3 they actually are looking at why St. Augustine was
4 so special and what was the unique characteristics
5 of their airport. And of course you have a lot to
6 offer.

7 Before we go ahead, I wanted to introduce to
8 you our team. Of course the airport. FAA is a
9 partner in this, as in they're reviewing the
10 process that we're going through. One of our
11 experts is VHB. VHB and LPA are actually members
12 of the FAC Airport Sus -- Florida Airport's
13 Council Sustainability Committee. We are
14 spearheading that project literally. And KB is --
15 KB Environmental Services is doing your carbon
16 footprint. And one of our unique partners of
17 Ms. Kelly is Jacksonville University.

18 Just so we're clear on airport sustainability
19 and its definition, this definition was adopted by
20 the Florida Airports Council and it was actually
21 originated from ACI. It's Airport -- Airports
22 Council International for North America.

23 Airport sustainability is a holistic, that
24 means everything, you know, encompassing approach

25 to managing an airport to ensure economic

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1 viability. And we understand that, you know, you
2 need money to run. Operational efficiency, so we
3 have operations and safety.

4 Natural resource conservation. And when
5 we're talking natural resource, it's not just
6 wetlands and uplands. We're talking air, water,
7 land, and energy. And social responsibility
8 because, you know, we all have to work in an
9 airport, and there's public acceptance to it as
10 well.

11 There are many benefits to sustainability.
12 One of it is economic, saving money. You reduce
13 your -- your environmental impacts, so you don't
14 have to -- one good example is your multiuse --
15 multiuse, multipurpose building functions. So you
16 conserve land right there because you have one
17 building that serves many functions. So right
18 there, that is actually a sustainability
19 initiative that is actually occurring at your
20 airport already.

21 The greater utilization of your assets, that
22 is a good example of it as well. And last but not
23 least is reduce cost of development or operating
24 and maintenance costs.

25 A good example is Kevin. Kevin has his own

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1 nursery. He doesn't have to -- you know,
2 maintains your own nursery. He doesn't have to
3 buy plants. You guys do your own landscaping.
4 You don't really -- you have a very efficient
5 staff.

6 So, the reason why St. Augustine Airport is a
7 good example for a sustainability management plan
8 is a lot of it is already implemented at your
9 airport.

10 As I mentioned, you already have a lot of
11 current sustainability initiatives. Again, you
12 have your SWPPP and SPCC, which we've been
13 fortunate to work with you on. That is actually
14 incorporated in your i-AIR so that much so that
15 your op staff -- op staff can actually do the
16 inspection right on that system and maintain your
17 drainage systems current and decreasing most of
18 the time maintenance costs.

19 You use pervious pavement in your parking lot
20 over at the terminal. You prioritize your -- your
21 projects, and we of course minimize environmental
22 impacts. And that's what we call islands.

23 You do things differently compared to other
24 airports. I call this airport is one of my very

25 very clean airports because you guys are very

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1 organized. I'm sorry. I went too fast. How do I
2 reverse that?

3 MR. WUELLNER: We'll get it for you.

4 MR. GEORGE: Hit the back button.

5 MS. ANDERSEN: So the different steps. First
6 is the goal of the sustainability management plan
7 is we -- somebody spoke about visions. It's
8 interesting. We define the airport's vision for
9 sustainability. And the reason for that is like
10 different airports go -- go -- want to go in
11 different directions.

12 In some airports, energy is more important
13 than water conservation, or wetlands and wildlife
14 are more important than energy or water
15 conservation. So we just need to define that for
16 you.

17 And then from there, we'll develop your goals
18 and objectives. And then we'll identify your
19 specific sustainability initiatives. And then we
20 pretty much develop the plan. And you guys are
21 going to walk through that process with us.

22 This is our schedule. January and March
23 would be your baseline assessment. As a matter of
24 fact, this week I am working with Kevin, Donna,

25 and Cindy and Bryan, and we're going to try and

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1 put together portions of the inventory, and I'm
2 going to interview them. So we're working on the
3 baseline assessment or the inventory.

4 And then from there, we'll establish
5 sustainability goals and objectives. So you know
6 you are part -- the board is part of this process.
7 And we're going to schedule a visioning meeting
8 with you in the May time frame.

9 While that is occurring, the Jacksonville
10 University students is actually going to produce a
11 white paper that will provide us information that
12 will enhance the inventory on what is out there as
13 far as initiatives. Oops. Sorry.

14 MS. HOLLINGSWORTH: Back.

15 MS. ANDERSEN: And that is all I have. Do
16 you have any questions?

17 CHAIRMAN BARRERA: Carl, did you have a
18 question?

19 MR. YOUMAN: Not on this -- no, not on this
20 phase. Just a comment. The NS Railroad has
21 completed their -- doing this process, and the
22 impact of the PR that they've got from it is
23 unreal.

24 You can follow, you know, some of these

25 railroad magazines and just follow what's

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1 happening. And the other railroads are going
2 through the same phase now, too. So, it's -- it
3 really feels good to be a leader. That's what we
4 are.

5 CHAIRMAN BARRERA: We definitely are. This
6 is very new in the aviation industry. And JU is
7 very excited to be a part of it because it's --
8 it's a learning process for them, it's something
9 that they have been interested in, and now
10 we're -- we are able to include them in this
11 process and have them help us with the process and
12 explore the process and learn from it.

13 So it's a great opportunity. And it's
14 environmentally responsible. It's economically
15 responsible. It just is a win-win all the way
16 around.

17 And I -- I think one of the examples of
18 sustainability, Maribel (sic), that Kevin also has
19 done is painting the metal for the hangars before
20 it's actually used, which is -- it's just a simple
21 thing. It's cost-effective. It increases the
22 life of the metal. And it's a part of
23 sustainability.

24 MS. ANDERSEN: Yes, ma'am. Actually, I have

25 that in my list. Bryan and Kevin and everybody

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1 else actually contributes to the sustainability --

2 the sustainability initiatives.

3 I wanted to add that one of the first things
4 that we did was we did an airport tour with the
5 Jacksonville University students so they could see
6 the airport and how well it functions, how
7 everybody works together. Kevin and Bryan
8 spearheaded that tour.

9 So that was the first step for your -- you
10 actually have a public involvement/educational
11 component right off the bat in your sustainability
12 management plan. There's only two of those in the
13 whole nation. One is in Ithaca, New York and one
14 is over here in Florida, so congratulations again.

15 CHAIRMAN BARRERA: Thank you. Okay. And
16 with that, we want to go ahead and move over to
17 the -- unless we have any board comment on that.
18 Do we have any other board comment? Move on over
19 then to the environmental assessment.

20 MR. YOUMAN: May I make comments now?

21 CHAIRMAN BARRERA: On the sustainability?

22 MR. YOUMAN: Yes.

23 CHAIRMAN BARRERA: Yes.

24 MR. YOUMAN: First of all, Jack, I agree with

25 you in principle, but not in practicality. So

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1 when you hear my comments, don't get too mad at
2 me.

3 CHAIRMAN BARRERA: Now, Carl, this is on the
4 sustainability item.

5 MR. YOUMAN: Oh, we're not --

6 CHAIRMAN BARRERA: We're not -- no, we're not
7 at that point.

8 MR. YOUMAN: Oh, we're still on
9 sustainability.

10 CHAIRMAN BARRERA: We have to wait a moment.

11 MR. YOUMAN: Oh, sorry. So I can start all
12 over again.

13 CHAIRMAN BARRERA: Yeah. No, we have to --
14 we're going to be presented with it first.

15 MR. YOUMAN: Okay. I'll go back and see if I
16 can deflate my own balloon.

17 MR. GEORGE: You can't have an opinion until
18 after you get presented to.

19 MR. YOUMAN: Well, I've been presented to --

20 MR. WERTER: Wish you could say that to some
21 other people.

22 MR. YOUMAN: -- so therefore I have to -- I
23 have a ton of opinions.

24 ENVIRONMENTAL ASSESSMENT

1 going to present this for us?

2 MR. WUELLNER: He is. My -- if you'll allow

3 me just a second to kind of focus today's -- the

4 agenda item. At the end of what I'm sure will be

5 a much more, I'll use the word, coherent

6 explanation of what the EA process is and what has

7 been accomplished to get to the point we are

8 today, we are asking the Authority basically today

9 for concurrence to submit the environmental

10 assessment to FAA for their determination.

11 We are -- we are not -- I want to make sure

12 we're clear on this, we are not submitting today

13 or in -- you know, at least until you meet again,

14 we will not be asking to submit for purposes of

15 beginning the permitting process, which will then

16 begin the iterative effort of determining finally

17 what -- and by finally, I mean a conclusive

18 conclusion, if you will, of what the actual

19 impacts are and ultimately what the -- I'll call

20 it negotiated ultimate mitigation is. That

21 process will occur over the next several months

22 with -- with the board.

23 We will not contractually or agree to

24 anything from a permitting standpoint until it's

25 been fully vetted here at the Authority. So we're

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1 not -- just so there's no illusion.

2 But what we do need to do today is get the EA
3 submitted, get the initial determination going.

4 With that determination, we can then begin the
5 effort of permitting. And that ultimately begins
6 to shore up the federal funding, once the EA's in
7 for submission for determination.

8 So, with that, let me introduce Andrew
9 Holesko with Passero, who's the project lead on
10 this. And I believe he's got at least one other
11 person he's going to rely on. But we're going to
12 essentially start from square one relative to
13 explaining.

14 I think we got really muddled at the last
15 meeting in mixing permitting and EA issues, and
16 I'm not sure anyone walked away completely
17 understanding what it is we're doing, why we're
18 doing it, and then perhaps just as importantly,
19 what the process is to get to the point where we
20 eventually secure funding and actually begin to
21 build something in the future.

22 So with that, Andrew, take her away.

23 MR. HOLESKO: Good evening. I am your
24 program manager for Passero. You know I've

25 managed most of the projects here for the past

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1 seven years. In addition to that, I am also the
2 main project lead for the environmental
3 assessment, and I am responsible for the efforts
4 of the multiple firms on the project team.

5 Two weeks ago when we had a public
6 information meeting, public hearing, I just want
7 you to know and hear me say it, I was neither
8 satisfied nor pleased with the communications and
9 how all that came off.

10 And I want you to know that and that I am the
11 responsible individual for the performance of the
12 team on that. And I -- I'm very glad that we get
13 to come back in front of you today and take a step
14 back and talk about the EA process, and as Ed
15 said, do it in a more logical manner. That's what
16 I've got for you here this afternoon.

17 The first slide that you're going to see is
18 the brainchild of Bryan Cooper. Since the
19 meeting, I have met personally with all the major
20 team members on our EA team --

21 MR. WUELLNER: Explains all the information.

22 MR. HOLESKO: -- and it's going to fill in.

23 It's going to fill in. That's not the process

24 yet.

25 MR. WUELLNER: The good news is.

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1 MR. HOLESKO: I've also --

2 MR. GEORGE: Looks like Bryan's doodling.

3 MR. COOPER: That is after he took mine and
4 totally fixed it.

5 MR. HOLESKO: I've also met with Ed and
6 Bryan, and really we've -- we've just backed up
7 and we're going to go back to some basics here.
8 We are going to talk some specifics about the
9 environment, but I believe Birkett's going to come
10 up and talk about some mitigation and the
11 environment in a little while. But we're going to
12 start back at square one on the EA process.

13 Okay. First thing starting off in the EA
14 process, it's -- I've got a three-phase process up
15 here. Starts off with a project need. And again,
16 why do you have a project need on the airport? It
17 either comes from the master plan, it comes from
18 an aircraft and safety need, or some sort of
19 demand. You have a reason why you need to do a
20 project.

21 Then you have JACIP and you have some funding
22 need. If we are going to do a project and we have
23 this need, where will the money come from? That's
24 your JACIP, that's your joint CIP with the DOT and

25 the FAA. And in this case, for our -- our current

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1 EA project, we have the FAA review and their offer
2 of giving funding to you to be involved in your
3 environmental assessment for the three projects
4 that we're talking about. That's your first
5 project phase, phase one.

6 Follow my arrows down and you've got an
7 environmental phase. You've got an FAA action.
8 The reason that the FAA is involved with the
9 Airport Authority on this project and the reason
10 that you're required to do the EA is because the
11 FAA is involved in your action and that you need
12 their funding to fund both the EA and the
13 implementation of the EA. That's why the FAA is
14 an involved agency and it's actually their action
15 and you're meeting their environmental rules.

16 They've got three types of -- three types of
17 FAA actions. The first is a categorical
18 exclusion, which is a very basic review. If you
19 have a simple project, it is excluded from further
20 environmental review and you move forward. Or you
21 can do an EA of a project. Or you can do an EIS,
22 which is even more detailed level of environmental
23 review. Our federal FAA action says that we
24 should do an EA, an environmental assessment for

25 our project.

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1 Then we're following the EA -- the EA
2 process, which involves project development
3 alternatives, the environment, mitigation, and
4 agency review. All that has all been done prior
5 to our last meeting. We've been working on it for
6 12 months and even in some cases been worked on
7 for several years to get you to the environmental
8 assessment that you saw briefly two weeks ago and
9 you'll see more information from today.

10 Then you're going to have an FAA decision.
11 And as Ed mentioned a minute ago, we're asking you
12 to allow us to submit the EA to the FAA so we can
13 get a decision from the FAA on the environmental
14 assessment.

15 They're going to come back and tell you one
16 of two things. The first one is red, and that is
17 that the FAA could come back and tell you that the
18 result of your environmental assessment is that
19 you need to go do an environmental impact
20 statement because there are significant
21 environmental impacts shown inside the EA that are
22 not acceptable to the FAA. Or, what we hope will
23 be the second portion, will be a FONSI, which is a
24 Finding of No Significant Impact.

25 So this is where we are a today. We're right

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1 here at this -- at this arrow waiting to move

2 forward.

3 Bryan asked me to talk a little bit just

4 about the time frames and how long does it take to

5 get from here to there on simple projects or

6 complex projects. You can get from the project

7 phase and go through these environmental on a

8 simple project and a rehab project everything from

9 a few months to a year or two.

10 It has taken us -- to go from this project

11 need to where we are today, it has taken years to

12 get to this point in terms of identifying the

13 project needs years and years ago, to get the EA

14 done, to get it in its final presentation to get

15 it ready to submit to the FAA. So that's where we

16 are in the environmental.

