

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 12, 2009

6 from 4:00 p.m. to 6:48 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

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

12 OUTGOING BOARD MEMBER:

13 SUZANNE GREEN, Chairman

14 * * * * *

15 ALSO PRESENT:

16 DOUGLAS N. BURNETT, Esquire, Rogers, Towers, Bailey,
17 Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
18 FL, 32084, Attorney for Airport Authority.

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

19 BRYAN COOPER, Assistant Airport Director.

20 * * * * *

21 JANET M. BEASON, RPR, RMR, CRR, FPR
 22 St. Augustine Court Reporters
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 24 St. Augustine, FL 32084
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1 PROCEEDINGS

2 CHAIRMAN GREEN: Call to order the meeting of
3 the St. Augustine Airport. Please stand for the
4 Pledge.

5 (Pledge of Allegiance.)

6 3. - OATH OF OFFICE

7 CHAIRMAN GREEN: Okay. First rule of
8 business is the oath of office for our new
9 officers -- or board members. I'm going to move
10 out of the way. So Carl and Jim?

11 MR. BURNETT: I know I'm not quite Judge
12 Alexander or Judge Tinlin, but I get the honor
13 today.

14 MR. GEORGE: Might want to shut that light
15 off.

16 MR. GORMAN: Doug, those video guys, will
17 that be okay?

18 MR. GEORGE: They got one behind you, though.

19 MR. GORMAN: I'm not sure how to do it.

20 MR. BURNETT: I'm going to break it up so --
21 the oath of office, so none of the three of us get
22 lost.

23 If you would, raise your hand. I do solemnly
24 swear or affirm.

25 INCOMING BOARD MEMBERS: I do solemnly swear

4

1 or affirm.

2 MR. BURNETT: That I will support, protect,

3 and defend.

4 INCOMING BOARD MEMBERS: That I will support,

5 protect, and defend.

6 MR. BURNETT: The Constitution and

7 government.

8 INCOMING BOARD MEMBERS: The Constitution and

9 government.

10 MR. BURNETT: Of the United States.

11 INCOMING BOARD MEMBERS: Of the United

12 States.

13 MR. BURNETT: And of the State of Florida.

14 INCOMING BOARD MEMBERS: And of the State of

15 Florida.

16 MR. BURNETT: That I am duly qualified to

17 hold office.

18 INCOMING BOARD MEMBERS: That I am duly

19 qualified to hold office.

20 MR. BURNETT: Under the Constitution and of

21 the state.

22 INCOMING BOARD MEMBERS: Under the

23 Constitution and of the state.

24 MR. BURNETT: And I will well and faithfully.

25 INCOMING BOARD MEMBERS: And I will well and

5

1 faithfully.

2 MR. BURNETT: Perform the duties.

3 INCOMING BOARD MEMBERS: Perform the duties.

4 MR. BURNETT: Of Airport Authority board

5 member.

6 INCOMING BOARD MEMBERS: Of Airport Authority

7 board member.

8 MR. BURNETT: On which I am now about to

9 enter.

10 INCOMING BOARD MEMBERS: On which I am now

11 about to enter.

12 MR. BURNETT: So help me God.

13 INCOMING BOARD MEMBERS: So help me God.

14 MR. BURNETT: Congratulations.

15 MR. WUELLNER: Take a minute or two for some

16 pictures.

17 MR. GEORGE: Yeah.

18 MR. WUELLNER: Are you going to do that?

19 MR. GEORGE: Yeah. Let's do that.

20 MR. WUELLNER: You can raise that. It will

21 make a better backdrop.

22 (Off-the-record discussion.)

23 MR. GEORGE: While we're all taking a break,

24 you know, we -- we're bringing on two new members.

25 We are losing two of our family of the clan, and

6

1 they've been with us for four years and eight

2 years -- no, ten years, I guess, now.

3 And they are definitely part of the family,

4 even though we can't talk to them except in this

5 room. But we have enjoyed their company and

6 enjoyed their inputs. And I think they have done

7 an exceptional job for the citizens of St. Johns

8 County.

9 I have a plaque for Mr. Brunson, but he's not

10 here to accept it. But I would like to ask

11 Suzanne to come up.

12 Suzanne, we're giving you this plaque for all

13 the extra time and stuff that you've put in and

14 the guidance and direction that you have given us,

15 unemotionally given us, and calmed some of us down

16 over the years. You've been an inspiration, and

17 we hope a lot of us will follow your footsteps.

18 MS. GREEN: Thank you very much. If I can

19 just briefly say, it's been wonderful. Like I

20 said, I -- I learned more about airplanes, which

21 wasn't hard since I didn't know a whole lot to

22 begin with. But just running such a wonderful --

23 with a wonderful group of people over the -- it's

24 eight years, since 2000 -- or '99, I was

25 appointed, but officially 2000.

7

1 Just met, I mean, people from SAAPA and Bjorn
2 and -- and everybody. Even the press, Peter,
3 thank you with everything that you've helped us
4 out with, with what we've done marketing the
5 airport.

6 But I will miss it, but I will come back and
7 be that voice up there that you want to get rid of
8 before it's two hours on the microphone. But
9 thank you guys very much. I want to stay for the
10 elections, so I just want to -- I guess I'll sit
11 back and let you guys do whatever you need to do.

12 Oh, and I do have one ditty left at the
13 airport. I was going to tell you about it later.

14 MR. WUELLNER: Yeah.

15 MS. GREEN: So now we have the officer
16 elections.

17 4. - OFFICER ELECTIONS

18 MR. BURNETT: Yes. And it's at this moment
19 under your charter where the five of you select
20 your officers. Typically, I think you would start
21 with the Chair. And you can start by each
22 nominating whoever you think would be a good
23 Chair. Or maybe some of you want to speak and say
24 who it is you -- or what your thoughts are about

25 the subject and then move on to having a motion

8

1 and a second and a vote on a Chair and then

2 proceed with a Vice Chair.

3 MR. YOUMAN: Can I make my first motion?

4 MS. GREEN: Go ahead.

5 MR. YOUMAN: I'd like Kelly to be Chair and

6 so I'd nominate.

7 MR. WERTER: I second.

8 MR. WUELLNER: Got to kind of share some mics

9 here.

10 MS. GREEN: Yeah. Good idea.

11 MR. WUELLNER: We just want to make sure it

12 gets on the audiotape.

13 MR. YOUMAN: I'd like to nominate Kelly to be

14 Chairman.

15 MR. WERTER: And I second it.

16 MS. GREEN: Discussion, comments, anybody?

17 MR. GEORGE: I have a comment. I think that

18 Kelly is an outstanding candidate, if you will, or

19 a person for this job, because if I think back of

20 the times that we've had -- you know, she's -- she

21 sits back and she listens.

22 She remembers the -- why God gave her two

23 ears and one mouth so that she can listen twice as

24 much as she talks. And when she does open her

25 mouth, you should listen, because it usually has

9

1 some -- some very good thoughts and ideas coming
2 forward.

3 I'd like to point out to all of us that this
4 is a critical year, because in the next two years,
5 we're getting off the tax roll. That's the
6 commitment. And we need, you know, someone like
7 Kelly to guide us through that and to stay on top
8 of everything.

9 She has been secretary/treasurer and she
10 understands that role very well. And I will
11 triple the nomination or however you go.

12 MS. BARRERA: Thank you.

13 MR. GORMAN: Kelly has the right demeanor.
14 Like Mr. George says, she does listen and she's, I
15 feel, very objective. And objectivity is one
16 thing you've got to have for a chairman. You've
17 got to be able to across the board listen to
18 everything and allow the whole board to weigh
19 things. So, it's a good nomination.