17 Now we're going down to phase three, which is

18 the development phase, which is a little bit

19 behind our plant there in the corner. What's that

20 say, Ed?

21 CHAIRMAN BARRERA: Project details.

22 MR. HOLESKO: Project details. Okay. Now we

23 have our FAA decision, okay, and we expect that we

24 will receive a FONSI, the Airport Authority will

25 get a FONSI. Then we will work on the more final

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1 project details.

2 All we have inside the EA is what we believe
3 is a feasible environmental plan that can be
4 permitted, but it's still not all the final
5 project details.

6 Again, we're back with the FAA and the
7 Florida DOT with a JACIP asking them for funding
8 to help work out those details and move the
9 project forward. There's FAA review again.
10 Here's our project. Here's specifically what
11 we're doing. The FAA gets involved.

12 You do your final design of exactly how the
13 project is going to move forward. There's your
14 final permitting. This is exactly what we want to
15 do before we move forward with construction. And
16 hopefully our final will be the actual
17 construction of the project. That's where we hope
18 to move with the FAA after the EA is submitted
19 here. Again, moving into our -- into our last
20 point here.

21 In terms of getting from the very top bullet,
22 which is here the project need, down here to
23 construction for a significant project such as
24 yours, it can take and has taken five to ten years

25 to get from the project need to construction. And

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1 that is where you are today.

2 Some projects take as much as 20 years to get
3 from Point A to Point B. A simple project can get
4 from the initial project need to construction in
5 one year. That's not the case and that's not what
6 we have here today. Yes, sir?

7 MR. YOUMAN: What --

8 CHAIRMAN BARRERA: Can we -- let's save our
9 questions until he gets through it. And that way,
10 we can present the questions at the end. Just
11 write them down.

12 MR. HOLESKO: Now we talked a little bit
13 about the projects, and I'm not going to go into
14 the detail of projects, but I do want to focus on
15 the three project elements inside the EA.

16 They are the runway safety area
17 stabilization, the Taxiway C replacement which is
18 a continuation of parallel Taxiway B, the approach
19 lighting system. They are all needed for existing
20 operations and demand.

21 A lot of comments came up at the last meeting
22 and discussion about the future and airline
23 service and other things. All three projects are
24 needed for the aviation demand on the airport

25 today and the aviation demand and type of

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1 operations that have been occurring on the airport
2 for several years. It's not for the future. It's
3 for 2009 and 2010.

4 I want to talk a little bit about the people
5 that are on your EA team. First of all, Passero
6 Associates, again, I'm your project manager. I've
7 been doing this for 21 years. I've done about ten
8 environmental assessments to date in my career.
9 None of them has ever gone to an environmental
10 impact statement.

11 Also with Passero Associates is Sara Massey.
12 She's one of our airport planners. Prior to
13 working with us, Sara worked in Washington and
14 actually worked to draft the current versions of
15 the environmental laws that are being applied
16 inside this environmental assessment. And also
17 Victor Calvert is our senior drainage engineer.
18 Victor's been a senior drainage engineer for 24
19 years.

20 At LPA, you met Mariben a minute ago.
21 Mariben is their senior environmental scientist,
22 and she has been doing this for 24 years, and I
23 don't believe that because she -- she must have
24 been doing it when she was ten years old. But

25 she's been doing this for 24 years. And Jay

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1 Gable, also a senior environmental scientist. Jay
2 has been doing this for 17 years.

3 Birkett Environmental. Beverly's going to
4 get up in a minute and talk. And she is the
5 principal ecologist and the project director for
6 Birkett, and she has been doing this for 30-plus
7 years. And Melissa Green is a project manager and
8 project scientist for Birkett, and she has been
9 doing this for seven years.

10 We have at least five other professional
11 firms on the team. I think Jack had kidded around
12 at one point and stated we were employing most of
13 the professional consultants in Northeast Florida.
14 I think that's a relevant quote.

15 The reality is we put together a very
16 specific team for your environmental assessment
17 because we do have culture resource surveys. We
18 have floodplains. We have soil testing. We
19 have -- we have surveys. Literally anything that
20 needed to be tested and researched on your EA, we
21 hired the exact specialist that was needed to
22 determine how to get your EA done.

23 And the collective efforts of those
24 specialists are inside your EA. And when I say

25 with this last bullet that thousands of manhours

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1 of effort were put together to meet the regulatory
2 requirements, that is accurate. It has taken
3 thousands of manhours to get where we are today.

4 Oh. Is the -- hers after -- after mine?

5 MR. WUELLNER: What?

6 MR. HOLESKO: Is the Birkett --

7 MR. WUELLNER: After.

8 MR. HOLESKO: After. Okay. Then I'm going
9 to -- I'm going to flip through these because I
10 want to come back to these after.

11 MR. WUELLNER: That's fine.

12 MR. HOLESKO: I prepared a list of common
13 questions and things that have come up in our last
14 meeting. And again, I'm going to go through them
15 very quickly. I'm not going to answer them right
16 now because I want to get to Beverly's portion of
17 the presentation and then we'll come back to these
18 common questions. Because there was some themes
19 that came up at the last meeting that I think need
20 to be addressed, but I'm going to go through them
21 really fast and we'll come back to them when
22 Beverly's done. Okay. Beverly? Beverly Birkett
23 with Birkett Environmental Services. This is the
24 forward. That's the laser.

1 Birkett. I'm very happy to be here and talk to
2 you and explain a little bit further about this
3 very detailed process that we've been involved in.
4 And like Andrew said, in some cases, for almost
5 six years, we have been looking at various
6 opportunities here at the airport.

7 I prepared a -- I'm shorter. Excuse me. I
8 prepared a -- a chart to just kind of show you the
9 process that we went through, and then I'll talk
10 about each one of these components as we go
11 through.

12 To identify the mitigation needs and what is
13 required to move this project forward from an
14 environmental assessment standpoint and ultimately
15 through permitting, we need to identify what the
16 requirements are. We're going to be looking at
17 what impacts occur as a result of the project, the
18 regulatory requirements, and then also the airport
19 objectives, which have been given to us through Ed
20 and Bryan how we need to approach this.

21 We'll be looking -- taking all of that
22 information and searching for the mitigation
23 options, looking first of all off-site and looking
24 first of all for mitigation bank opportunities to

25 see whether they're available or not. If they're

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1 not, looking at other off-site opportunities, and
2 we'll go through that process and explain it. And
3 then finally, if necessary, come coming back to an
4 on-site opportunity.

5 Project impacts. There are temporary and
6 permanent impacts to salt marsh and open water
7 areas associated with these three projects. Salt
8 marsh impacts of 7.46 acres, these will actually
9 be permanently impacted. There's some additional
10 temporary impacts that are due to the project
11 construction.

12 There will also be 2.57 acres of impacts to
13 open water. And these are considered Class II
14 desig -- designated waters for shellfish
15 harvesting and special protection through the
16 Water Management District and the state.

17 These activities that will result in these
18 impacts are the installation of the approach
19 lighting system, pilings in the salt marsh, the
20 construction activities in the salt marsh
21 associated with the lighting, as well as there's a
22 control panel that will be placed in the salt
23 marsh.

24 Restoration of the runway safety area

25 involves filling of the runway safety area salt

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1 marsh that's existing there now, as well as some
2 open water areas.

3 And then finally the replacement of Taxiway C
4 will involve filling of an existing tidal ditch,
5 dredging of a new navigational canal to maintain
6 navigational access around the runway, fill for
7 the taxiway in the salt marsh, and placement of a
8 new stormwater pipe and outfall. These are all
9 the types of impacts that we have to address.

10 Why do we need to mitigate? A lot of these
11 issues come up regarding mitigation. We have the
12 regulatory requirements. But beyond the
13 regulatory requirements are the fact that the
14 projects that are proposed are very important for
15 safety and operation of the airport, but they will
16 result in loss of salt marsh.

17 The salt marsh is extremely important to fish
18 and wildlife. It's a nursery ground for many
19 species. And the federal initiative of "No Net
20 Loss of Function" is a prime directive for us to
21 operate under.

22 The projects will also result in the loss of
23 the Class II shellfish harvesting waters, or a
24 portion of those. Loss of oyster and potential

25 oyster habitat. Loss of wood stork suitable

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1 foraging habitat associated with the salt marsh.
2 And then loss of other threatened and endangered
3 species habitat. For example, wading birds,
4 sturgeon, or manatees. Now we don't really expect
5 those species to be impacted, but there is the
6 potential for some of those impacts to occur in
7 their habitat.

8 These are the regulatory constraints that we
9 had to operate under to identify what to do about
10 the wetland impacts and how to mitigate. Must --
11 first of all, it has to be sufficient to
12 compensate for the wetland functional loss.

13 And I'm not going to talk too much about
14 this, but it's -- UMAM that you usually see us
15 referencing is a very specific methodology that
16 the state and federal government has outlined for
17 evaluating how much of an impact occurs and how
18 much mitigation has to be provided.

19 We must mitigate within the same basin, and I
20 think that the green line there is hard to see, is
21 Basin 6, that is within the same watershed. Both
22 the state and the federal agencies mandate that we
23 mitigate within the same watershed, and that's in
24 order to protect the waters in this particular

25 location. It must be within Class II waters.

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1 Again, if we're impacting Class II waters, they
2 want to make sure that we have the compensation in
3 Class II waters.

4 Additionally, the wood stork core foraging
5 area is very specifically defined. This circular
6 area is a 13-mile radius around an existing wood
7 stork rookery area. And therefore, we must
8 provide the mitigation within this 13-mile radius.

9 And finally, the mitigation for wetland impacts
10 must be acceptable to FAA. No significant
11 increase in wildlife hazard associated with the
12 airport.

13 One of the first things we did in our search
14 for mitigation is look for mitigation banks.
15 That's the easiest, most cost-effective option. I
16 actually am a partner in a mitigation bank in
17 another part of the state, and this is a very user
18 friendly means of providing mitigation.

19 There are 50 mitigation banks in the State of
20 Florida that have been approved and permitted.

21 There are 18 mitigation banks within the St. Johns
22 River Water Management District area. However,
23 there's only five mitigation banks -- oops.

24 Sorry. Okay. How do I go back?

25 MR. WUELLNER: I've got it.

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1 MS. BIRKETT: Okay. Thank you. There are
2 only five mitigation banks in the State of Florida
3 that have salt marsh credits. And these are the
4 five right here. You can see they're in the lower
5 part of the state. And unfortunately there are no
6 mitigation banks of any kind in Basin 6, which is
7 where we are up here, and there are no salt marsh
8 mitigation banks anywhere near the project area.
9 So unfortunately, even though that was our best
10 and favorite option, it is not available to us.

11 So the next thing we did, we started a series
12 of meetings, and these -- many of these meetings
13 have been going on since 2006 -- a series of
14 meetings to identify other mitigation options that
15 would be cost-effective and meet the airport's
16 objectives.

17 We've had ongoing meetings with the St. Johns
18 River Water Management District, the Corps of
19 Engineers, and the GTMNERR, Guana Tolomato
20 Matanzas Estuarian Reserve. Since 2006, we've
21 been meeting with all of these agencies to
22 identify potential mitigation options for the
23 airport.

24 In 2007, we had an extensive field trip with

1 National Marine Fisheries to explore in a
2 comprehensive manner mitigation options for the
3 airport.

4 We took a field trip to the spoil island in
5 August 2007 with the National Marine Fisheries and
6 the U.S. Fish and Wildlife Service in order to
7 evaluate what kind of habitat value there is on
8 spoil island and to ensure that we would not be
9 affecting any valuable habitat.

10 The conclusion of that was the National
11 Marine Fisheries and both Fish and Wildlife
12 Service did concur that the habitat value was
13 minimal and -- and they supported the opportunity
14 to restore the spoil island if that option was
15 chosen.

16 Most recently in July of this year, I met
17 with Kirby Green personally. He's the executive
18 director of St. Johns River Water Management
19 District. I've known him for many years, and I
20 went to him and asked for his support directly in
21 helping to find mitigation opportunities for the
22 airport. We had a follow-up meeting here in this
23 office in August 2009, and he directed us to go
24 look in different directions and explore

25 possibilities.

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1 And then as we recently as December of this
2 past year, we met with GTMNERR, again trying to
3 explore mitigation opportunities. Each one of
4 these meetings resulted in a series of suggestions
5 to explore this or contact this person and follow
6 up on this, and all of those leads were followed.

7 Other contacts that we've made, we did speak
8 with St. Johns County in 2007, 2009, and 2010 and
9 identified right now that the county only has a
10 small amount of mitigation that they have
11 designated for their own purposes for road and
12 boat ramp projects. The mitigation that they do
13 have is not sufficient or they -- it is not
14 available for the airport's use.

15 We also contacted the Florida Department of
16 Transportation and the Water Management District's
17 DOT program manager to determine eligibility for
18 utilizing that program. Again, that would be a
19 fantastic opportunity if it were available to us,
20 because in that program, the airport would only
21 need to pay into the fund and then the mitigation
22 would be provided by the Water Management
23 District. Unfortunately, they do not have any
24 salt marsh mitigation opportunities available, and

25 therefore we cannot utilize that program.

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1 Additionally, we had further contacts with a
2 whole series of state and federal parks,
3 conservation lands, as well as private entities,
4 and we explored each one of these opportunities
5 that came up and unfortunately reached a dead end
6 at each -- each turn.

7 I did want to mention a spoil island
8 restoration is a regional effort and initiative by
9 the Water Management District and National Marine
10 Fisheries. They've been working on this for a
11 series of several years, and they have identified
12 potential spoil islands and adjacent uplands for
13 restoration along the Tolomato River.

14 And they've actually identified and gathered
15 data on over 200 acres of spoil islands that
16 they've identified for restoration. And you can
17 see the -- just the whole series of the -- all of
18 the squares up there show the different spoil
19 islands.

20 And these spoil islands, the reason they have
21 the initiative is because that would provide a
22 regional ecological improvement for the whole
23 system. These impacts have occurred up and down
24 the coast and they are focusing on restoring

25 those.

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1 The other thing that we do know is that we
2 have examples of several successful spoil island
3 restorations in Northeast Florida. Some down in
4 Volusia -- Volusia County near Flagler Airport,
5 and also I personally know of one down in
6 Southwest Florida, the Port Manatee restoration.
7 So, spoil island restoration has been successfully
8 accomplished, readily accomplished in other
9 locations.