20 MR. GEORGE: I make a motion the nominations
21 be closed.

22 MR. YOUMAN: I second that.

23 MS. BARRERA: I'd be glad to accept the
24 nomination, but I am going to have to have some

25 help with Roberts Rules of Order. That's not my

10

1 forte. So in accepting the nomination, I would
2 expect the other board members to help me along
3 with that. Thank you.

4 MS. GREEN: Vote?

5 MR. BURNETT: Since we don't technically have
6 a Chair --

7 MS. GREEN: Right.

8 MR. BURNETT: -- I'll ask the board for a
9 vote at this time.

10 MR. GEORGE: All in favor, say aye.

11 MR. YOUMAN: Aye.

12 MS. BARRERA: Aye.

13 MR. WERTER: Aye.

14 MR. GORMAN: Aye.

15 MR. GEORGE: Aye. All opposed?

16 (No opposition.)

17 MR. GEORGE: The ayes have it.

18 CHAIRMAN BARRERA: Thank you.

19 MR. GEORGE: So you need to take up the Chair
20 for the secretary/treasurer.

21 MS. GREEN: Aren't you glad I got you into
22 this?

23 MR. WUELLNER: There we go. Touché.

24 MS. GREEN: Sit right here.

25 CHAIRMAN BARRERA: Suzanne and I were at a

11

1 soft -- a baseball game many, many years ago, and
2 she told me she was on the board of the St.
3 Augustine Airport Authority. And I said, "How did
4 you get to do that? Do you know I have an
5 aviation degree? Do you know?"

6 She goes, "Oh, you have to run. I'll let you
7 know when it comes up."

8 MR. GEORGE: Right. Yeah.

9 MR. WUELLNER: That'll teach you.

10 CHAIRMAN BARRERA: Okay.

11 MR. BURNETT: And now we need a
12 secretary/treasurer.

13 MR. WUELLNER: Say, if one of you guys wants
14 to go to the other side, you're welcome to do
15 that.

16 CHAIRMAN BARRERA: We would like to open up
17 the nominations for secretary and treasurer at
18 this time. Do we have any nominations?

19 MR. GORMAN: I'd like to nominate Mr. Youman,
20 only because I think that his background might be
21 good for it. Also, the objectivity, he comes in,
22 he's got a fresh start. His -- would be
23 completely objective to all the matters that would
24 be on the table.

25 MR. WERTER: I'm sorry. For which position,

12

1 now was that?

2 MR. GORMAN: Secretary/treasurer.

3 MR. WUELLNER: It's -- it's one position.

4 It's combined.

5 MR. WERTER: I second it.

6 CHAIRMAN BARRERA: Do we have any other
7 nominations for that position?

8 Okay. We'll close the nominations, then, and
9 we'll take a vote. All of those in favor of Carl
10 Youman as secretary/treasurer, say aye.

11 MR. GEORGE: Aye.

12 CHAIRMAN BARRERA: Aye.

13 MR. GORMAN: Aye.

14 MR. YOUMAN: Aye.

15 MR. WERTER: Aye.

16 CHAIRMAN BARRERA: And none opposed. We'll
17 nominate Carl Youman as our new
18 secretary/treasurer.

19 MR. WUELLNER: Congratulations.

20 MR. WERTER: How did that gavel feel?

21 CHAIRMAN BARRERA: I've had a gavel before,
22 but it's been a while since I've slammed one.

23 5. - COMMITTEE APPOINTMENTS

24 CHAIRMAN BARRERA: Okay. Now we're going to

25 be looking at our external committee assignments.

13

1 The Transportation Planning Organization committee
2 is our first external committee assignment.

3 MR. YOUMAN: Can I ask a question?

4 CHAIRMAN BARRERA: Certainly.

5 MR. YOUMAN: Does that have to do with the
6 intermodal facility?

7 CHAIRMAN BARRERA: That is on -- that is on
8 the agenda with the Transportation Planning
9 Organization right now.

10 MR. GORMAN: Right. I'm the designee for the
11 TPO. The TPO is a retreat. Unfortunately, I did
12 not attend the retreat, but I have an executive
13 summary coming to us, which we will then get next
14 minute.

15 The relationship -- the TPO is very important
16 to St. Johns County because, not so much to attend
17 the meetings, every meeting, you know, because a
18 lot of it's not relevant to St. Johns County, but
19 to be able to get the insight, especially of the
20 director, Bunnewith, to be able to understand
21 the -- the major issues that we are going to have
22 in St. Johns county. A lot -- and a lot of it's
23 just plain roads, roads and bridges. You've got
24 to know them.

25 And the other thing is that as far as her

14

1 status and the status that we have as far as the
2 intermodal facility is the same; they want an
3 answer. Are you interested or are you not
4 interested? Where would you want to put it? Is
5 it enough room? Is it enough space? Is it not
6 enough space? In other words, I told her that
7 it's on the table but that I had no further input,
8 except that -- that I had it on the table and
9 it -- it stays on the table.

10 So going to leave it up to the board to -- to
11 discuss it. I know that the land we have for it,
12 Mr. Wuellner has -- has it, but it is a patchwork
13 quilt. It would have to be fleshed out with
14 additional land purchase.

15 So that -- that does sum up the necessary
16 items on the TPO, executive summary to follow, the
17 last meeting.

18 MR. WUELLNER: And you have a briefing item
19 at the end of the agenda today related to the
20 multimodal facility.

21 MR. GEORGE: Jack, you've been it before.
22 Are you interested in continuing, or do you think
23 it's a good education thing for new people coming
24 on board to get involved?

25 MR. GORMAN: I think they'll learn -- I think

15

1 that I would like to be an alternate and -- and
2 ask someone else to take that -- the reins up on
3 that.

4 It's -- like I said, the meetings aren't so
5 relevant as the ability to get the information.
6 So, as Mr. George says, it would probably be good
7 to assign someone else to it. I'd like to stay
8 the alternate.

9 CHAIRMAN BARRERA: Okay.

10 MR. GEORGE: I'd like to volunteer for it if
11 nobody else wants it.

12 CHAIRMAN BARRERA: Okay. Do we have anybody
13 else that was interested in that?

14 MR. YOUMAN: I was, also.

15 CHAIRMAN BARRERA: You are? Okay. So --

16 MR. WERTER: Question: This is an annual
17 rotation?

18 CHAIRMAN BARRERA: Uh-huh, annually rotated.

19 MR. GEORGE: Well, it doesn't -- it's an
20 annual redefinition. We sometimes leave the same
21 people.

22 MR. GORMAN: May I say that, not to be
23 disparaging to Mr. George, but he's been on it
24 before, and a fresh insight is always good. I

25 mean, he's -- not that Mr. George doesn't pay

16

1 attention or isn't intelligent enough to do it,
2 but it -- in my way of thinking, it would be good
3 to have someone else, even if they didn't keep it
4 forever. You can always bow out of it. You don't
5 have to have it for a year. We could have someone
6 fresh in there, just for a while, at least.

7 MR. WUELLNER: Technically, you just have to
8 designate someone for it, and then if -- if that
9 person doesn't --

10 MR. GORMAN: Right.

11 MR. WUELLNER: -- want to serve anymore, you
12 just reappoint.

13 MR. GORMAN: It's not a yearly appointment.
14 It's just --

15 MR. WUELLNER: But it is --

16 MR. GORMAN: -- somebody to serve.

17 MR. WUELLNER: -- important. Yeah. I'm
18 sorry. But it is important that whoever commits
19 to it does intend to attend the meetings, because
20 it is -- it is -- it is important we have
21 representation there. It's one of the handful of
22 votes St. Johns County has in that organization.

23 MR. GORMAN: I might -- I might amend that.

24 I don't agree with -- with the director. The --

25 the votes there -- a lot of times, they have votes

17

1 and they aren't -- I'm sorry. I just don't agree
2 with you. The lot of the votes there, you'll have
3 to have an agenda item that does relate directly
4 to St. Johns County to have to be in that meeting.

5 The key relationship I see is with Bunnewith,
6 the director, because she's just a fount of
7 knowledge. Sorry. That was just a difference of
8 opinion.

9 MR. GEORGE: Well, in light of Carl's
10 background in transportation, I'll be happy to bow
11 out and let him take it.

12 CHAIRMAN BARRERA: Okay. So do we have a
13 motion on the table for a representative for the
14 TPO?

15 MR. GEORGE: I make a motion that Carl Youman
16 represent us on the TPO.

17 CHAIRMAN BARRERA: Okay.

18 MR. WERTER: I second it.

19 CHAIRMAN BARRERA: All right. We're going
20 to -- do we have any other nominations?

21 (No further nominations.)

22 CHAIRMAN BARRERA: Then we'll close out the
23 nominations and take a vote. All of those in
24 favor of Carl Youman as the primary representative

25 on the TPO, say aye.

18

1 MR. GEORGE: Aye.

2 CHAIRMAN BARRERA: Aye.

3 MR. WERTER: Aye.

4 MR. YOUMAN: Aye.

5 MR. GORMAN: Aye.

6 CHAIRMAN BARRERA: All opposed?

7 (No opposition.)

8 CHAIRMAN BARRERA: Okay. Hearing none, then

9 Carl Youman, you'll be the major person on the

10 Transportation Planning Organization.

11 Now we'll need to vote on an alternate.

12 Okay. Jack, you've expressed interest. Buzz, are

13 you -- are you interested in being an alternate or

14 are you interested in --

15 MR. GEORGE: I'll be a third alternate in

16 case Jack can't go.

17 MR. GORMAN: We can both be alternates. It's

18 just as -- as long as someone knows, kind of,

19 whether the issues are relevant to St. Johns

20 County and they can, you know, give a good

21 summary. You don't want --

22 MR. GEORGE: I think that -- I think that

23 they're going to -- the TPO is going to want to

24 know who is the alternate and -- that they will

25 accept and let sit on the board. So why don't you

19

1 go ahead and leave Jack's name there. He's

2 accustomed. They know the name.

3 CHAIRMAN BARRERA: He's up to speed.

4 MR. GEORGE: If there's something positive

5 coming up, if Jack would give Cindy a call, I'll

6 be glad to refer to the schedule.

7 MR. GORMAN: Then I'll defer -- I'll defer to

8 Mr. George. That's -- that's a good plan.

9 CHAIRMAN BARRERA: Okay. So our -- our plan

10 then is to have Jack be the primary alternate and

11 Buzz be the secondary. Do we need to call that

12 for a vote, Doug?

13 MR. WUELLNER: I was going to say, if you'd

14 like to combine all of these and do them in one

15 motion at the end, you could do that, instead

16 of --

17 CHAIRMAN BARRERA: Okay.

18 MR. WUELLNER: -- acting independently.

19 CHAIRMAN BARRERA: On -- on the alternates or

20 on each of the positions?

21 MR. WUELLNER: Collectively, if you'd like.

22 CHAIRMAN BARRERA: Okay. Then the next one

23 we have that has come up is the Economic

24 Development Council. Do we have anybody who has a

25 strong interest in being the airport's

20

1 representative for the EDC?

2 MR. WERTER: I -- I'd like to volunteer --

3 CHAIRMAN BARRERA: Okay.

4 MR. WERTER: -- if someone will nominate me.

5 CHAIRMAN BARRERA: Okay.

6 MR. YOUMAN: I'll nominate you.

7 CHAIRMAN BARRERA: Okay. Is there anybody

8 else that would like to be the airport's primary

9 representative?

10 MR. GORMAN: I'll second Mr. Werter's

11 nomination then.

12 CHAIRMAN BARRERA: Okay. So we've got --

13 MR. WUELLNER: Okay. Just -- unless there's

14 objection --

15 CHAIRMAN BARRERA: Unless --

16 MR. WUELLNER: -- we'll just find an

17 alternate now.

18 CHAIRMAN BARRERA: Okay. And who would like

19 to be the alternate on that?

20 MR. GEORGE: I'll be.

21 CHAIRMAN BARRERA: Okay. So we've got

22 Mr. Werter being the primary and Mr. George being

23 the alternate.

24 And then on the Intergovernmental committee,

25 do we have any nominations for that?

21

1 MR. GEORGE: I'm going to suggest that Carl,
2 if he can fit it into his schedule, because --
3 only because, you know, at that meeting, you get
4 an opportunity to hear what all of the other
5 agencies are doing, and you can better translate
6 that into an impact on the transportation.

7 MR. YOUMAN: I'll give it a shot. If -- if
8 it comes to the point where the time factor
9 becomes too bad, I'm going to come back and ask to
10 come off it, okay?

11 MR. GORMAN: Absolutely.

12 MR. GEORGE: That's fine.

13 MR. YOUMAN: Because I do travel out of town
14 on these jobs at a random basis.

15 MR. WERTER: That's a consideration of mine,
16 too.

17 MR. GORMAN: I don't -- I might say, I don't
18 think the Intergovernmental is -- as long as you
19 get an executive summary of who said what, I mean,
20 that's -- and give that back to the board.

21 In other words, I'm going to give that at
22 this next meeting, because I believe that I
23 couldn't go there -- Mr. Dixon chaired it -- is
24 that's what you need to know, in other words,

25 the -- the issues, and whether the issues relate,

22

1 rather than having -- you know, because it's kind
2 of a fast meeting. So -- and I would say that as
3 long as it's attended --

4 MR. GEORGE: Do they publish an executive
5 summary now? Because when I was on the board a
6 year and a half ago --

7 MR. GORMAN: Yes.

8 MR. GEORGE: -- that was one of the
9 suggestions, was that we take notes and that
10 everybody submit a paragraph on what they're going
11 to say so it could be published.

12 MR. GORMAN: If -- if you did suggest that,
13 it's been well taken --

14 MR. GEORGE: Well, good.

15 MR. GORMAN: -- because you do have an
16 executive summary coming from Lenora Newsome, and
17 so -- and that's really the key issue --

18 MR. GEORGE: Yeah.

19 MR. GORMAN: -- is to know, in other words,
20 whether the -- the Water Management District was
21 overloaded by the Governor's office because they
22 couldn't take care of water, that kind of thing,
23 you know.

24 MR. GEORGE: Plus, they're looking for input

25 from us on what the airport's happening. And in

23

1 the past, Bryan Cooper has gone to most of them,
2 and he kind of backs -- you know, backs us up when
3 we're not there, so...

4 MR. YOUMAN: Okay.

5 MR. WUELLNER: I was going to say, you need
6 an alternate.

7 CHAIRMAN BARRERA: Yeah. And -- and I want
8 to make sure that we're not overloading you, Carl.
9 That's my concern with -- I mean, that's -- that's
10 secretary/treasurer...