10 So I think at this point, I hope that you can
11 see that we have explored a whole variety of
12 options. And I'd be glad to go into more and more
13 detail about that, because we -- we have pages and
14 pages of where we've contacted people and looked
15 for opportunities.

16 And areas where there were historically
17 opportunities, private landowners, they apparently
18 have over time changed their mind with the change
19 in economy. They no longer want to sell their
20 lands, they're holding on to them. And I don't
21 know, for whatever reason, they're no longer
22 interested.

23 So at this point, we have ended up with a key
24 opportunity at the airport. One of the main

25 things here, too, is that unlike some of these

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1 other spoil island systems identified by the Water
2 Management District, the airport already owns the
3 major portion of the spoil island adjacent to it.
4 You do not have to go and purchase additional
5 land, which is also costly.

6 But the benefits of restoring this spoil
7 island is it's one of the most biologically
8 productive natural systems on earth. In Florida,
9 there have been over 60,000 acres lost in the
10 period of record that the Florida DEP has been
11 tracking.

12 And there's extensive loss of salt marsh
13 particularly in Northeast Florida which contains
14 over 11 percent of the state's salt marsh acreage.
15 There's benefits to habitat, to the fish and
16 wildlife species, crustations, benthic
17 invertebrates, oysters, improvements in water
18 quality, reduced sedimentation in adjacent salt
19 marsh. A whole variety of benefits out of
20 creating salt marsh.

21 And one -- one more recent thing that has --
22 that has come up is that salt marsh is considered
23 what they call a blue carbon sink, and efforts
24 world wide are being initiated to maintain and

25 enhance these carbon sinks. They only comprise

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1 .05 percent of the plant biomass on the land, but
2 they rank as the most intense carbon sinks on the
3 planet. And that's a key element of the salt
4 marsh that -- that we're just learning about.

5 I want to talk about the spoil island
6 habitat. I'll try to be a little more brief here.
7 But I want to compare the natural island habitat,
8 if I can find my button here, the natural island
9 habitat that is described in ecosystems of Florida
10 and the spoil island habitat that is adjacent to
11 the airport here.

12 A natural island habitat, there are open
13 areas. There are oaks typically growing there.
14 Wax myrtle. Yaupon holly. There's a variety of
15 herbaceous vegetation and a high diversity of
16 wildlife. And if you go to ecosystems of Florida
17 and look up this habitat, you can see it described
18 fully.

19 The spoil island habitat that we're working
20 with adjacent to the airport is a -- it's a -- not
21 of a natural system. It was placed -- spoil was
22 placed in the salt marsh. It's a man-made system.
23 It's currently very densely vegetated. There are
24 no oaks on the island, but you do have fruiting,

25 the wind-blown seed trees that are dispersed there

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1 by birds.

2 We do have some exotic species on the island.

3 Brazilian pepper. You do have some of the same

4 species, wax myrtle and the yaupon holly that you

5 do in a native system. We have very little to no

6 herbaceous vegetation and a very -- very low

7 diversity of wildlife.

8 Again, just in summary, it's not a natural

9 system. It is man-made. There are no listed

10 species identified occurring or potentially

11 occurring on the island. There's minimal wildlife

12 value. There's a -- there's I think a lot of

13 raccoons. I guess Kevin knows more what's out

14 there. A few song birds. Some deer.

15 It's very thick vegetation, which prevents

16 birds and mammals from reaching food sources. And

17 it also has been identified as a potential

18 wildlife hazard. There are some deer, but of more

19 concerned is the future rookery development, that

20 over time the spoil island could develop into a

21 rookery habitat.

22 MR. WERTER: Rookery being what?

23 MS. BIRKETT: Birds foraging and nesting.

24 And this -- this shows the spoil island

25 restoration plan that I believe that you've seen.

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1 This is the boundary of the spoil island.
2 This is upland areas that would be scraped down to
3 restore the salt marsh from what was there
4 historically. And this is a tidal creek system
5 that would be created within the -- throughout the
6 island and could be populated with oysters and
7 other oyster bar habitat. We do have photographs
8 from the 1800s that show this habitat before the
9 spoil was placed there, if anyone's interested in
10 seeing those at some point in time.

11 In conclusion, for the EA process, what we've
12 found right now is the -- that only the on-site
13 spoil island meets all the regulatory requirements
14 at this time. The identification of the spoil
15 island as -- restoration as mitigation allows the
16 EA process to proceed forward.

17 The approval of the EA allows for the FONSI,
18 or the Finding of No Significant Impact, and the
19 furthering of the funding considerations. It does
20 not commit the airport to restore the spoil
21 island. And I want to reassure you we still
22 continue to explore other options.

23 We've continued to make phone calls after our
24 meeting two weeks ago and are still continuing to

25 evaluate other opportunities. And I'll hand this

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1 back to Andrew.

2 MR. HOLESKO: Stay close by. Ed, could you
3 take me back to the common questions section?
4 Beverly has already answered some of these
5 questions, but I do want to go through them
6 because they came up quite a bit both before the
7 last series of public meetings and during and
8 after.

9 So first common question. Can we ask the FAA
10 to allow the runway safety area size to be reduced
11 to make the impacts less? You basically have a
12 large rectangle surrounding the runway surface and
13 operating environment. The FAA tells you how
14 large it is. And if anything, over time, the FAA
15 is getting more and more stringent about letting
16 anybody have anything other than the standard
17 runway safety area.

18 My opinion to this question is no. Yes, you
19 could ask. No, it wouldn't be granted, unless you
20 absolutely proved to the FAA that it was not
21 environmentally and financially feasible to move
22 forward with what you have. If that's the case,
23 they could either grant you a smaller safety area
24 or have another operational impact on the

25 environment, shortening it, something along that

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1 line.

2 Number two, will we ever have to maintain the
3 runway safety area perimeter again? A question
4 came up that this was put in place for the safety
5 area back in 1965, 1966. Will we have to go back
6 and fix it again?

7 The answer is no, at least not in our
8 lifetimes. Or barring a major, and I mean major
9 weather event, the stabilization of the entire
10 boundary of the -- the east, south, and west side
11 of the safety area on the south end of the runway
12 is going to have a concrete stabilization, a woven
13 block system with plants being installed over the
14 top of it, and it is going to be able to take a
15 massive weather event without eroding.

16 Next, are we committed to the exact
17 permitting concept shown in the EA? I think
18 Beverly has already clarified that with you. The
19 answer is no.

20 We do have a feasible plan that is a
21 permissible plan that we think is acceptable to
22 the FAA and environmental agencies. That's what
23 we want to submit inside the EA. But we are not
24 saying that's exactly what's going to be permitted

25 and that that's what's going to be constructed.

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1 Are we required to work on permitting and
2 mitigation in the local area? Beverly come up
3 here and answer that one, would you please?

4 MS. BIRKETT: Well, I think I already showed
5 the graph that we had with the big circle that
6 really designated all the things that we had to do
7 right in this local area. So we do have
8 constraints where we can mitigate.

9 MR. HOLESKO: Next question, why can't we buy
10 credits in a mitigation bank? And again,
11 Beverly's presentation addressed that quite a bit.
12 There are no mitigation banks and no saltwater
13 mitigation banks in our present area or the basin
14 in which we are required to mitigate the projects
15 that we're doing.

16 And the last question, can we pursue
17 maintenance permitting versus new wetland impacts?
18 That question relates to whether or not we are
19 being -- I don't know what term to use. I don't
20 want to say affected by the fact that we had a
21 runway safety area in place, it's eroded, and now
22 turned into a wetland.

23 All that has been discussed with the
24 regulatory agencies to say, listen, this was a

25 safety area. It eroded from weather events. Now

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1 it has wetland characteristics again. All of that
2 has been discussed with the regulatory agencies
3 that have resulted in the mitigation plan that we
4 have for you today.

5 So, maybe that will slow down some of our
6 questions. But with that, I'm going to turn it
7 back to Ed. And Beverly and I will be here. If
8 we need Mariben, she's here also to answer any
9 questions you may have. And Mark and Melissa.

10 CHAIRMAN BARRERA: Okay. We need to open it
11 up for public comment. After public comment, we
12 can entertain a motion and have board comment and
13 questions. Reba Ludlow?

14 MS. LUDLOW: No comment.

15 CHAIRMAN BARRERA: Joe Jones?

16 MR. JONES: Joe Jones, 4672 Fifth Avenue. I
17 was just curious on the -- well, two things.

18 In the last -- the last meeting we had, you
19 said you were going to respond to the questions in
20 writing. When did you think we would be getting
21 those?

22 And the other one was, you said that the FAA
23 has to prove it goes on -- so does FAA pick up the
24 tab for that or is that something that the airport

25 has to pay to get the funding? I'm just curious

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1 about that part, the funding part.

2 But the other part was just, you know, the
3 answers to the questions from last week or two
4 weeks ago, you said you was going to answer the
5 questions in writing. I didn't know if you were
6 mailing them or what.

7 MR. HOLESKO: The written response to all
8 comments that came about at the last public
9 meeting two weeks ago will all be mailed out in
10 the month of February. It's a part of actually
11 the EA process. The FAA requires a written
12 response to all comments made.

13 In terms of the funding, we believe that the
14 FAA will fund 95 percent of the improvements shown
15 inside the EA, and we believe that the Florida
16 Department of Transportation will come up with
17 2 1/2 percent and the Authority's share would be
18 2 1/2 percent.

19 CHAIRMAN BARRERA: Victor Martinelli?

20 MR. MARTINELLI: I'm too short. First of
21 all, thank you for the explanation.

22 After the last meeting, there were lots of
23 questions, and I think you've done a fine job
24 today of explaining what this is kind of all

25 about. It's still a very complex issue.

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1 There's a facet to this, though, that is
2 beyond the control, I think, of -- of the
3 consultants or of the Airport Authority, and that
4 is public perception. And the public perception,
5 unfortunately has taken a turn where it's become
6 political.

7 And there have been as all of you know some
8 presentations made to the Board of County
9 Commissioners, to the newspapers and so on, with a
10 lot of misinformation. And so I think that whole
11 facet needs to be addressed in order to move
12 forward with this thing in such a way that you
13 have uniformity of opinion and a blessing on the
14 direction that you're taking.

15 So, on that score, I have two -- two
16 thoughts. One is that you have a tremendous
17 resource on this field, and that's SAAPA, St.
18 Augustine Airport Pilots Association, over a
19 hundred members. Lots of these folks are in the
20 area and can take the proper message out to the
21 public.

22 Along those lines, if it's not too difficult
23 to do, I would suggest that an abbreviated
24 presentation of what you made here be made to the

1 their meetings, perhaps a special meeting called
2 to do that.

3 Secondly, I think that the -- the emphasis
4 that really has I think started all this is
5 basically safety; safety of the pilots, safety of
6 the passengers that land here, and safety of the
7 neighbors who surround the airport. And I think
8 more emphasis should be made on that basic cause
9 of why we're doing this so that people understand
10 the motivation.

11 The motivation is not to build an empire or
12 to increase the size of the airport or to have any
13 kind of personal aggrandizement, but rather it's
14 just fundamental basic safety, and I think that's
15 very important. With that, I -- I have nothing
16 further. Thanks.

17 CHAIRMAN BARRERA: Thank you, Mr. Martinelli.

18 Now, that will close out public comment. We can
19 open it up for a motion and discussion for the
20 board.

21 MR. YOUMAN: Can I make my comments now?

22 CHAIRMAN BARRERA: You can. You can. Thank
23 you, Carl.

24 MR. YOUMAN: I'm still going to make these

25 comments, even with the presentation, and the

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1 reason being I believe the consultants did an
2 excellent job last week, if everybody had gone
3 around to each station and asked questions.

4 I -- I -- and the reason I'm going to read
5 all of this is because it's going to be almost a
6 rehash of what they did today because all the
7 information was available last week.

8 CHAIRMAN BARRERA: Okay.

9 MR. YOUMAN: So here we go. These comments
10 are in reference to the public meeting on the
11 maintenance and improvement to Runway 31.

12 I was quite surprised at the negative
13 responses to the waterway restoration by removal
14 of the man-made island and to the maintenance and
15 improvements at the end of Runway 31. I do not
16 understand how the facts presented by the
17 consultants could be interpreted to achieve the
18 negative outcome that came from a small group who
19 represent a very small and narrow constituency.

20 The presentations appear to have been made
21 only within context of some of the individuals'
22 personal grievances at the geographical placement
23 of the airport. My eight points for consideration
24 are:

25 One, the runway is not being extended, as

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1 stated by some of the presenters. Two, the Runway
2 31 area is being improved for safety and operating
3 efficiency. I cannot understand how this is a
4 negative, as it brings the airport operating
5 facilities within the safety parameters outlined
6 by the FAA. This has a potential for saving lives
7 and eliminating injuries.

8 Three, the removal of the island created by
9 dredging years ago for the seaplane parking area
10 would restore the marsh area and create a natural
11 channel through the area. This area would be
12 populated with habitat suitable for oysters. This
13 area would add to the waterway for fish pop -- to
14 populate and would appear to improve the fishing.
15 Comments were made that this work would play havoc
16 with the fishing opportunities without presenting
17 a factual basis how this would occur. The facts
18 indicate the fishing would be improved.

19 Four, the fill from the island, after being
20 checked by a number of agencies who protect the
21 environment, would be used to fill in and improve
22 the erosion of the safety area around the end of
23 Runway 31 and a retaining wall of concrete be
24 installed to minimize future erosion. The fill

25 would also be used to improve the taxiway.

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1 Five, the improved taxiway to Runway 31 will
2 save fuel and deposits into the air by enabling
3 planes to go directly to the end of Runway 31 and
4 depart in a fluid manner without holding back at
5 the junction point, then use 31 after opposing
6 planes land and go out and turn around and then
7 take off. This will low -- lower our carbon
8 footprint.

9 Six, the board is dedicated to the plan set
10 forth by the previous boards to eliminate the
11 subsidy from the St. Johns taxpayers. The last
12 tax for the airport by St. Johns County taxpayers
13 is this year.

14 Points were raised that the funding being
15 used is bad because the board is using taxpayers'
16 money to maintain and improve the airport
17 operating infrastructure for safety and increased
18 efficiency. May I present this is not taxpayers'
19 money except for the 5 percent from the FDOT and
20 the general fund.

21 This money is similar to the Highway Trust
22 Fund in that the airport users traveling
23 throughout the U.S. are charged as a percentage on
24 their tickets and airplane owners on the fuel they

25 use. These monies go into a fund managed and

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1 disbursed by the FAA under a grant process.

2 If our board did not support an aggressive
3 securing of funds to maintain and improve the
4 airport, we would be negligent in our fiduciary
5 duty to the citizens of St. Johns County who
6 benefit from the economic and job opportunities
7 created at this airport. In fact, I do not see a
8 cross section of citizens of St. Johns County
9 making negative presentations as to how this
10 airport is operated.

11 Seven, some strong positions against removing
12 the island have been presented due to the cost. I
13 believe this is a moot point, as the federal and
14 state process concerning mitigation, permitting,
15 and improving the environment is being strictly
16 followed. The cost is part of the user fund being
17 disbursed under the FAA grant process. These
18 monies are being made available only after the
19 study and approval of the FAA.

20 Again, I submit that under these procedures,
21 we as a board would be remiss if we rejected the
22 funding for the reasons of cost. If we were using
23 St. Johns County residents' monies from the
24 general fund, I might agree. However, under the

25 processes we are working under, we would be

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1 violating the fiduciary responsibility to St.
2 Johns County. If we did not use the FAA funding
3 for our airport, the FAA funding would be granted
4 to another airport for their improvements.

5 Also, points have been made that the island
6 should remain and other sources should be used for
7 mitigation. There are -- if there are such
8 sources and the cost would be lower, I would
9 agree. After exhaustive study, no other
10 reasonable mitigation sources have been found that
11 would be within federal and state approval and
12 plan parameters.

13 Eight, comments were made as to the
14 competence of the board in general as to the
15 decision-making process. I submit, as I have done
16 because I at one time had disagreed with the tone
17 of the board a few years ago, I ran for office and
18 was elected so I could become part of the
19 decision-making process. Those who continuously
20 want to state we are not competent also have the
21 same opportunity to step up and show what they can
22 do.

23 In closing, I want to be clearly understood
24 that I fully support all constituents in

25 presenting their relative positions. I am fully

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1 supportive of all the complaint processes that
2 have been established and are being continually
3 refined and fully support an aggressive policy of
4 making changes to improve where we can to better
5 the situations for our close neighbors just as
6 long as these changes are within the approval
7 parameters of the FAA and will support the safety
8 and growth opportunities of the airport for the
9 people of the City of St. Augustine and St. Johns
10 County.

11 I also want to emphasize these comments are
12 mine only and may not represent those of the board
13 as a whole. I am but one vote on a team of five.
14 Thank you.

15 CHAIRMAN BARRERA: Thank you, Carl. Do we
16 have any more board comment?

17 MR. GORMAN: Certainly.

18 CHAIRMAN BARRERA: Jack?

19 MR. GORMAN: Well, for one thing, let me
20 state that we do need this taxiway. The taxiway
21 completes the airport. And when the taxiway is
22 completed, then the airport will be more useful
23 for large aircraft, because right now, things like
24 we had Skybus, it was very useful. The citizens

25 of the county used it to a tremendous degree.

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1 It needed at that time this ability to be
2 able to taxi over to the end of 31 and take off.
3 So it's -- it's almost a maintenance issue. It's
4 something we actually need. It isn't something
5 that -- that is almost -- it's something we really
6 need.

7 The other thing is, we really do need to fill
8 in the edge of the east side of the runway because
9 we do need to comply with a safety issue for the
10 FAA. It's -- that's common sense. You look at
11 any of these aerals and you can see you need some
12 fill in there. That's another thing. And of
13 course the lighting system has a minimal impact
14 because it's just a bunch of posts stuck in the
15 marsh, and that's not going to hurt anything.

16 Now, here's where I differ. The assumption
17 we all make in any of these mitigation issues is
18 that no agencies will bend, that their law --
19 their word is law. In other words, that no
20 agencies can expand basins. No agencies can
21 afford to be able to possibly be more compliant or
22 more -- or have more consideration for the fact
23 that this is a county effort and it will -- it
24 keeps and it helps the citizens of St. Johns

1 In other words, so at this point to me, as
2 Mr. Martinelli said, and I thought this was
3 astute, it's a political solution. It's a
4 political solution. We could get -- if common
5 sense reigned supreme, we could get these
6 mitigation agencies, these mitigation credits
7 piecemealed together. I believe in my heart of
8 hearts we could do that.

9 What we need is help. We need help from the
10 paper. The paper needs to very calmly, very
11 concisely, and very clearly report what the heck's
12 going on. Then, with the help of the paper, we
13 need public support.

14 If public -- if the public then understood
15 what was going on, then the public I believe would
16 back us in this. Because we're just trying to fix
17 and get this -- this airport finished. And if the
18 public backed us, then maybe it could persuade
19 these agencies to help us.

20 Maybe I'm an idealist. Probably. Maybe I am
21 naive. Probably. But in my heart of hearts, I
22 really think that needs to happen. And so, I --
23 if the paper would help, then the public would
24 help. If the public would help, then the agencies

25 could help. Because the assumption here we're

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1 making is that all these agencies cannot bend.

2 They cannot help. That we're done. That we've
3 been told what to do. We've been told what time
4 to sit down and there is -- there is no compromise
5 to be made.

6 I'm going to go on the negative side of life
7 for a second. I want to talk about the difference
8 between a natural island and a spoil island. The
9 sand that that little island has evolved from is
10 the exact same sand that all of the other islands
11 around -- as a matter of fact it was dug up right
12 next to it.

13 You can look at these different aerial views
14 and you can see that all that has happened was
15 sand was pumped around an island that actually did
16 exist to the north of where the -- the seaplane
17 base is dug out. That's spoil island is in the
18 process of evolving.

19 The reason there's lots of scrub around the
20 outside is because the trees have not shaded the
21 scrub yet. If you look on that island -- I'm a
22 bit of a tree hugger, yes, okay. But if you look
23 on the island and you see the height of those
24 trees in the center of the island and you go to

25 the bases of those trees, the camphor trees, the

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1 pine trees, you will see there are clearings
2 establishing themselves and that the scrub, the
3 short small scrub, is being shaded out. That's an
4 evolution of an island.

5 That spoil island is evolving the way all
6 spoil islands do into becoming a -- more of a
7 normal island. It is -- there's nothing unnatural
8 about it. The only thing that happened is, a
9 smaller spoil island had more sand pumped into it
10 and then it is -- it's doing its natural evolution
11 right now.

12 There is no difference between that island
13 and a natural island. There are exotics on it.
14 There are also -- but that is not a rationale to
15 remove that island. There are exotics on every
16 spoil island -- I live on a spoil island; I have a
17 little fish camp on one -- up and down the entire
18 Intracoastal Waterway all the way from Savannah,
19 Georgia to Wabasso Sound. And you can find all of
20 these pepper trees. You can find all of these
21 interspersed throughout hundreds of miles of the
22 Intracoastal Waterway. I spent most of my life on
23 the Intracoastal Waterway traveling back and forth
24 on boats.

1 does not eradicate this exotic species situation.

2 So again, I -- that's -- that's as much as I can
3 say.

4 The Birkett group, they've done their job,
5 but they live in an environment of compliance.

6 They live in the culture of compliance. They
7 don't get paid unless they find a solution for
8 clients, for the airport. So they've got to find
9 some kind of a solution. But the problem is,
10 the -- the wisdom of committees is not always
11 wisdom.

12 The problem is they're constrained by the
13 parameters of what the government will let them
14 do. Again, if the government would let them do
15 more, they could find more because -- you know,
16 they could find more.

17 It's a political solution. I'm begging the
18 paper to very calmly print all the facts, and then
19 I'm begging the public to -- to actually support
20 us so that we can end up with a proper -- a proper
21 airport, a proper taxiway at minimal cost.

22 Because the fact is that in my own mind, maybe I'm
23 a tree hugger, maybe not, it's far more injurious
24 to the -- to the environment as it is to burn --

25 look at the carbon footprint, to cut and burn all

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1 of that foliage off of an evolving island, you
2 know, than it is to just find other mitigation. I
3 can't say anymore.

4 CHAIRMAN BARRERA: Jim?

5 MR. WERTER: Sort of being a tree hugger,
6 okay, not a gung ho tree hugger, I try to think
7 things through.

8 I went out and I think everybody on the board
9 went out to the island over the past weekend or
10 last week. I took my little trip Saturday
11 morning. I'd like to thank Ryan for carrying a
12 pitchfork to protect me from alligators, but it
13 was way below 50 -- 60 degrees, so... Anyway, I
14 went out there and I looked around because I
15 wanted to see firsthand. And it is pretty dense.
16 You're right. It has not -- it has not reached
17 that evolutionary portion yet.

18 I look at the report and I look at that
19 pragmatically. First of all, question, is it
20 reasonable to seek any sort of mitigation outside?
21 Is it cost prohibitive? And even if it was at par
22 with dredging the island and restoring it to
23 wetlands, what are we exactly doing?

24 And the bottom line without -- without too

25 much verbiage, I see it as trading an

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1 environmental asset, not the best quality of an
2 environmental asset, for a better environmental
3 asset, something that was more native there than
4 before.

5 Oyster beds serve numerous processes besides
6 harvesting. You know, water purification, things
7 of that nature. So, it -- to me, it's -- it's a
8 swapping of assets. I think a better quality
9 asset for -- than the one that's there now.

10 I went out there. It's pretty dense. I
11 looked for footprints. I walked the perimeter. I
12 went into the island a little bit. I was
13 surprised to hear from the report that there might
14 be deer out there on occasion, but I don't know
15 how often that would be. The only footprints --
16 prints in the drier parts going out to the island
17 were human footprints.

18 So, to me, even if it was -- even if
19 mitigation costs were at par or even if it was
20 even a tad more expensive, I see the advantages of
21 what the Birkett report puts out a lot more
22 appetizing.

23 I understand that the young commercial
24 fisherman that was here, when it was explained to

25 him what was going on and what was actually being

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1 impacted, kind of moved his position back on that.

2 I think the quote was he got sold a bill of goods

3 by someone, and that's all I'm going to say about

4 that.

5 I think it would have -- the island at this

6 point, the way you described it, would have a long

7 way to go to become a true high quality asset.

8 But we have the needs of the airport and we can be

9 doing something to improve the environmental asset

10 here and now.

11 So, even if it was at par or more -- or a

12 little bit more expensive, I think environmentally

13 speaking -- and at the last meeting, I stated my

14 history as far as where my heart is and my

15 sentiment is, I think environmentally speaking, it

16 would be more advantageous to -- to urge it back

17 to its original state.

18 MR. GORMAN: Can I make one last comment?

19 CHAIRMAN BARRERA: Thank you, Jim.

20 MR. WERTER: Oh, one last thing. I'm sorry.

21 The PR part.

22 MR. GORMAN: Uh-huh.

23 MR. WERTER: GNR (sic) seems to be -- to say

24 it tacitly, okay, I don't want to put words in

25 GNR's mouth. They're not here. But it seems like

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1 they have no problems with this. They probably
2 like the idea, for all I know.

3 Getting GNR involved in the publicity range.
4 GNR has a wide range of volunteer people that work
5 there. So, you know that the sentiment is if
6 GNR's in favor of it, it can't be all bad. And
7 getting them into promoting it to, you know, the
8 papers and explaining it to the general public.
9 Because people look at GNR as the
10 environmentalists of St. Johns County going up to
11 even behind my house.

12 You know, I can understand about the wild --
13 you know, they said they make this big
14 objection -- and with Birkett, I'll just take one
15 exception. The wild out-of-state or foreign plant
16 element, I think that's a natural -- a natural
17 migration, because it is caused by migrating
18 birds, has been that way for thousands of years.
19 It's taking place behind my property.

20 So that's the only exception to the report.
21 Although I wouldn't say that it's totally
22 unnatural that this foreign out-of-state
23 vegetation occurs. Because that's been going on
24 for thousands of years with the migrant -- with

25 the migratory effect of birds. But mainly, I

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1 think it's swapping one for a better -- another.

2 You know, one that's okay for something that's

3 better.

4 MR. GORMAN: Real short?

5 CHAIRMAN BARRERA: As long as Buzz doesn't

6 want to speak first --

7 MR. GORMAN: That's fine.

8 CHAIRMAN BARRERA: -- because he needs to

9 have his opportunity.

10 MR. GEORGE: Yes. I'd like an opportunity.

11 I -- I basically agree with what Jack is saying

12 and with Carl is saying and Jim.

13 I think that the bureaucracies have evolved

14 over the years of green and this, that and the

15 other and we're caught between a rock and a hard

16 place. And I think that we should try to fight

17 it, you know, as Jack has said. It took two years

18 to get here. It's going to take ten years to

19 fight it. In the meantime, we don't have our

20 safety issues squared away.

21 I -- I am concerned about, we get so far,

22 then we just come to an impasse and we can't go,

23 and who's paying for this effort that's going on

24 right now? On a general magnitude, who is pay --

25 or how much is it and -- you know, for all of

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1 these consultants to come in? They don't come in
2 free gratis.

3 What is it costing us to do this and who's --
4 knows if this project doesn't get approved, all of
5 this money that we've spent so far doesn't come
6 back into the cash register. So, what is it
7 costing us roughly?

8 MR. WUELLNER: You have -- you have a federal
9 grant for this project for \$750,000.

10 MR. GEORGE: We have -- we already have a
11 federal grant --

12 MR. WUELLNER: That's been in place for --

13 MR. GEORGE: -- for the analysis of it.

14 MR. WUELLNER: -- about 18 months.

15 MR. GEORGE: Okay. Fine. And that federal
16 grant is a 75/25?

17 MR. WUELLNER: No, a 95/2 1/2 with the state.

18 MR. GEORGE: Fine. Okay. Sounds good. So
19 the cost is out.

20 When I look at seven acres impact and two and
21 a half acres impact, I think of, are there some
22 other ways that it's a win-win situation? For
23 instance, the bulk of the earth movement, if you
24 will, or the fill has got to be from the taxiway

25 extension to the end of 31. What if we only go

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1 halfway?

2 MR. WERTER: Can't happen.

3 MR. GEORGE: Rather than going all the way to
4 the end, does that cut that mitigation or that
5 acreage in half?

6 MR. GORMAN: Well, you've got to have --
7 build a taxiway.

8 MR. YOUMAN: Yeah, yeah.

9 MR. GEORGE: Yeah, but the taxiway's going to
10 go all the way --

11 MR. YOUMAN: To the end of the runway.

12 MR. GEORGE: -- down to the end of the
13 runway.

14 MR. YOUMAN: And then swing around.

15 MR. GEORGE: And when you go to the end of
16 the runway, that's where the creek, you're
17 impacting the salt coming in. What if you only
18 went halfway down?