11 MR. YOUMAN: Yeah.

12 MR. GORMAN: Right.

13 CHAIRMAN BARRERA: That's --

14 MR. YOUMAN: I'm not sure what that involves
15 yet.

16 CHAIRMAN BARRERA: -- TPO and -- and then,
17 you know, being -- being the primary. Are we sure
18 there's not anybody else that -- that feels like
19 they'd want to fill that role as the primary
20 and -- and let Carl kind of get his feet wet a
21 little bit?

22 MR. GEORGE: Yeah, I'll take it.

23 CHAIRMAN BARRERA: I mean, I -- I just think
24 that that's a lot on -- on your shoulders to start

25 with.

24

1 MR. YOUMAN: I agree. Thank you.

2 CHAIRMAN BARRERA: I just don't know that
3 that's --

4 MR. YOUMAN: See, I knew I chose you for a
5 good reason.

6 CHAIRMAN BARRERA: Well, I -- I just want to
7 be fair to you. You know, I remember being -- my
8 first year being a secretary/treasurer, and that's
9 a lot -- there's a lot there to learn just in
10 that, and with the TPO on top of that.

11 So, Buzz, you -- you would be willing to --

12 MR. GEORGE: Yes, I'll take it.

13 CHAIRMAN BARRERA: -- be the primary on that?

14 And --

15 MR. GEORGE: Unless you want to take it.

16 CHAIRMAN BARRERA: No, I don't. I think that
17 would be fine. I just want to make sure Jack
18 doesn't want to stay as a primary on that, too.

19 MR. GORMAN: I would just be the alternate.

20 CHAIRMAN BARRERA: Alternate? Okay.

21 MR. GORMAN: I'll be the alternate. That'll
22 be fine.

23 CHAIRMAN BARRERA: Is everybody comfortable?

24 Anybody else want to be alternate?

25 MR. GORMAN: Yes.

25

1 CHAIRMAN BARRERA: Okay. Then we'll put Buzz
2 as the primary and Jack as the alternate.

3 Okay. St. Johns County Aerospace Academy.
4 Do we have -- I -- do we have anybody who's
5 interested in -- in representing the airport with
6 the aerospace academy?

7 MR. GEORGE: How about you?

8 CHAIRMAN BARRERA: I enjoy doing it, but I --
9 I want to make sure there's not someone else who
10 would like to -- actually, you know, with your
11 background in education, I didn't know if that was
12 something you might be interested in.

13 MR. GORMAN: Kelly, you're doing such a good
14 job of that, but I'd love to be the alternate. I
15 mean, I'd love for you to plug me in, in other
16 words, to say I can't go, I've got too many
17 issues, and then I would be involved in that.
18 Because I would be quite interested in it.

19 CHAIRMAN BARRERA: I think you would.

20 MR. GORMAN: But --

21 CHAIRMAN BARRERA: So you're interested in an
22 alternate position.

23 MR. GORMAN: Absolutely.

24 CHAIRMAN BARRERA: And, Jim, are you

25 interested in -- in being on the Aerospace

26

1 Academy, or do you want to --

2 MR. WERTER: I don't know exactly --

3 CHAIRMAN BARRERA: -- just focus on the EDC?

4 MR. WERTER: I can focus on both. I'll go

5 ahead and I'll accept that.

6 CHAIRMAN BARRERA: Okay. Then we'll put you

7 as the primary and -- unless we have any other

8 nominations or suggestions.

9 (No further nominations.)

10 CHAIRMAN BARRERA: Okay. Okay. So we're

11 going to take a vote. And we'll start with the

12 EDC.

13 MR. WUELLNER: You want me to --

14 CHAIRMAN BARRERA: Because we've already

15 voted on the TPO, right?

16 MR. WUELLNER: You did not an alternate. If

17 you want --

18 CHAIRMAN BARRERA: Okay.

19 MR. WUELLNER: -- I'll run through the list

20 and you can --

21 CHAIRMAN BARRERA: Yes.

22 MR. WUELLNER: -- consolidate it in one

23 motion. TPO's alternate was Mr. Gorman. EDC's

24 primary was Mr. Werter. Alternate was Buzz.

25 Intergovernmental primary was Buzz, with an

27

1 alternate of Mr. Gorman. And the Aerospace
2 Academy primary of Mr. Werter, with Mr. Gorman as
3 the alternate.

4 CHAIRMAN BARRERA: Okay.

5 MR. BURNETT: And if -- and if someone wants
6 to make a motion to accept those -- or propose
7 those as nominated, then we get a second and then
8 have a vote.

9 MR. GEORGE: Just so long as we don't have to
10 repeat them.

11 MR. BURNETT: Yes.

12 MR. GEORGE: I make a motion we accept the --
13 the nominations as presented.

14 MR. YOUMAN: I second it. I second it.

15 CHAIRMAN BARRERA: Do we have any opposition?

16 (No opposition.)

17 CHAIRMAN BARRERA: Okay. Then we'll call for
18 a vote. Everybody in favor of accepting those
19 nominations, say aye.

20 MR. GEORGE: Aye.

21 MR. GORMAN: Aye.

22 MR. YOUMAN: Aye.

23 MR. WERTER: Aye.

24 CHAIRMAN BARRERA: Aye.

25 Anyone opposed?

28

1 (No opposition.)

2 CHAIRMAN BARRERA: Those nominations will
3 stand.

4 6. - APPROVAL OF MINUTES

5 CHAIRMAN BARRERA: Okay. We have the
6 approval of the minutes. Has everybody had a
7 chance to look over the minutes from our last
8 meeting, December meeting?

9 MR. WUELLNER: If -- if you would like, I --
10 maybe we could review the board meeting conduct
11 handbook just so everybody -- just refresh
12 everybody on what you've agreed to do in terms of
13 methodology here.

14 Minutes are presented. You're provided those
15 minutes. Ordinarily, the minutes would stand
16 approved unless someone interposes some objection
17 to it. So, it does not normally require a motion
18 and/or a second or a separate vote. Only if you
19 have an objection to something in the minutes, it
20 doesn't reflect properly what the meeting is or
21 what was said, and interpose those objections
22 at -- at this time.

23 Likewise, with the financial reports, that's
24 technically how you have it set up in your

25 handbook, and they stand approved unless someone

29

1 interposed some objection.

2 In the past, we've allowed the
3 secretary/treasurer to comment or introduce or
4 present any information they might feel is
5 relevant related to those, and I would suggest you
6 continue to do that, also. But it does not
7 require a motion. They would stand improved --
8 approved unless someone interposed an objection to
9 it.

10 CHAIRMAN BARRERA: Okay. Do we have any
11 amendments or corrections to the minutes, the
12 December 4 meeting minutes?

13 (No amendments or corrections.)

14 CHAIRMAN BARRERA: Then they'll stand
15 approved as presented.

16 7. - FINANCIAL REPORT ACCEPTANCE

17 CHAIRMAN BARRERA: And our financial report
18 acceptance, Jack?

19 MR. GORMAN: At this time, we can accept the
20 financial reports for October and November after a
21 brief discussion with Mr. Wuellner. I have an
22 interesting fact that there's a -- oh, revenues
23 are up about 3 percent over just -- what happens
24 with these, when you skim them and you look them

25 over -- and everything is always in order. We

30

1 have a very excellent accounting here. But you're
2 just looking at, you know, the revenues. And
3 spikes in revenue are just cash flow related, in
4 other words, when you buy gas and then you have to
5 get paid back for gas before you're actually going
6 to see any -- any real revenue from it.

7 The question I had on the year-to-date IT
8 expenses, just to finish this year up, the IT
9 expenses, I thought, were awfully high. They've
10 got a grip on getting them down lower now.