19 MR. YOUMAN: Then you -- wouldn't you --
20 taxiway, would you just turn off the taxiway
21 and --

22 CHAIRMAN BARRERA: Buzz --

23 MR. GEORGE: No, you only went halfway
24 down --

25 CHAIRMAN BARRERA: -- is your question

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1 directed to the consultants?

2 MR. GEORGE: -- and then over to 31.

3 MR. YOUMAN: Wouldn't that be the same thing
4 as stopping where you are now and then going down
5 and turn? I think --

6 MR. GEORGE: No, because when you stop where
7 you are now, you back up all the other traffic
8 that doesn't need that end of that runway. They
9 can take off at the end of Taxiway D. Most --
10 most. 99 percent of our general aviation traffic
11 doesn't use that other extension.

12 CHAIRMAN BARRERA: Buzz, is your question
13 directed at the consultants when you're asking
14 that about using, going halfway --

15 MR. GEORGE: The question is -- is a request
16 of mine that that be considered, you know. And I
17 need to know what the impact of that is, and I
18 don't have to have it now.

19 MR. WERTER: Isn't one of the primary goals
20 to make it more useful for commercial traffic?

21 MR. GEORGE: There are give and takes. If I
22 can make it more useful by going halfway and only
23 impacting 10 percent of the airplanes that have to
24 go the rest of the way, then that's -- to me is a

25 win-win, you know, potential. Have you guys been

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1 out there to see -- I'm sorry. You've been to the
2 island. Have you been to the end of 31?

3 MR. YOUMAN: Yes. Absolutely I have.

4 MR. GEORGE: Okay. You know how the creek
5 comes around?

6 MR. YOUMAN: Yes.

7 MR. GEORGE: That's what we're talking about
8 filling in.

9 MR. YOUMAN: I understand.

10 MR. GEORGE: So if where the creek is coming
11 around, if we stop that short by 300 yards --

12 MR. GORMAN: You don't accomplish the goal of
13 the taxiway.

14 MR. YOUMAN: Yeah.

15 MR. GORMAN: That's the problem. Seriously.

16 MR. GEORGE: I get all of the traffic off of
17 the intersection of D and 31.

18 MR. YOUMAN: What are you going to save, part
19 of an island? I'm not being facetious, but what
20 are we saving?

21 MR. WERTER: He's thinking about the creek.

22 MR. GEORGE: We could find that we're -- that
23 we don't have to have as much mitigation. We
24 don't have to have as many acres to do that.

25 MR. YOUMAN: But we'd still have to --

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1 MR. GEORGE: Then we might be able to find it
2 somewhere. For instance, we've looked at where to
3 get -- I'm not through. I didn't interrupt you.

4 MR. YOUMAN: I agree.

5 MR. GEORGE: We've looked at taking the
6 island to create, you know, the salt marsh. That
7 to me, I kind of agree with Jack, that's got to be
8 an expensive process and it's going to disrupt the
9 environment getting out there to do it.

10 Is there another alternative, for instance,
11 the creek that Jones lives on, taking that up to
12 Casa Cola, creating more marsh on that end? We
13 own some land there that could be turned into
14 marsh. Has that been considered?

15 MR. WUELLNER: I think the area you're
16 talking about's already effectively terminated by
17 the road that crosses there. It's marsh from
18 there east.

19 MR. GEORGE: Okay.

20 MR. WUELLNER: It's -- the character of the
21 design of the marsh.

22 MR. GEORGE: But what about from that point
23 where the drainage pipes come across --

24 MR. WUELLNER: Casa Cola.

25 MR. GEORGE: -- from that point south, you

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1 know, or -- or north? I don't know how much -- we
2 don't have to have the whole total acreage that's
3 out there on that island turned back to salt,
4 right?

5 MR. GORMAN: There's a point.

6 MR. WUELLNER: Well, that -- we don't know
7 that yet. But the estimate is it's -- what is the
8 ratio of -- or the expected ratio? I know it's
9 not --

10 MS. GREEN: You mean like UMAM --

11 CHAIRMAN BARRERA: You have to come up --

12 MR. WUELLNER: I don't know what I mean. I
13 mean --

14 MS. ANDERSEN: For every acre --

15 CHAIRMAN BARRERA: Excuse me. We need people
16 to speak into the mic. We've got to get things
17 back on track.

18 MR. WUELLNER: I think y'all understand I
19 don't speak the language.

20 MS. BIRKETT: Yes. Unfortunately, it's not a
21 straight ratio one to one, but we have a need for
22 about six, a little over six, what they call
23 functional units. That's the currency that the
24 agencies address. And so, it -- it depends on

25 whether -- if you're -- if you're doing a slight

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1 improvement for mitigation, the cost is different
2 than a major improvement in mitigation.

3 One way to look at this is as if it is
4 currency. Like for mitigation, you can have --
5 preservation, you may have a whole number of
6 coins. Maybe you have ten coins, but they're
7 small denominations.

8 MR. GEORGE: Right.

9 MS. BIRKETT: And over here, like with the
10 spoil island, when you're taking upland down to
11 natural marsh and restoring it, those are like
12 hundred dollar bills versus coins. And so,
13 there -- it's a lot greater value that you get.
14 So the ratio, it's -- we will need how many --
15 well, we need six -- six functional units, which
16 we need most of the spoil island in order to match
17 that.

18 MR. GEORGE: So six units is equivalent to
19 close to 17 acres; is that right?

20 MS. BIRKETT: Close. Yes, 17 acres of a
21 restoration project.

22 MR. GEORGE: Okay.

23 MS. BIRKETT: It would be close to -- for a
24 preservation project, it's like 600 acres. So

25 that depends on the nature of the project that you

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1 have available.

2 MR. WUELLNER: Who determines the relative
3 value?

4 MS. BIRKETT: That is --

5 MR. WUELLNER: What -- what does that come
6 out of?

7 MS. BIRKETT: That is part of a process that
8 the agencies have developed, a methodology. But
9 that is a negotiation between the client, the
10 consultant, and the agencies.

11 And what we do is we go in and try to
12 negotiate for the -- the greatest return for the
13 client based on scientific evidence that we see.
14 But there is some judgment call, which is why we
15 focus on the negotiation, to try to minimize the
16 requirements.

17 MS. ANDERSEN: I'd like to add that the
18 assessment --

19 MR. BURNETT: Hang on. Hang on. Hang on.

20 CHAIRMAN BARRERA: You have to come to the
21 mic.

22 MS. ANDERSEN: The assessment method used for
23 mitigation is actually a Florida Administrative
24 Code. So it's actually, you know, in the books.

25 It's a rule.

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1 CHAIRMAN BARRERA: You have to state who you
2 are.

3 MS. ANDERSEN: I'm sorry. My name is Mariben
4 Andersen, and I'm with the LPA Group. I'm part of
5 your consultant team for the EA. I just wanted to
6 add that the Uniform Mitigation Assessment, which
7 is the method used for mitigation, is the Florida
8 Administrative Code. So it's in the books. It's
9 actually a regulation.

10 MR. GEORGE: One of the -- I'll be through in
11 just a second. One of the -- the arguments that
12 could be used for changing city hall is we have
13 another option, and that is move U.S. 1 and the
14 railroad. Then you don't have to put the taxiway
15 in and you don't have to do any of that. But if
16 you put that as a -- that's an option that does
17 give some significance to what you're trying to
18 get some attention. That's all I have.

19 MR. WUELLNER: Just quickly. As they
20 identified the process and showed you up here, one
21 of the earliest efforts that's accomplished in the
22 EA is to look at the alternatives available to
23 avoid miti -- having to create the impacts, or to
24 minimize the impacts.

1 year ago, we presented I believe it was nine -- it
2 was ten -- ten separate options to meet that, to
3 include moving the whole thing north and
4 forgetting about it from an -- from an
5 environmental standpoint.

6 FAA at that time essentially settled that in
7 terms of cost-effectiveness in getting that
8 problem solved, the current, I'll call it taxiway
9 geometry, which includes that sort of angled-in
10 approach to the end of the runway, was the least
11 or the -- the preferred option from FAA
12 perspective.

13 MR. GEORGE: Okay. Then I think that needs
14 to be used in --

15 MR. WUELLNER: That minimized -- some of the
16 things that occurred with that particular
17 selection was obviously it -- they felt that any
18 type of attempt to extend the runway to the north
19 currently required way more money than anybody was
20 willing to put into the picture.

21 MR. GEORGE: Right. I think we got quotes --

22 MR. WUELLNER: So it kind of died with that.

23 MR. GEORGE: -- of about 25 and 50 --

24 MR. WUELLNER: Most of the taxiway

25 configurations involved -- in fact all of them for

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1 the most part involved more impact to the wetland
2 than what was ultimately settled on by FAA.

3 If you -- if you recall, normal geometry
4 would have made a 90-degree turn there. It would
5 have required more impact. It would have required
6 more channel relocation. All of those things
7 were -- were negatives. In other words, they
8 created more impact than we -- than anyone wanted
9 to try and -- try and mitigate later. So, we have
10 gone through that process to try and come up with
11 the smallest possible impact area.

12 Now, that's still subject to negotiation when
13 we get into permitting. There may be some small
14 gains. I -- I don't know. We -- we certainly are
15 energized to try and get as much of that reduced
16 because as we reduce the impact, we reduce
17 typically what's required to mitigate.

18 MR. GEORGE: How many airplanes now on a
19 monthly basis actually have to go down, taxi down
20 to the end of 31 for their safety to get off?

21 MR. SLINGLUFF: Every airplane. Sorry.

22 CHAIRMAN BARRERA: Into the mic. I'm going
23 to be the mic nazi.

24 MR. SLINGLUFF: Every airplane should be

25 given the opportunity to use the entire length of

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1 the runway.

2 MR. GEORGE: And they are using the entire
3 length. The runway starts, you know, right there
4 at D. No, that's the touchdown area.

5 MR. SLINGLUFF: That's right. You're missing
6 1300 feet.

7 MR. GORMAN: Right.

8 MR. GEORGE: Answer my question, though. How
9 many actually do?

10 MR. WUELLNER: Go down there?

11 MR. GEORGE: Yeah.

12 MR. WUELLNER: It's -- it's problematic
13 operationally, because every one has to be cleared
14 beyond the Delta/Delta 1 intersection. So, from a
15 tower perspective, they're encouraging you to do
16 an intersection takeoff for expediency. But --
17 you know, the old adage of the runway behind you
18 mentality, in theory, everyone should use full
19 length where they can. I mean, that --

20 MR. GEORGE: I -- I understand what you're
21 saying, but that same logic says, you know, let's
22 extend the runway up to Jacksonville so that we
23 can use all the runway, too.

24 All I'm trying to do is to define what the

25 real need is. If -- if some of Mike's jets or

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1 most of them are using D and taking off there and
2 not using that other 800 feet of runway, roughly
3 800 feet --

4 MR. WUELLNER: Approximately.

5 MR. GEORGE: -- of runway, then they're
6 making a safety decision that there's enough
7 runway there left for them. You know, there's
8 7,000 over there.

9 MR. WUELLNER: I think there are cases where
10 they do that, but I think in most cases, they're
11 effectively bullied into it.

12 MR. GEORGE: Let me rephrase the question.
13 How many airplanes if we did have it would --
14 would go there as opposed to taking off from
15 intersection D?

16 CHAIRMAN BARRERA: We'll defer to Mike on
17 that. Michael.

18 MR. SLINGLUFF: With that logic, let's take
19 up the last 500 feet of Runway 31 down here on
20 the -- on the departure end. How many airplanes
21 have actually used the last 500 feet?

22 It's the airplane that needs it. It's the
23 airplane that takes off at Delta 1 when he should
24 have taken off at full length and goes through the

25 fence and takes out six cars on Route 1.

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1 MR. GEORGE: Absolutely. How many of those
2 are there?

3 MR. WERTER: If I may on that issue.

4 MR. GORMAN: Ten a day.

5 MR. WERTER: I can tell you one.

6 CHAIRMAN BARRERA: He's got to get his say.
7 You've got to wait until it's your turn.

8 MR. GEORGE: All right. I'm through.

9 CHAIRMAN BARRERA: Okay. Now, Jack, it's
10 your turn.

11 MR. GORMAN: All right.

12 CHAIRMAN BARRERA: This is why I'm here.

13 MR. GORMAN: You do a good job. You do a
14 good job.

15 MR. YOUMAN: That's right. That's what
16 you're here for.

17 MR. GORMAN: Here it is. Okay. Let's get --
18 I've got to get a little caustic for a second.

19 Wait till you get the bill for the destruction of

20 this island. Wait till you get that bill. I'll

21 be curious. Wait till you get that bill. Oh,

22 it's just federal money? Oh, that's not tax

23 dollars?

24 MR. YOUMAN: It's not tax dollars.

25 MR. GORMAN: Oh, it's not tax dollars.

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1 MR. YOUMAN: No.

2 MR. GORMAN: It's just federal money, okay.

3 MR. YOUMAN: It's not just federal money.

4 CHAIRMAN BARRERA: Carl, let's --

5 MR. YOUMAN: I'm sorry.

6 MR. GORMAN: And let's go to Point B. I'm

7 being caustic now. What happens to these trees?

8 We're going to burn them? How about the fire

9 carbon footprint?

10 This is the same airport that's going to burn

11 17 acres of trees that accepted an award for green

12 design? Okay. That's -- I'm having a problem

13 with that. Anybody believes that this is good for

14 the environment has never stood in the shade on a

15 marsh island in a breeze. They just never have.

16 They don't get it. I just -- you know. I'm at a

17 loss. Okay.

18 MR. WUELLNER: For clarification of the

19 record, I don't think we're proposing to burn

20 anything.

21 MR. GORMAN: Well, where does it go, Ed?

22 MR. WUELLNER: I don't know what happens.

23 MR. GORMAN: I don't know where it goes.

24 Where does it go?

25 MR. WUELLNER: It could be mulched. There

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1 are plenty of alternatives related to that -- that
2 material. It's not routinely burned. It's not
3 burned on this airport.