11 My issue will be whether our budget's going
12 to be -- this is off the wall, but these are
13 just -- my issue is going to be whether or not
14 we're going to have enough in the budgets to deal
15 with TSA compliance issues for surveillance,
16 because they are really ramping that up. And I
17 don't know. I don't -- Mr. Wuellner's not worried
18 about it now, so I'm not worried. But something
19 to think about.

20 CHAIRMAN BARRERA: Certainly. Okay. Do we
21 have any other additions or deletions regarding
22 the financial reports?

23 (No additions or deletions.)

24 CHAIRMAN BARRERA: Then they'll stand as

25 approved.

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1 8. - AGENDA APPROVAL

2 CHAIRMAN BARRERA: And our meeting agenda.

3 Has everybody had a chance to look over the

4 meeting agenda? Buzz?

5 MR. GEORGE: Looking over the meeting minutes

6 from the last meeting, I was given an action item

7 to put together a summary of what was discussed in

8 relation to criteria for bonus award for our

9 executive director. I didn't get those out until

10 today. I would, therefore, like to request that

11 we postpone that, but include it for discussion in

12 the minutes of the next meeting.

13 CHAIRMAN BARRERA: Okay. Any other comments

14 on that?

15 MR. GORMAN: As far as agenda approval?

16 CHAIRMAN BARRERA: And far -- as far as

17 what -- having this on the next meeting.

18 Jim, did you and Carl, did you guys get the

19 e-mail that Buzz is talking about with the

20 performance objectives?

21 MR. YOUMAN: Yes.

22 MR. WERTER: Yes.

23 CHAIRMAN BARRERA: All right. Then we'll

24 move to have those added to the next agenda.

25 MR. GEORGE: Yes.

32

1 CHAIRMAN BARRERA: Jack?

2 MR. GORMAN: And as far as this agenda, I'd
3 like to add, because it's going to come up,
4 anyway, a brief discussion of this flight school
5 and its lease.

6 CHAIRMAN BARRERA: Okay. And we can put
7 that -- do we want to have that at the end or do
8 we want to have it --

9 MR. GORMAN: It just needs to be covered,
10 rather than deferred, to next -- to next meeting.
11 It does -- it's not going to be a long issue, not
12 with me, anyway.

13 CHAIRMAN BARRERA: It's -- that would go
14 under the project updates, Ed?

15 MR. WUELLNER: I guess you could put it
16 anywhere you want. I mean, we're not -- we didn't
17 bring anything in to discuss it. If you're
18 looking to look at the documents or anything like
19 that, I mean, we can --

20 MR. GORMAN: I'm just going to -- I'm just
21 going to put it on -- on -- put it in front of the
22 board and then we'll --

23 CHAIRMAN BARRERA: There's nothing --

24 MR. GORMAN: -- do it later.

25 CHAIRMAN BARRERA: -- to vote on, right?

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1 MR. WUELLNER: If there's no action, then
2 let's -- we'll put it under the leasing activities
3 under project updates --

4 MR. GORMAN: That's --

5 CHAIRMAN BARRERA: Okay.

6 MR. GEORGE: Yeah, that's fine.

7 MR. WUELLNER: -- if you're all right with
8 that.

9 CHAIRMAN BARRERA: Okay. That would be
10 great. Okay. Well then, if there's no other
11 additions or deletions to the agenda, the agenda
12 will stand as approved.

13 9. - COMMITTEE REPORTS

14 CHAIRMAN BARRERA: Committee reports. TPO.
15 I attended for Jack at the TPO, and that's --
16 that's a pretty -- pretty powerful group. It's --
17 it's -- I was very surprised at the -- the amount
18 of information that was covered. They had someone
19 present on -- on mass transit and some things they
20 were doing in Orlando. It was very informative.
21 Very informative. And I appreciated the
22 opportunity to sit in for you.

23 MR. GORMAN: Can I make a comment on that?

24 It's almost a meeting that almost every board

25 member ought to go to just to be able to see the

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1 flux, to see what's going on. It's not something
2 that should be limited to one board member. It's
3 almost kind of an assignment issue, to me. In
4 other words --

5 CHAIRMAN BARRERA: I certainly would like to
6 see --

7 MR. GORMAN: -- either one or two -- exactly.

8 CHAIRMAN BARRERA: Uh-huh. And I -- I would
9 like to see Ed attend at -- at his availability,
10 especially while the discussions concerning mass
11 transit are going on, so that -- how it can fit in
12 and dovetail in with our airport.

13 MR. GORMAN: But -- but again, attendance, in
14 other words, because I missed actually two of
15 them. But attendance is not so much on a meeting
16 the issue as it is understanding when issues are
17 going to be voted on that are relevant to St.
18 Johns County. When there are issues that are
19 going to be voted on for St. Johns County, you
20 better be there.

21 CHAIRMAN BARRERA: I certainly agree.

22 MR. GORMAN: Because that's the big --

23 CHAIRMAN BARRERA: But the discussion part is
24 very informative, also.

25 MR. GORMAN: Right. Well, Bunnewith --

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1 CHAIRMAN BARRERA: You know, without the --

2 MR. GORMAN: Well, Bunnewith, the director,

3 is -- she's very -- very good at bringing --

4 bringing you up to speed.

5 CHAIRMAN BARRERA: Good. Buzz?

6 MR. GEORGE: Can I make a suggestion that we

7 contact Bonnie (sic) to see if she will do a

8 special briefing for us, maybe at her facility

9 since she's got all of the maps and this, that and

10 the other. Might be a great hour and a half,

11 two-hour session just for the -- as a matter of

12 fact, we might have some other people from St.

13 Johns County that might want to be there.

14 MR. GORMAN: I just go up to her office.

15 That's what I've done. You just go up to her

16 office and get the briefing. You're saying you

17 want to have a little coalition to go up there

18 and -- all at once to --

19 MR. GEORGE: Well, I guess if we all go up

20 there, that's sunshine law, right?

21 MR. WUELLNER: Not necessarily. It just

22 depends on what you're doing.

23 MR. GEORGE: Oh, okay. Well, I -- I agree

24 with you that everybody needs to get an exposure

25 to it. So what's the best way? Get Bonnie to

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1 come down here so she traipses down with all of
2 her charts and everything? Or maybe we go up
3 there and just have a very informal meeting with
4 her.

5 MR. GORMAN: Going up there is probably more
6 practical for her.

7 MR. GEORGE: I think so.

8 MR. GORMAN: I just --

9 MR. GEORGE: Carl, when you introduce
10 yourself then to Bonnie, could you ask her about
11 entertaining the five of us?

12 MR. YOUMAN: Yes.

13 MR. GEORGE: And anybody else from St. Johns
14 County. You know, the -- St. Augustine might want
15 to go, somebody from the County might want to go
16 just to --

17 CHAIRMAN BARRERA: Are you thinking of like a
18 delegation, St. Augustine-St. Johns County
19 delegation?

20 MR. GEORGE: Right.

21 CHAIRMAN BARRERA: Would that -- would that
22 be feasible, Doug?

23 MR. BURNETT: You've got new county
24 commissioners. So -- we can work through the

25 sunshine law issue to -- to make it possible to do

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1 what needs to be done.

2 CHAIRMAN BARRERA: We could advertise or do
3 whatever --

4 MR. BURNETT: Exactly.

5 CHAIRMAN BARRERA: -- needed to be done.

6 MR. BURNETT: If -- if that -- if it came to
7 that. But if you're just going up to have a tour
8 and -- and you're not going to talk to each other,
9 that's an easy one to deal with, as well. So we
10 can work through that legal issue to make sure
11 you're covered and protected.