4 MR. GORMAN: You'll have to burn it, Ed.

5 MR. WUELLNER: It's mulched and hauled off.

6 MR. GORMAN: You can't bury it. You're going
7 to create more spoil.

8 MR. WUELLNER: Oh, we wouldn't -- we wouldn't
9 bury it out there, anyway.

10 MR. GORMAN: You're mulching it, so you're --

11 MR. WUELLNER: I mean, that's my
12 understanding. I mean, somebody -- somebody that
13 understands how that goes. But -- but the number
14 gets better defined in terms of the cost.

15 MR. GORMAN: Plus -- plus the heavy
16 equipment. The carbon footprint. I mean, if I go
17 on and on about that, about the diesel oil, the
18 heavy equipment you use, you know. It's a
19 destruction of an existing ecosystem. I don't
20 care what you say. I mean, if you get a
21 naturalist in here rather than somebody that deals
22 with compliance everyday, they're going to agree
23 with me.

24 CHAIRMAN BARRERA: Beverly?

25 MS. BIRKETT: Yes.

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1 CHAIRMAN BARRERA: You wanted to answer your
2 question?

3 MS. BIRKETT: Thank you. The comment on
4 whether we would have to burn the trees --

5 MR. GORMAN: Uh-huh.

6 MS. BIRKETT: -- we've been involved in a
7 whole variety of wetland restoration projects as
8 well as Mariben, LPA, and there's a variety of
9 methodologies for removing vegetation.

10 In fact, one very recent one we've evaluated,
11 you can chip or mulch the trees in lieu of
12 burning. You do not need to burn. And depending
13 on the -- you know, the public areas around it,
14 you probably would prefer to chip or mulch the
15 species.

16 MS. ANDERSEN: Me, too.

17 CHAIRMAN BARRERA: Maribel (sic)?

18 MS. ANDERSEN: Mariben Andersen, LPA Group.

19 The restoration of the spoil island has regulatory
20 requirements that has to be met. Your concern for
21 fuel, construction equipment and everything, those
22 all have regulatory requirements and best
23 management practices that have to be in place.

24 The proposed destruction of the spoil island

25 and the actual route of the MOT, the engineer, all

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1 of those are submitted through the regulatory
2 agency, discussed with the client, discussed with
3 the airport before all of those are put into
4 motion and before that permit application is
5 actually submitted.

6 So, all of those have to be environmentally
7 sound. It has to meet your sustainability
8 management plan guidelines, you know. I mean, we
9 have provisions for those. So if you're concerned
10 about those, they are taken into consideration as
11 well.

12 MR. WERTER: Is it me? Can I?

13 CHAIRMAN BARRERA: No, I think it was Carl's
14 turn next.

15 MR. YOUMAN: If -- if the island is not used
16 for mitigation, can the project go forward at all?

17 MR. GORMAN: With the cooperation of
18 agencies. Sorry to interrupt.

19 MR. YOUMAN: I -- I'm asking the consultants.

20 CHAIRMAN BARRERA: Andrew.

21 (Mr. Gorman leaves the room.)

22 MR. HOLESKO: Today, there's no other
23 mitigation option that's acceptable and
24 permittable and feasible other than the spoil

25 island.

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1 MR. YOUMAN: Does that mean if the spoil
2 island is not used for mitigation, we cannot
3 progress the project? Bottom line.

4 MR. HOLESKO: The process would stop until
5 another alternative was -- can be found.

6 MR. YOUMAN: Can -- are agencies flexible in
7 the interpretation of the law, that we can just
8 not use the island and -- because it's a habitat
9 thing and we just use fill from someplace else to
10 make this happen?

11 MR. HOLESKO: Well, based on all of the
12 analysis obviously that we've discussed, that's
13 been done in terms of how it got there, you know,
14 that's where all of these hours went into to
15 determine what the most feasible plan was. Right
16 now, the only feasible plan involves the island.
17 There's -- there isn't even another option right
18 now that's remotely feasible.

19 MR. YOUMAN: The only close fill from -- that
20 you showed us was in South Florida that's --
21 that's Class II restoration quality --

22 MR. HOLESKO: Salt -- saltwater mitigation
23 banks.

24 MR. YOUMAN: Saltwater mitigation. That's

25 the only other alternative to match what the

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1 regulatory state -- statement says.

2 MR. HOLESKO: There is nothing else locally

3 available to meet --

4 MR. YOUMAN: I know I'm repeating myself.

5 MR. HOLESKO: -- the objectives that we need.

6 MR. YOUMAN: I'm repeating myself. I

7 understand that.

8 The other question is there was made mention

9 of the \$15 million grant, that we're pushing

10 forward rather rapidly because this \$15 million is

11 out there to grab very quickly, otherwise it goes

12 away like a puff of smoke. Is that a correct

13 statement or not?

14 MR. HOLESKO: The magnitude of those dollars

15 are correct. However, the FAA has been

16 programming and planning those dollars for you, I

17 would say --

18 (Mr. Gorman enters the room.)

19 MR. HOLESKO: -- in expectation that the EA

20 would be successfully complete. It's not

21 necessarily related to stimulus and things like

22 that. It's the logical dollar figure that's been

23 discussed for the -- for these projects and the

24 implementation for a few years.

25 MR. YOUMAN: So then if it takes two to ten

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1 years, the money will still be there?

2 MR. HOLESKO: I don't -- I don't know that.

3 MR. YOUMAN: The reason I say that is because
4 of the -- there's no -- the open-ended time frame
5 you're talking about.

6 MR. HOLESKO: We don't know that.

7 CHAIRMAN BARRERA: Jim, it's your turn.

8 MR. YOUMAN: What happen -- no, I still --

9 CHAIRMAN BARRERA: I'm sorry, Carl. I
10 thought you were finished. Go ahead.

11 MR. YOUMAN: Are we getting close to running
12 out of the \$750,000 yet?

13 MR. WUELLNER: Uh-huh. Yes.

14 MR. HOLESKO: Yes.

15 MR. YOUMAN: What happens then?

16 MR. WUELLNER: Hopefully we're submitting a
17 completed EA, which is what the \$750 -- the
18 \$750 -- the \$750,000 was -- that was why the grant
19 was issued, was for the EA.

20 MR. HOLESKO: Our task -- our task is to get
21 you an environmental assessment that successfully
22 meets the objectives and everything that we
23 brought to you, a feasible plan, permissible plan,
24 a fundable plan that works for that fee.

25 MR. YOUMAN: So that will happen.

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1 MR. HOLESKO: Yes.

2 MR. YOUMAN: Thank you.

3 CHAIRMAN BARRERA: Okay.

4 MR. WERTER: Going back to the safety issue,
5 and you guys -- you and Jack are pilots, and I'm
6 addressing Wayne. It should be a long-time notion
7 by now that because you have wheels on the ground
8 to wheels up, you know, that's the amount of
9 runway you need. And it's actually not wheels up.
10 When I say wheels up, I mean wheels off the
11 ground.

12 I will give you the scenario of two years ago
13 when I loaded up an Aztec with six people in the
14 middle -- in August with luggage -- I'll keep the
15 smart remarks to myself. My wife and her two
16 daughters. So, imagine the luggage.

17 MR. GORMAN: It didn't take off.

18 MR. WERTER: But at any rate, six people,
19 full fuel, pushing a hundred degrees. And you
20 know I'm going to want the very end of that runway
21 and I'm going to want the other end of that
22 runway. Even if it wasn't a hot day, from wheels
23 up, what's the rule in any RG, let alone a twin?
24 You want enough to land back down if something

25 goes wrong.

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1 So, to say, well, you know, going through the
2 fence whatever, yeah, if you come back down. You
3 want every bit of runway you get, I don't care if
4 you're an airbus or whatever. Even on the lowest
5 level, you're going to want enough safety distance
6 on that runway to come back down.

7 So, especially during the summer months, if
8 they said, well, you know, if I'm just jockeying
9 around with the Aztec and I'm at Delta, what is
10 that, Bravo 2 intersection and they say take an
11 intersection, I don't have a problem. I've got
12 faith in the airplane. But on those days, even on
13 the general aviation side, give me the full
14 length.

15 And now we're talking about bringing
16 commercial, bigger commercial aviation back in.
17 You want every ounce. And to cut short the
18 taxiway so they can use the takeoff portion --
19 because you can take off on chevrons; you can roll
20 on chevrons, you just can't land on them --
21 they're going to want it. They're going to look
22 at that when they're choosing us as an airport.

23 So I -- and when I first came here, you know,
24 a year before I ran for office, I think one of my

25 questions, I doubt if Ed remembers way back when,

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1 when are you going to do the south end of Taxiway
2 Bravo? And he says it was in the works. And now
3 it's in the works, and I'm happy to see it for
4 commercial aviation. That's just addressing the
5 safety issue.

6 MR. GEORGE: There's always going to be
7 somebody with an Aztec that loads one more person
8 in it, so where do you stop, you know? 8,000
9 square feet -- I mean length. 9,000? 10,000?
10 We're going to be up at Palencia.

11 MR. WERTER: No, that's --

12 CHAIRMAN BARRERA: I think when it comes to
13 that length --

14 MR. WERTER: Everything's within reason.

15 CHAIRMAN BARRERA: -- you want more
16 especially.

17 MR. GEORGE: Yeah.

18 MR. YOUMAN: May I ask if the Chair has any
19 comments on the subject?

20 CHAIRMAN BARRERA: I do have comments. I
21 want to -- I want to specifically ask our
22 consultants to come up to the microphone, and I
23 want to ask this important question. What is the
24 best ecological use of space as far as the

25 mitigation is concerned?

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1 MR. WERTER: Say that again.

2 CHAIRMAN BARRERA: What is the best
3 ecological use of space as far as the mitigation
4 is concerned? The best ecological use.

5 MS. ANDERSEN: Of the spoil island?

6 CHAIRMAN BARRERA: Of the spoil island.

7 MR. HOLESKO: Is it better use as a spoil
8 island or is it best use as the
9 returned-to-natural habitat?

10 CHAIRMAN BARRERA: That is my question.
11 Because --

12 MR. WERTER: All other factors aside, right?
13 All other factors aside?

14 CHAIRMAN BARRERA: All other factors aside,
15 without -- without all -- all the laws, without
16 the public outcry of destroying a spoil island,
17 what is the best ecological use of that space?
18 That's my question.

19 MS. BIRKETT: In my opinion, the best
20 ecological use of the spoil island is to return it
21 to its original condition, which is salt marsh.
22 Salt marsh habitat is extremely valuable. It is
23 being lost over and over, and even the agencies
24 that are -- are funding restoration of spoil

25 islands back to salt marsh.

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1 CHAIRMAN BARRERA: That is exactly what I was
2 told when I started my research. Without putting
3 any of the restrictions in, without -- without
4 giving any of the details of the ifs, ands and
5 buts of the projects that we were using, I went to
6 somebody whose background is environmental
7 science, who has worked as a naturalist, and asked
8 what is the best use of that space? And that's
9 exactly what I was told, is that for habitats, for
10 the waterway, to replant that oyster bed would be
11 the best use of that -- of that space. So I
12 wanted clarification from our consultants on that.

13 MS. BIRKETT: We agree.

14 CHAIRMAN BARRERA: My next question for you
15 is, can we plant or replant any of those exotic
16 species elsewhere on the airport?

17 MR. GORMAN: Where would you?

18 CHAIRMAN BARRERA: That are on the spoil
19 island, the different plant species that are on
20 the spoil island that are -- are not the exotic.
21 But any of the environmentally sensitive plant
22 species, can we -- can we replant it or relocate
23 it?

24 MS. BIRKETT: Some of the trees, I -- I

25 assume could be relocated. I don't know where on

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1 the airport property that might occur.

2 MR. WUELLNER: What species would lend
3 themselves to that?

4 MS. BIRKETT: Their -- pardon?

5 MR. WUELLNER: What tree species or
6 vegetation species would normally be considered?

7 MS. BIRKETT: There are some -- yes.

8 MS. GREEN: I've been on the island and I'm
9 going with the agencies tomorrow, just so you
10 know. There are --

11 CHAIRMAN BARRERA: You have to say your name
12 for the record.

13 MS. GREEN: Oh, I'm Melissa Green with
14 Birkett Environmental Services.

15 There are red maples. There are slash pine.
16 There are hackleberry or celtis laevigata. There
17 is red cedars, which they're not quite trees,
18 they're more large shrubs. There is -- I'm sorry,
19 what?

20 MS. BIRKETT: Wax myrtles.

21 MS. GREEN: Wax myrtles, which are more
22 shrubby as well. There are liquidambar -- which
23 ones? Sweetgum. Sorry. I know the scientific
24 names. These trees are what's con -- they're

25 considered facultative or obligate freshwater

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1 species.

2 It's going to be difficult to find somewhere
3 on the airport property that can support species
4 that need freshwater wetlands or fresh water, the
5 amount of water that those type of species need.

6 The reason why they are on that island, if I
7 may speak to that, is -- is -- is they're -- you
8 know, the fruits have been dropped by the birds.
9 So it's going to be difficult to find somewhere to
10 put them on property.

11 MR. GORMAN: How did they grow in there in
12 the first place? Excuse me. It's in a salt
13 marsh.

14 MS. GREEN: You want to speak on that? I'll
15 let Beverly answer that.

16 MS. BIRKETT: It's just a combination. See,
17 what we have is a nonnatural habitat that's got a
18 mix of hydrologic conditions and soil conditions.
19 And you -- you have birds that drop seeds, and so
20 you have a mix of freshwater and saltwater in
21 certain areas out there.

22 CHAIRMAN BARRERA: I also want to speak to a
23 lot of conversation has been going on about the --
24 the improvements that are being made or being made

25 to attract larger aircraft, and I want to

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1 reiterate that all of these are currently needed
2 for existing operations.

3 There's been some confusion on that. That
4 was brought up to me after the last meeting,
5 that -- that people that were here thought that
6 this all was being done just to lure commercial
7 aircraft. But all of this is being done to
8 support the demand that we currently have and to
9 improve safety --

10 MR. GEORGE: I disagree with that, but --

11 MR. YOUMAN: That -- that's what I brought up
12 the end of the last meeting, if you remember
13 correctly.

14 CHAIRMAN BARRERA: And I appreciated that,
15 because some people left here and said that we did
16 not articulate that enough during the last
17 meeting.

18 MR. GORMAN: It's the end of a project. We
19 have Bravo built. And unless we build it to the
20 end, we can't use the whole runway. Most of the
21 Bravo's already built. We just have to finish the
22 project or the other money's been wasted, kind of.
23 I mean, it's not finished.