12 But, yeah, you've got three new county --
13 three relatively new county commissioners in the
14 last few months. So it may be that they're
15 interested, as well.

16 MR. YOUMAN: Under -- under sunshine, am I
17 allowed to talk to Jack about the TPO at all?

18 MR. WUELLNER: Right here.

19 MR. BURNETT: During this meeting.

20 MR. YOUMAN: Okay.

21 CHAIRMAN BARRERA: And it is the subject at
22 hand. So if you do have a question for him,
23 certainly.

24 MR. YOUMAN: What -- I need the information

25 is Bonnie's address, phone number --

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1 MR. WUELLNER: Yeah. I'll get that
2 information for you.

3 MR. YOUMAN: Okay.

4 MR. GEORGE: Cindy, you can get him all of
5 that.

6 CHAIRMAN BARRERA: Very informative. And I
7 know Ed's going to speak -- or we've got -- one of
8 the agenda items is the intermodal, so we'll --
9 we'll talk a little bit more about that. But,
10 definitely, I can see that that's -- that is a
11 very happening spot for this area.

12 MR. YOUMAN: Just to clarify, is it the
13 board's wishes that I talk to Bonnie to set up a
14 informal meeting between the five of us so she can
15 present what's going on in the county to update
16 us? Is that the idea?

17 MR. GORMAN: It's Denise Bunnewith. Yes.

18 MR. WUELLNER: We'll take care of that for
19 you.

20 MR. YOUMAN: Okay.

21 MR. WUELLNER: We'll take care of that for
22 you.

23 MR. GEORGE: I'd --

24 MR. WUELLNER: You don't have to do that.

25 MR. GEORGE: -- like to see it expanded to

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1 Kelly's idea of making a delegation. That way, we
2 can advertise it as a workshop, and any of the
3 public that want to come --

4 MR. WUELLNER: That's an idea.

5 MR. GEORGE: -- can get it, too.

6 MR. WUELLNER: That's a great idea.

7 MR. GEORGE: Just bring St. Johns County up
8 to speed with what the old MPO is doing.

9 CHAIRMAN BARRERA: Okay. And next committee
10 report, if there's nothing other -- further on the
11 TPO, is the EDC, the Economic Development Council.

12 They had a breakfast. Suzanne attended on
13 behalf of the Airport Authority on December 11th.
14 She gave me her notes, but the gist of -- the
15 speaker was Eric Tidwell. And what the focus was,
16 is tax incentives. And, Doug, you can help me
17 here if -- if I get off base. But my
18 understanding is the focus was tax incentives to
19 increase businesses in St. Johns County as -- as
20 part of the incentive to bring people here.

21 MR. BURNETT: Yes. And -- and I've heard
22 that our county commission is looking at -- I
23 don't know if Commissioner Sanchez is here or not.
24 I don't know if he's back there in the corner.

25 I know the county, or at least I've heard the

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1 county is scheduling workshops to talk about
2 impact fees and to talk about transportation
3 concurrency. So perhaps there's some change there
4 that may help commercial development in the
5 county.

6 CHAIRMAN BARRERA: That would be ideal.

7 MR. GEORGE: Have they done anything, Kelly,
8 on the business park? I thought that the study,
9 the final recommendations were --

10 CHAIRMAN BARRERA: I've been --

11 MR. GEORGE: -- supposed to have been made.

12 CHAIRMAN BARRERA: And I have -- I asked
13 about that, I think back in -- at the November
14 meeting on the study for the industrial?

15 MR. GEORGE: Industrial park, right.

16 MR. WUELLNER: I can bring you up to speed on
17 that. They were -- actually had thought they were
18 going to have us final report copies to hand out
19 to y'all at this meeting, but I -- they didn't
20 show up, so I'm guessing over the next day or two,
21 we'll have that. We'll get that to you.

22 Nick Sacia is already on board to come to
23 your February meeting and give you an overview and
24 a brief on that report, in addition to you will

25 have already had the written report so you'll be

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1 able to have questions and whatever else prepared
2 for it.

3 MR. GEORGE: Okay. In -- in the event that
4 we are -- our site is the primary site or one of
5 the two primary sites, Ed, if you have the -- the
6 report and the conclusions before the meeting, if
7 you could come up with some conclusion --

8 MR. WUELLNER: Okay.

9 MR. GEORGE: -- on what you think the impact
10 on us and our property is going to be.

11 MR. WUELLNER: Okay.

12 MR. GEORGE: Thanks.

13 CHAIRMAN BARRERA: Okay. We'll move along to
14 Intergovernmental. Jack?

15 MR. GORMAN: As I've said, the -- the
16 Intergovernmental, we're deferring that because it
17 was chaired by Mr. Dixon, and at the next meeting,
18 Lenora Newsome will -- will provide an executive
19 summary.

20 CHAIRMAN BARRERA: Okay.

21 MR. WUELLNER: Should be in March, should it
22 not? Isn't that every other month now?

23 MR. GORMAN: Right. Every other month.

24 MR. WUELLNER: It should be the first

25 Wednesday in March.

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1 CHAIRMAN BARRERA: Okay. And the Aerospace
2 Academy. We didn't have a meeting in the month of
3 December, but there is a high school showcase
4 that's going to be coming up on the 27th of
5 January. It will be at the World Golf Village.
6 And the Aerospace Academy will be represented
7 there. Anyone who is affiliated with the airport
8 will be more than welcome to attend. They'd like
9 to have people talking to students about aviation.
10 So I would like to invite everyone to attend if
11 they're able to.

12 There is a morning session and then an
13 evening session. The morning session is from 9:00
14 to 1:30, and the evening session, I think, from
15 5:30 to 8:00.

16 There's a -- also, they're going to have, on
17 February the 4th, at St. Augustine High, they're
18 going to have an open house of the Aerospace
19 Academy. And that's from 6:00 to 8:00.

20 Peter Voghel is in charge of trying to put
21 together some fundraising for the aerospace
22 academy. He's looking for items to raffle. If
23 anybody has anything that they're able to come up
24 with to raffle, he's hoping to have several things

25 on behalf of the Aerospace Academy to raffle at

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1 the high school showcase. Please get in touch
2 with him. And Ed has his contact information.

3 10. - REPORTS

4 CHAIRMAN BARRERA: Okay. Moving on to
5 reports. Mr. Sanchez is not here. Is there
6 anyone representing the county commission?

7 (Representative absent.)

8 CHAIRMAN BARRERA: We'll move on to
9 Mr. Slingsluff with Galaxy Aviation.

10 MR. SLINGLUFF: Nothing new to report.

11 CHAIRMAN BARRERA: Dan Nehring with Northrop?

12 MR. NEHRING: Nothing new to report.

13 CHAIRMAN BARRERA: Mr. Roderick with SAAPA?
14 St. Augustine Pilots Association?

15 MR. RODERICK: Good afternoon, Madam Chair.

16 Congratulations, gentlemen. I will be the new
17 liaison, the old new liaison for the next year, at
18 least, unless I screw up in some manner.

19 We now have 232 members of our club, and it's
20 growing. And we have good new leadership. And
21 everybody's looking forward to working with the
22 board to promote the airport, and in turn, the
23 citizens of the county. A healthy airport makes
24 for a healthy county.

25 Of particular interest to us is the new

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1 public use building. And I understand it now has
2 a name. It's P-U-B, which stands for "Pub," so
3 we're looking for the new public pub. And I
4 understand, Madam Chair, you had a great deal to
5 do with the successful design. So I have now
6 named it Kelly's Pub.

7 CHAIRMAN BARRERA: Oh, no. Oh, no. We must
8 strike that from the record. Oh, no.

9 MR. GORMAN: You're always getting in
10 trouble, John.

11 MR. WUELLNER: Didn't take you long.

12 CHAIRMAN BARRERA: I just wanted to clarify,
13 the public use building is something that we're
14 looking at to -- for anybody who might not be
15 aware, to possibly have our future board meetings
16 at, to have open for the Coast Guard Auxiliary,
17 all of the different public entities.

18 The FAA is doing a seminar here tomorrow
19 night for safety. Those type of opportunities
20 will all be done at the public use building. It
21 is certainly not P-U-B.

22 All right. We'll move on from that.

23 Doug Burnett?

24 MR. BURNETT: Nothing to report tonight.

25 CHAIRMAN BARRERA: Okay. And Mark?

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1 MR. WUELLNER: Mark -- Mark could not be in
2 attendance. I have the -- the chart. And sadly,
3 December was one of those months where we were off
4 about 1300 total operations for the month of
5 December, which dragged down what we were hoping
6 was -- we were going to hang on with a net gain in
7 operations for 2008.

8 As it was, we ended up down about 958
9 operations for the calendar year. So it's less
10 than 1 percent, so it's not a -- not a big number,
11 by any means, but it -- you know, we were hoping
12 to see a gain. And it -- we lost it in December
13 with about 1300 ops below for the month of
14 December from that of the previous year.

15 So instead of getting about -- typically
16 about 8300 takeoffs and landings for the month of
17 December, it was down just a little over 7,000.
18 So...

19 MR. WERTER: If I'm not mistaken, it was a
20 December where the -- the Dow dropped below 8,000
21 dramatically, which may have had direct impacts,
22 so...

23 MR. WUELLNER: I'm -- I'm sure it did.
24 But -- and which brings you to project updates.

1 CHAIRMAN BARRERA: Okay. Project updates.

2 MR. WUELLNER: Having the south hangar

3 project completed, the first project on our list

4 today is the U.S. Customs facility.

5 I can tell you it is nearing completion. The

6 exterior of the building is complete. They are

7 finishing the internal installations of carpeting.

8 I think we're scheduled to have all the flooring

9 done by the end of the week. All painting will be

10 done by the end of the week. Drop ceiling grid is

11 in place with the lights installed, so you're

12 really looking at, you know, less than two weeks,

13 probably, to a CO on the building. And we'll

14 probably be looking at a week or two after that

15 before CBP will be in a position to operate. But

16 we're getting close, and it looks -- looks

17 wonderful.

18 If you haven't been down that way and looked

19 at the building since they -- especially around

20 the holidays where they got the exterior finishes

21 on it, the roof -- final roof and stucco and those

22 things, it really -- really dressed it up. Looks

23 like it's going -- it's going to be a nice

24 facility. We're looking forward to being able to

25 use it.

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1 MR. YOUMAN: Is there going to be any grand
2 opening-type ceremonies?

3 MR. WUELLNER: Yeah. I think we're going to
4 try and do something toward the end of March, or,
5 excuse me, the end of February or early March.

6 We'll -- once we have a real date, a real hard
7 date that they -- they'll be open and running,
8 we'll get something scheduled, because they're
9 anxious to do something, too, U.S. Customs is,
10 to -- to launch it. So, we're excited about that.
11 It looks real good. I think you're going to be
12 very pleased with the facility when it's finished.

13 MR. GORMAN: It's interesting to note that
14 for a point of entry, it makes it more lucrative
15 that we have the self-fuel there. Because if
16 you're a pilot and you're going to run in, and
17 you're going to have to clear in, and you've got
18 self-fuel, and the price -- we still make money on
19 self-fuel, but the price is good, it becomes a --
20 the facility becomes just more useful.

21 MR. WERTER: Yeah. On that note, I was
22 thinking I've had conversations with friends down
23 south about now with that facility opening up in
24 February, we should have a plan to try and solicit

25 an intrastate or island, whether you want to call

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1 it a scheduled charter or commuter service. We
2 can start pushing that avenue and getting
3 intrastate and island service and see who's out
4 there who's interested. I -- and I don't know
5 whatever happened to Craig Air service, what their
6 status was.

7 MR. WUELLNER: They're -- they're still
8 flying. It's just off-season right now, so
9 there's not a lot of flying. They have -- they're
10 already letting us know they -- their intent right
11 now is to ramp that up dramatically toward the end
12 of February, so -- as it comes back into the
13 season. So we'll look forward to that. We'll see
14 what happens with that.

15 All right. Just to inform you on the park,
16 I've been informed we'll have the final detail
17 drawings by the end of the month, which should
18 allow us to go into construction, if you would
19 like to go that fast. So we'll be at a point to
20 go from that point on. So looking forward to
21 getting those.

22 And you had asked at the last meeting that we
23 get you a bit of an update on the hangar 11. I
24 think Mr. Gorman had made the request at the last

25 meeting. As I just mentioned, we're expecting

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1 some increased service level from Craig Air.

2 They're indicating toward the end of February.

3 Yes, sir? You -- you had a question.

4 MR. GORMAN: Right. You have a pensive look.

5 What -- we also had an e-mail from you about a

6 possible --

7 MR. WUELLNER: It wasn't from me, but there

8 was an e-mail that --

9 MR. GORMAN: Okay.

10 MR. WUELLNER: -- from a company who has

11 contacted us about beginning -- or trying to put

12 together some type of scheduled service. We

13 don't -- we're just trying to make contact with

14 them now and find out the details of that and what

15 it's all about.

16 MR. GORMAN: No. So in other words, you

17 don't have a brief on that.

18 MR. WUELLNER: I do not. I don't know a

19 thing about --

20 MR. GORMAN: I understand. I didn't know

21 whether -- where that e-mail came from.

22 MR. WUELLNER: I just found out today, sort

23 of accidentally, was talking to -- talking to the

24 chairman. She mentioned it to me. I said, well,

25 I'm apparently the only one who didn't get the

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1 e-mail originally, so -- so it's always -- it's
2 nice when I'm talking to you guys, somebody
3 mentions, did you, you know. Sometimes I don't.

4 MR. GORMAN: Okay. So it's just premature.
5 That's fine.

6 MR. WUELLNER: Yeah. We'll see where it
7 goes. I can tell you the continued interest is
8 out there from -- from the airline world. It's
9 just the -- the general economy woes right now
10 are -- are such that nobody's, you know, jumping
11 on new service anyplace to speak of right now.
12 They're -- they're attempting to find some -- some
13 firm financial ground to stand on. With a little
14 good news on the fuel side, they're trying to find
15 a way to just leverage that into something
16 positive right now.

17 MR. GORMAN: Got a question, just a quick
18 one. I -- I know that -- I'm not in a big hurry,
19 and I don't know the rest of the board would be,
20 to take the whole inside of that out and lease it
21 as a -- as a corporate hangar, which was, of
22 course, the initial idea when we built it, that we
23 could, you know, convert it to hangar space.

24 But should we not know that cost? Just in

25 case, you know, we're going to drop the ball and

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1 finally say, well, it's been a long time since we

2 got any revenue.