24 CHAIRMAN BARRERA: Are we ready to discuss

25 this anymore? Are we ready for a motion to have

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1 concurrence submitted for the environmental
2 assessment?

3 And with that, I -- I want to also ask Jack,
4 should this be done and we continue to explore
5 this, would you be willing to work with the
6 consultants like you did in -- in the tree project
7 and the public park project to make sure that as
8 we go forward, should mitigation on the spoil
9 island be one of the issues, will you work with
10 them in order to make sure that we do it in the
11 most environmentally responsible way possible?

12 MR. GORMAN: I don't think the destruction of
13 the spoil island is at all pragmatic or
14 environmentally responsible. I think that there
15 are other mitigations available and I think that
16 it's a political solution and we should pursue
17 that.

18 CHAIRMAN BARRERA: I understand that. But
19 with that being said, should this go forward,
20 would you be willing to work to make sure it's
21 done in the most environmentally responsible way?

22 MR. GORMAN: I would not be willing to work
23 at -- on the destruction of a spoil island at any
24 time. I would find that completely unpragmatic.

25 As a board member, I would -- and as a naturalist,

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1 I would vote against it.

2 But I want to make that taxiway and I think
3 we can do it. I think we can be victorious. I
4 just think that the mitigation of the spoil island
5 is the wrong decision. But I -- I think that we
6 can do it anyway if we keeping pushing and we get
7 public --

8 CHAIRMAN BARRERA: But we have that --

9 MR. GORMAN: -- public and media support.

10 CHAIRMAN BARRERA: But we do have that option
11 as we go forward with this concurrence of the
12 environmental assessment being submitted. We
13 still have that option to come up with other --

14 MR. GORMAN: Sure. I understand.

15 CHAIRMAN BARRERA: -- opportunities. So are
16 we ready to put a motion on the table to go
17 forward with this? And then do we have a second?

18 MR. WERTER: I'll make the motion. Whereas
19 it is a noncommittal event but it does move us
20 forward, I move that we submit the environmental
21 assessment to -- report to the FAA for further
22 evaluation.

23 CHAIRMAN BARRERA: I'll second it. All in
24 favor? Aye.

25 MR. WERTER: Aye.

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1 MR. GORMAN: Aye.

2 MR. GEORGE: Any other discussion on the
3 motion?

4 CHAIRMAN BARRERA: Yes. I'm sorry. I
5 apologize. Is there any other discussion on the
6 motion?

7 MR. GEORGE: None from me.

8 CHAIRMAN BARRERA: We did all of our
9 discussion ahead of time.

10 MR. GEORGE: Right.

11 CHAIRMAN BARRERA: So I apologize. You're
12 absolutely right. That was a point of order.
13 Then all in favor, aye?

14 MR. GEORGE: Aye.

15 CHAIRMAN BARRERA: Aye.

16 MR. GORMAN: Aye.

17 MR. YOUMAN: Aye.

18 MR. WERTER: Aye.

19 CHAIRMAN BARRERA: All opposed.

20 (No opposition.)

21 CHAIRMAN BARRERA: Okay. The motion will
22 pass. I'm sorry?

23 MR. GORMAN: We just submitted the EA.

24 That's all we've done.

25 MR. BURNETT: I just want to make sure the

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1 record's clear. Do we have a unanimous vote?

2 MR. WERTER: Yes.

3 MR. BURNETT: Okay.

4 MR. WERTER: Sorry.

5 MR. GORMAN: To submit an EA, not for the
6 final mitigation.

7 MR. WUELLNER: Right.

8 MR. GORMAN: All right.

9 HOUSEKEEPING

10 CHAIRMAN BARRERA: Okay. That being said, we
11 have a couple of housekeeping items. I know, Ed,
12 you've got the proposed meeting date changes. Jim
13 had also added something to the housekeeping,
14 and --

15 MR. WUELLNER: Yeah.

16 MR. YOUMAN: Would a meeting change request
17 be now?

18 CHAIRMAN BARRERA: Uh-huh.

19 MR. YOUMAN: I probably will be out of town
20 March the 1st and I'd like to request that the
21 meeting be changed to February 22nd if at all
22 possible.

23 MR. WUELLNER: I don't -- I don't think we're
24 ready for one the 22nd.

25 CHAIRMAN BARRERA: How does the 8th look?

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1 The 22nd is a conflict for me.

2 MR. YOUMAN: I'll -- I'll be gone all the
3 entire month of March.

4 MR. GORMAN: Ouch.

5 CHAIRMAN BARRERA: Do we have any other
6 conflicts? I can't make the one on the 22nd.

7 MR. WERTER: Let me -- let me do something
8 here. Okay. You're saying when? February what?
9 22nd?

10 CHAIRMAN BARRERA: Uh-huh.

11 MR. GORMAN: I can do it if you have to.

12 MR. WERTER: The 22nd would be fine by me.

13 CHAIRMAN BARRERA: Are all -- all the board
14 members can either do the 1st or the 22nd; is that
15 correct?

16 MR. WERTER: Yes. Well --

17 MR. YOUMAN: What do you mean the 1st?

18 CHAIRMAN BARRERA: Well, I'm just verifying
19 because I can't do the 22nd.

20 MR. YOUMAN: Oh.

21 CHAIRMAN BARRERA: So then that would mean
22 that --

23 MR. YOUMAN: I can't do the 1st.

24 MR. GORMAN: You can't do the 1st.

25 CHAIRMAN BARRERA: So that would mean --

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1 MR. GEORGE: Compromise.

2 CHAIRMAN BARRERA: Do we need to look at
3 maybe another date? That would be an option,
4 certainly. Is there -- I can -- I can do the --

5 MR. GORMAN: We don't have to have a Monday,
6 do we?

7 MR. GEORGE: No.

8 MR. GORMAN: No, we don't.

9 CHAIRMAN BARRERA: I can do the 24th --

10 MR. BURNETT: The only thing --

11 CHAIRMAN BARRERA: -- if that would
12 reasonable. Go ahead.

13 MR. BURNETT: Madam Chair, the only thing
14 that I heard in there is Mr. Wuellner was saying
15 that he wouldn't be ready by February 22nd.

16 MR. GORMAN: No, we move it up. That's our
17 idea, is to move it further back into the month.

18 CHAIRMAN BARRERA: Carl, are you out the
19 entire month of March?

20 MR. YOUMAN: I'll be leaving during that last
21 week in February, but I'll make sure I don't leave
22 till after the 4th.

23 CHAIRMAN BARRERA: Until after the 4th or the
24 24th?

25 MR. YOUMAN: 24th, excuse me. Thank you for

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1 correcting me.

2 MR. GEORGE: You don't leave until after
3 the -- February 24th?

4 MR. YOUMAN: I'll make sure I won't leave
5 till after February the 24th. If everybody can
6 make it and we can have a meeting with my
7 attendance, then I'd appreciate it.

8 CHAIRMAN BARRERA: Ed, do you think that --

9 MR. WUELLNER: The 24th of --

10 CHAIRMAN BARRERA: -- you would be ready on
11 the 24th, that Wednesday?

12 MR. WUELLNER: -- February.

13 MR. GORMAN: February 24th.

14 MR. WUELLNER: See any issues with ARFF or
15 anything else? Everything else good? That's
16 fine. Let's go with that. 24th, then?

17 CHAIRMAN BARRERA: Will all board members be
18 able to make it?

19 MR. WUELLNER: Same time?

20 MR. GEORGE: I don't have a problem.

21 MR. WUELLNER: Okay.

22 MR. YOUMAN: I thank the board and the
23 administration.

24 MR. GORMAN: They never did it for me. You

25 must be special.

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1 MR. YOUMAN: I smile a lot.

2 CHAIRMAN BARRERA: Okay. Looking at the
3 meeting dates, are there any other dates that we
4 need to look at that pose a conflict or that are
5 problematic? Doug, did you have any?

6 MR. BURNETT: Huh-uh.

7 MR. WUELLNER: Let me just check May real
8 quick.

9 CHAIRMAN BARRERA: Ed?

10 MR. WUELLNER: I wanted to check May real
11 quick. I don't --

12 CHAIRMAN BARRERA: The 19th is prob -- of
13 April is problematic for me.

14 MR. WUELLNER: Is that when Jumpstart is?

15 CHAIRMAN BARRERA: I have a mediation I have
16 to attend, so that one will not work for me.

17 MR. WUELLNER: It's right there. At the end
18 of May? Should be on the calendar, but it's not
19 on mine.

20 CHAIRMAN BARRERA: Does anybody else have a
21 conflict with that date?

22 MR. YOUMAN: No. I -- just make it later if
23 you want to change it.

24 MR. WUELLNER: We're doing -- I'm trying to

25 confirm, and we don't have to do that this month,

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1 but out in May is -- Jumpstart is somewhere in
2 that latter half of the month. But I -- we'll get
3 it. We can decide at the February meeting there.

4 CHAIRMAN BARRERA: Okay.

5 MR. WUELLNER: I'll update you then.

6 CHAIRMAN BARRERA: Do we want to look at
7 the --

8 MR. WUELLNER: If we need to change it, we
9 can look at it at that February meeting.

10 CHAIRMAN BARRERA: The 19th is going to pose
11 a conflict for me.

12 MR. WUELLNER: 19th of?

13 CHAIRMAN BARRERA: Of April.

14 MR. GEORGE: How about moving it to the 12th?
15 That way, it would --

16 CHAIRMAN BARRERA: That would be feasible for
17 me. Would that be feasible for everyone else?

18 MR. GEORGE: I don't have a problem with
19 that.

20 CHAIRMAN BARRERA: Jack, do you think the
21 12th?

22 MR. GORMAN: That's fine.

23 MR. YOUMAN: I would -- I would be up in the
24 air because I -- it is highly possible, but

25 marginal that I still might be out of town then.

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1 But it's marginal.

2 CHAIRMAN BARRERA: What about if we went back

3 the --

4 MR. GEORGE: How about working a little

5 harder so you can come back a little earlier.

6 MR. YOUMAN: I'm lazy.

7 CHAIRMAN BARRERA: What about the 26th, if we

8 moved it back a week?

9 MR. GEORGE: I don't have a problem with

10 that.

11 MR. YOUMAN: I don't have a problem with

12 that.

13 CHAIRMAN BARRERA: Ed, would the 26th --

14 MR. WUELLNER: I don't know if I have a

15 problem.

16 MR. GEORGE: How about you? Aren't you

17 working?

18 MR. GORMAN: Huh-uh.

19 MR. GEORGE: You're not working?

20 MR. GORMAN: No.

21 MR. GEORGE: You're retired?

22 MR. GORMAN: I'm retired.

23 MR. WUELLNER: I'm -- I'm not aware of any

24 conflicts.

25 CHAIRMAN BARRERA: Okay.

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1 MR. WUELLNER: So you want to try and go to
2 the 26th of April?

3 CHAIRMAN BARRERA: Yeah.

4 MR. GEORGE: Jim?

5 MR. WERTER: I'm good with that.

6 MR. WUELLNER: Okay. We'll make the change
7 to April and we'll update you on the May, if
8 that's any issue at the -- at your February
9 meeting. And we'll move the March 1st meeting to
10 the 24th; is that correct?

11 MR. YOUMAN: Correct.

12 MR. WUELLNER: And that will still be a 4
13 o'clock start then, but it's a Wednesday evening.

14 MR. YOUMAN: You're having an open house?

15 MR. BURNETT: Yes.

16 MR. YOUMAN: May I ask when it is again?

17 MR. BURNETT: Well, I'm sort of having --
18 you're talking about my new office location?

19 MR. YOUMAN: Yes.

20 MR. BURNETT: I'm moving my office location
21 this weekend. So February 1st will be the -- the
22 opening of the new office location. And thank
23 you, Mr. Youman. It's at 509 Anastasia Boulevard,
24 which is about halfway between the Bridge of Lions

25 and the Alligator Farm. On the right, there's

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1 Dockside Cleaners.

2 MR. GEORGE: Yeah.

3 MR. BURNETT: And immediately next to it
4 there's the building with the green --

5 MR. GEORGE: Where the old pharmacy used to
6 be.

7 MR. BURNETT: Well, it's the Palmetto Homes
8 building, Palmetto Homes Builders. It's the only
9 building with a green metal roof in that area of
10 the island. So we'll be open there February 1.

11 It's the whole week, we're going to have
12 refreshments around the office for clients and
13 friends who want to stop in and say hello to us.
14 I'll wind up later in the month, maybe in March,
15 having a grand opening sort of event. But,
16 anyways --

17 MR. GEORGE: Good luck with the move.

18 MR. BURNETT: -- feel free to stop in. I
19 know I'm in the your neck of the woods now.

20 MR. GEORGE: Yeah. Right.

21 CHAIRMAN BARRERA: Congratulations. Also,
22 Jim had wanted to bring up under housekeeping the
23 idea of having a liaison from our board to the
24 Board of County Commissioners as something, a

25 possibility. So he wanted to discuss that.

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1 MR. WERTER: Well, just that it was brought
2 to my attention because of the reverberations over
3 the environmental issue at their last meeting and
4 realization that we don't have anybody, I just put
5 it out there for discussion.

6 Should we have someone over there, like Ron
7 Sanchez comes and hangs out with us every month?
8 Should it be two-way? Just for -- in the event of
9 those? Yes, sir?

10 MR. GORMAN: That's a good idea, it really
11 is. Shouldn't we alternate that? I mean,
12 because -- but I mean, that's a suggestion to
13 alternate it. But it's certainly a good idea to
14 do it. I mean, be completely relevant to what we
15 do.

16 MR. GEORGE: How often do they meet?

17 MR. WERTER: Don't they meet like once a
18 month? No? More often?

19 MR. WUELLNER: No, almost --

20 MR. BURNETT: Twice a month and it can be
21 more than that.

22 MR. GEORGE: Yeah.

23 MR. GORMAN: That's why you need to
24 alternate.

25 MR. GEORGE: Twice a month, more than that,

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1 and be sure and take a big dose of NoDoz before
2 you go.

3 MR. WUELLNER: And bring a lunch.

4 MR. YOUMAN: May I -- may I -- I'd like to
5 make a comment on that. Are we overreacting to
6 one or two individuals who are the -- I call them
7 the 1 percenters that are not representative of 98
8 or 99 percent of our county?

9 And to tie up our time to sit there and
10 listen to everything about the county when we have
11 the EDC and we have Mr. Sanchez coming in and
12 updating us? Because I don't have the time to do
13 it, I'll be honest with you.

14 MR. WUELLNER: May -- maybe I could suggest
15 an alternative.

16 CHAIRMAN BARRERA: This is something that Ed
17 and I talked about before.

18 MR. WUELLNER: It's a lot of -- a lot of time
19 compared to this meeting.

20 MR. GEORGE: That's true.

21 MR. WUELLNER: My -- my suggestion is,
22 perhaps we could review the agendas of the county
23 commission meetings, and perhaps it would be more
24 appropriate to find an individual or more on the

25 board here who would be willing to attend county

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1 commission meetings where there's some anticipated
2 discussion relative to the airport or a project
3 that might be of interest to the airport.

4 But rather than kind of camp there, you know,
5 two times a month for eight or ten or twelve
6 hours, it might be just a better use of your time
7 to just kind of be focused on the issues. Doug
8 has an extremely good handle. He is there for
9 most of the land use related days. At least a
10 great deal of the day, if not always.

11 MR. BURNETT: I either am -- I either am
12 physically there at the meeting or I watch every
13 meeting on TV from my office. And I record them
14 and watch them after the fact, so I have a pretty
15 good idea of what's going on over there to be able
16 to get with Ed. And I look at every agenda before
17 it happens.

18 MR. GEORGE: Would you like to be our
19 representative at no cost?

20 MR. YOUMAN: Congratulations.

21 MR. WERTER: I'm sorry, Doug.

22 MR. WUELLNER: Make sure you've cleared up
23 the fee issue on the front end.

24 MR. WERTER: I need to ask you is that out of

25 social duty or pure boredom, which?

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1 MR. BURNETT: No.

2 MR. GORMAN: It's a value-added service.

3 MR. BURNETT: No, it's because of my land use
4 practice. So -- but I can tell you that the tower
5 and those kinds of things that come up from time
6 to time, we -- you know, I -- because I'm over
7 there, know what's going on and paying attention,
8 I'm able to call Ed and say, "Hey, here's an
9 issue." So, anyways.

10 CHAIRMAN BARRERA: Another -- another --

11 MR. WUELLNER: I just hate to see you waste
12 time sitting there.

13 MR. GORMAN: Your idea is good. Ed's idea is
14 practical. If it's relevant, let's go.

15 CHAIRMAN BARRERA: Another point that was
16 brought up with it whenever I was discussing this
17 with other people was that -- and because my
18 concern also was the amount of time and I know how
19 long their meetings go, was the idea of as we get
20 committee reports from the Board of County
21 Commission, having somebody who gives a committee
22 report on the airport from our standpoint. So
23 having a representative who does that.
24 So I'm just going to throw that out there.

25 It sounds like we're not -- we think that right

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1 now the way to go is on call, to have a board
2 member on call for that, or to rotate it,
3 whichever -- whichever works out best.

4 MR. GORMAN: Jim's idea is good. How -- can
5 we -- do we need a motion, or how do we get this
6 information to us so that we can review it along
7 with whatever we are going to do in another
8 meeting?

9 CHAIRMAN BARRERA: Well, if this is something
10 we want to look at, we can certainly bring it up
11 as something on our next board meeting to look at
12 further. But Jim wanted to go ahead and bring it
13 up for discussion, but not necessarily on
14 decision. Isn't that what you said?

15 MR. GEORGE: It's a nice discussion. Let's
16 leave it that way.

17 CHAIRMAN BARRERA: I think he wanted to plant
18 the seed for consideration.

19 MR. WERTER: Like a bird across the spoils
20 island.

21 MR. YOUMAN: Hope it doesn't grow.

22 CHAIRMAN BARRERA: Okay. Do we have any
23 other housekeeping items?

24 MR. WERTER: Well, yes, I do.

25 CHAIRMAN BARRERA: Okay.

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1 MR. WERTER: I put it in front of you. You
2 probably got it in an e-mail. The spring
3 conference up in Washington in March by AAAE and
4 the ACI, talking to the different agencies up
5 there and Congressional leaders. It's a learning
6 opportunity. It's a liaison opportunity. And I
7 asked Ed about the value of it, of maybe one of
8 us -- I personally would like to go to it. And he
9 said bring it up to the board.

10 And I don't know if you guys looked at that
11 e-mail, if you got that e-mail, but I put it in
12 front of you. But it puts a suit and a face up in
13 D.C. So when we talk about environmental issues
14 with the FAA, there's people that we can call that
15 we know. Besides learning about the new critical
16 issues that address all airports for the time.
17 Would anybody have an objection if the airport
18 sent me up there for that?

19 CHAIRMAN BARRERA: I -- I personally am
20 hesitant to do anything like that at this
21 particular time. It's something that I would be
22 open to next year when we're off the ad valorem
23 tax assessment. But right now with our operations
24 being down, I would rather us be in a stronger

25 operationally financial standpoint before we

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1 incurred any additional unnecessary expenses.

2 MR. GORMAN: I disagree. Look at what we're
3 doing. Look at the millions we're going to spend
4 on environmental issues right now.

5 CHAIRMAN BARRERA: To be -- to do it the
6 environmentally right way.

7 MR. GORMAN: Of my tax dollars federal to do
8 it --

9 MR. YOUMAN: User fees.

10 CHAIRMAN BARRERA: That would be my -- my
11 stand on it, is that right now, the timing might
12 not be right. Although it might be more
13 beneficial later. I can see there's value.

14 MR. GORMAN: I disagree. Send him. Sorry.

15 MR. GEORGE: I'm going, regardless of what
16 this board says.

17 CHAIRMAN BARRERA: Just don't expect me to
18 sign the check.

19 MR. GEORGE: Fine.

20 MR. WERTER: No, I think that's my job.

21 MR. GEORGE: That's right.

22 CHAIRMAN BARRERA: That's only if it gets to
23 you. No.

24 MR. WERTER: Carl? What's your feelings?

25 MR. YOUMAN: On this issue, go. Sorry.

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1 MR. WERTER: I just can't -- I would foot the
2 bill myself actually, but these days I'm
3 running -- running real tight, even on EDC
4 lunches. They increased it to \$17.

5 CHAIRMAN BARRERA: I think I certainly
6 understand that, and I -- I'm not in favor of
7 spending that money now.

8 MR. WERTER: Where do we go from here?

9 MR. WUELLNER: What -- what's the consensus?

10 MR. GORMAN: A go, a go and a --

11 MR. GEORGE: I make a motion we consider this
12 conference the same way we've considered other
13 direct related conferences: If there's a board
14 member that wants to go, it's in the budget, go.

15 CHAIRMAN BARRERA: But is it in the budget?

16 MR. YOUMAN: Oh, yeah.

17 MR. WUELLNER: We -- we budget a number of
18 you to go to the normal AAAE. So if someone
19 elected to go to this in lieu of that, I -- you
20 know, it would be budget neutral.

21 CHAIRMAN BARRERA: Is that what you're doing,
22 is doing it in lieu of?

23 MR. GEORGE: This is not then the normal
24 AAAE?

25 MR. WUELLNER: This is not the normal AAAE.

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1 CHAIRMAN BARRERA: No. This is a

2 legislative --

3 MR. GEORGE: Okay. When is the normal AAAE?

4 MR. WUELLNER: It will be in May or early

5 June. I don't have a date in front of me. You

6 don't know off the top of your head, do you?

7 MR. HOLESKO: I believe it's the second week

8 in May in Dallas.

9 MR. GEORGE: Regardless where it is, I think

10 it's -- I like the normal one --

11 MR. WUELLNER: Anywhere.

12 MR. GEORGE: -- so that's the one I'll go to.

13 CHAIRMAN BARRERA: Would you be wanting to do

14 this in lieu of the normal one?

15 MR. WERTER: I'd swap them out, yeah. I

16 think it would be a good idea to swap them out.

17 CHAIRMAN BARRERA: I'd be -- I'd be more

18 comfortable if we were swapping.

19 MR. WERTER: I see -- I see Andrew shaking

20 his head back there? Did you have something to

21 say on that?

22 MR. HOLESKO: No.

23 MR. WERTER: Oh, okay. Do you think -- are

24 you aware of this conference in -- in D.C. every

25 year?

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1 MR. HOLESKO: Yes.

2 MR. WERTER: Do you think it's beneficial?

3 MR. GEORGE: I guess you got that answer.

4 MR. HOLESKO: I think all AAAE conferences
5 are beneficial.

6 MR. WERTER: Yes, dear. Yes, dear.

7 MR. GEORGE: Remember you're running out of
8 your budget.

9 CHAIRMAN BARRERA: Okay. Andrew, would it be
10 beneficial for our -- for our Airport Authority at
11 this particular point in time and juncture?

12 MR. WUELLNER: Is that enough for you to
13 sponsor his travel? I just want to be sure. I am
14 kidding.

15 MR. HOLESKO: Not enough for us to sponsor
16 his travel.

17 CHAIRMAN BARRERA: I would be comfortable if
18 you're switching this out more --

19 MR. HOLESKO: I don't have the agenda in
20 front of me.

21 MR. GEORGE: I was under the impression that
22 this was the normal AAAE, and that's very
23 beneficial.

24 CHAIRMAN BARRERA: Right. And sometimes I

25 think some of these others are not as informative.

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1 MR. GEORGE: Oh, yeah. You've got to stop --
2 I mean, there's got to be one going on every month
3 somewhere.

4 MR. WUELLNER: At least.

5 MR. GEORGE: I just looked and saw the AAAE
6 and I said, okay, that's when it is, then.

7 MR. WUELLNER: The same group, wrong
8 conference.

9 MR. GEORGE: Yeah.

10 CHAIRMAN BARRERA: This is --

11 MR. GEORGE: The story of my life.

12 CHAIRMAN BARRERA: -- more the legislative
13 affairs. It might be beneficial to find out who
14 else is signed up for it as a comparison. But if
15 you're willing to do this in exchange for the
16 other one, and that way we're not incurring
17 additional costs, I'm comfortable with that.

18 MR. WERTER: I can -- well, I can make that
19 call and then if you all agree to the option, if I
20 agree, if I go, it's a swap-out for the annual
21 AAAE conference and if I don't, then I go to the
22 usual.

23 So let me make some phone calls, and if you
24 guys are agreeable with that, that's what I'll do.

25 Maybe by then I'll have some extra bucks and I can

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1 go to both and I'll sponsor the other one myself.

2 CHAIRMAN BARRERA: Okay. If that's all our
3 housekeeping items, I want to open it up for
4 public comment.

5 PUBLIC COMMENT - GENERAL

6 CHAIRMAN BARRERA: I have Reba Ludlow, Joe
7 Jones, Victor Martinelli. All my public comment
8 people have gone. Michael?

9 MR. SLINGLUFF: I wanted to thank the Birkett
10 group for presenting their material. I thought it
11 was really good.

12 And, Jack, I agree with you on the concept
13 that sometimes all of this gets out of hand
14 because we're trying to be politically correct.
15 At the same time, I think there was a lot of --
16 there's a lot of information there and we need to
17 digest that information pretty carefully before we
18 jump on it.

19 One of the things I saw in there is that if
20 you don't deal with the spoil island now, it
21 becomes a rookery a few years down the road. It's
22 been there 40 years. Another 10 years, do the
23 trees get big enough that we end up with a wood
24 stork rookery there? And that would be a whole

25 lot harder to deal with. Thank you.

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1 CHAIRMAN BARRERA: Thank you.

2 AUTHORITY MEMBERS

3 CHAIRMAN BARRERA: Seeing no further public
4 comment, we'll open it up for Authority Members
5 comment. We will start with Mr. Werter.

6 MR. WERTER: No further comment.

7 CHAIRMAN BARRERA: Mr. Gorman?

8 MR. GORMAN: Better find some other
9 mitigation that makes some sense or you'll have to
10 hear from me for months.

11 MR. WERTER: Ooh, that's motivation right
12 there.

13 MR. GORMAN: I mean, seriously.

14 CHAIRMAN BARRERA: Mr. George?

15 MR. GEORGE: I want to clarify a point about
16 how many airplanes use the whole length of the
17 runway. There's an operating handbook in every
18 airplane, and it gives the suggested runway length
19 that you will need based on atmospheric conditions
20 and the weight of the airplane. My question
21 was -- excuse me. One other thing. It is the
22 pilot in command's decision if he's going to do
23 that.

24 My question was, how many pilots have made

25 the decision for their safety they need to go all

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1 the way down to the end of the runway? I think

2 you're going to find it's a very small percentage.

3 I'll get with Mr. Slingluff and come up with that.

4 CHAIRMAN BARRERA: Thank you, Mr. George.

5 Mr. Youman?

6 MR. YOUMAN: The challenges are getting

7 better and better as we go along. I love it.

8 MR. GEORGE: You need to spend more time

9 here.

10 MR. GORMAN: Yeah. Try seven years.

11 MR. YOUMAN: I want to make as much money as

12 you did.

13 MR. GORMAN: Yeah. I'm doubling my salary

14 every minute.

15 CHAIRMAN BARRERA: I would like to again

16 thank Nease High School for coming and taping our

17 meeting. Thank you, guys, so much. I hope that

18 you do participate in the public park. I look

19 forward to -- to that next juncture and I think

20 that you guys could come up with some great things

21 on that. So, please consider it. Thank you,

22 Andrew, and --

23 MR. WUELLNER: Beverly.

24 CHAIRMAN BARRERA: -- and Beverly and Birkett

25 and LPA, and all the different groups for your

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1 presentation. I think this was much more concise.

2 It was very explanatory, and I'm disappointed that

3 more people couldn't hear it.

4 I think it that would be a great thing to --

5 to pass along to SAAPA. I think that they

6 would -- they would benefit from it. And I'm

7 looking for any volunteer to go and present that.

8 And, Michael, if you and Andrew can work together,

9 that would be great. I think the more information

10 that we can get out that educates people, the

11 better.

12 I want -- I want to say that a lot of times

13 here on the board we don't agree, but we can agree

14 to disagree, and I think that if we all agreed, we

15 wouldn't challenge each other. And so the best

16 ideas and solutions coming from discussion.

17 So, with that being said, I encourage board

18 discussion. I encourage board discussion here at

19 the meetings. And I do not ever take issue with

20 that as long as we're polite and respectful to

21 each other and take our turns.

22 So, with that being said, thank you,

23 everybody. And have a good night. Meeting's

24 adjourned.

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 3rd day of February, 2010.

13

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

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