3 MR. WUELLNER: Well, we -- we can take a look

4 at it --

5 MR. GORMAN: I don't know that's --

6 MR. WUELLNER: -- and come up with what that

7 estimate --

8 MR. GORMAN: Right.

9 MR. WUELLNER: -- what that estimate of --

10 CHAIRMAN BARRERA: Have our option.

11 MR. WUELLNER: -- conversion would be.

12 MR. GORMAN: Exactly.

13 MR. WUELLNER: But you're -- you're currently

14 using it about two days a week as it stands right

15 now with Craig Air through there. They're telling

16 us --

17 MR. GORMAN: Just -- right.

18 MR. WUELLNER: -- that it could go up to

19 seven times a week. We'll see.

20 MR. GORMAN: Not in a hurry, but, you know,

21 throw the numbers out there.

22 MR. GEORGE: But we also need to know what

23 revenue we're missing --

24 MR. GORMAN: Exactly.

25 MR. GEORGE: -- by not converting it over.

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1 MR. GORMAN: Exactly.

2 MR. GEORGE: Do we have anybody on the
3 waiting list for a hangar that size?

4 MR. WUELLNER: Yeah. Actually, we --
5 that'll -- that'll take care -- I'm not worried --

6 MR. GEORGE: Yeah.

7 MR. WUELLNER: -- about that part of it.
8 It's just whether you give up that -- you know,
9 once that's converted, then the opportunity's
10 gone.

11 So I think if things continue to strengthen,
12 albeit just very, very little here, you know,
13 we'll -- we'll see some loosening. It's just
14 the -- the airlines are looking at having to cut
15 capacity again first quarter of this year.

16 So, that's -- when you start cutting
17 capacity, that's fewer airplanes flying in -- in
18 the sky. So it's -- they're going to be looking
19 at markets that make them money right now, and
20 that's -- that's it. They're going to be out of
21 everywhere else. And there are going to be fewer
22 seats and they're going to be more expensive,
23 which we're all seeing already.

24 MR. GORMAN: That's -- that's kind of the

25 point of the inquiry. I mean, I'm not in a hurry,

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1 either. I know you're not, as a director.

2 MR. WUELLNER: I -- I -- you know,
3 personally, I'm trying to keep it in perspective
4 of --

5 MR. GORMAN: Right.

6 MR. WUELLNER: -- when you -- when you keep
7 it just in the operational cost, you know, what
8 you -- what you realized from the eight months of
9 Skybus, you know, in a sense, without -- when you
10 converted that to rent dollars, you know, bought
11 you better than three years of -- of rent revenue
12 that, you know, you could afford -- I don't want
13 to use the term "gamble," but you could continue
14 to try and get commercial service recovered before
15 you're at a point where it's -- it's truly costing
16 you money.

17 It's just you can think of it as you got your
18 three months of rent, you know, two years in
19 advance. That's one way of keeping it in
20 character. But that's it.

21 I -- I think we keep plugging at the airline
22 service here for at least another -- another
23 quarter or so and see what's -- what's shaking out
24 there.

25 As I said, there's interest out there. It's

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1 just the credit market the way it is, the general
2 economy, it's -- it's really hard for some of
3 these guys to really look seriously at expanding
4 someplace.

5 CHAIRMAN BARRERA: There's obviously interest
6 or we wouldn't have all received that e-mail.
7 And, you know, we'd like to see you follow up on
8 that --

9 MR. WUELLNER: Yeah.

10 CHAIRMAN BARRERA: -- and let us know --

11 MR. WUELLNER: I already got an e-mail
12 back --

13 CHAIRMAN BARRERA: -- the results.

14 MR. WUELLNER: -- to the guy. So we'll --
15 we'll see what happens.

16 CHAIRMAN BARRERA: Buzz?

17 MR. GEORGE: I don't -- Ed, I don't think
18 that anybody on the -- the board wants to convert
19 that hangar, because I think everybody would
20 recognize when the demand changes, if you've got
21 product, you're the one they're going to come to.
22 And we've got to have that product there.

23 We rented it out for a SAAPA meeting. Are
24 there some other sources of revenue? And

25 possibly, you know, a new flight school could take

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1 up a piece of it to -- you know, until another

2 building is built for that.

3 MR. BURNETT: For -- for what it -- for what

4 it's worth, and we can talk about this in more

5 detail, Mr. George, but the way it stands right

6 now, if we don't use that building as a -- as a

7 terminal, and we wind up using it for some other

8 use, contractually, if Galaxy wants to use it,

9 it's in a position for a long -- there's a long

10 series of events that got us to that point.

11 MR. GEORGE: I understand. I remember.

12 MR. BURNETT: Anyways, Galaxy has an interest

13 in it, using it.

14 MR. WUELLNER: That market is not --

15 MR. BURNETT: Yes.

16 MR. WUELLNER: -- not --

17 MR. GEORGE: I understand.

18 MR. WUELLNER: Technically, it still sits in

19 their leasehold. Okay.

20 MR. GEORGE: But it would be done at current

21 rate?

22 MR. WUELLNER: Absolutely. Yeah.

23 MR. YOUMAN: You're saying that Galaxy has

24 first option to use it?

25 MR. WUELLNER: Yeah. The way the whole

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1 project came together, it was actually on ground
2 lease property that was long-term leased to -- to
3 the FBO years before we ever envisioned airline
4 service on -- on the thing. It was just the --
5 the location that could make it work.

6 MR. YOUMAN: Okay.

7 MR. WUELLNER: So, yeah, they have a -- call
8 it a right of first refusal, in a sense, that
9 they'll lease it at market rate in the event we
10 abandon it as an airline terminal.

11 So, in a way, it's a nice backup in that
12 you've already got it already rented at market,
13 so...

14 MR. YOUMAN: I don't foresee that happening.

15 MR. WUELLNER: Well, we're hoping it doesn't,
16 either.

17 MR. YOUMAN: It won't.

18 MR. WUELLNER: It's a much better revenue
19 position the other direction.

20 The community relations report, the
21 citizens -- airport citizens group, or the noise
22 group -- I don't know, whatever -- whatever it's
23 being called these days, has -- staff attended.
24 Bryan attended the December meeting. And I

25 believe their next meeting is this coming

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1 Thursday --

2 MR. GEORGE: Yeah.

3 MR. WUELLNER: -- if I'm not mistaken. And

4 not sure who all's attending yet to that. But I'm

5 sure we'll have some presence, either with a board

6 member or one of the staff people there --

7 MR. GEORGE: I'll be there.

8 MR. WUELLNER: -- to monitor what goes on.

9 CHAIRMAN BARRERA: Do we have any feedback

10 from the December meeting?

11 MR. GEORGE: We discussed it at the -- at our

12 December meeting.

13 CHAIRMAN BARRERA: But that was -- that was

14 the last that --

15 MR. GEORGE: Right. Yeah.

16 MR. WUELLNER: That was the last.

17 CHAIRMAN BARRERA: Okay.

18 MR. WUELLNER: Marketing and public

19 relations. I just -- there was no meeting of the

20 committee this month; however, we were contacted.

21 Alice is doing some work for Old City Life

22 Magazine, and they're going to put a series of

23 articles together on the airport, and that will be

24 developed and published in that magazine over the

25 upcoming months. So it should be nothing but some

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1 positive, positive reporting related to the
2 airport and uses and tenants and the like. So it
3 should -- should be a general purpose kind of
4 positive for the airport through that publication.

5 And we thank Alice for thinking about us when
6 she's putting that together.

7 CHAIRMAN BARRERA: Also, we have Suzanne is
8 representing the Airport Authority at Tips for
9 Kids on February the 3rd at 6 o'clock, from 6:00
10 to 8:00, at Aqua Grill. That Tips for Kids is Big
11 Brothers, Big Sisters of St. Johns County main
12 fundraiser. And I would encourage anybody who can
13 to go to Aqua Grill and support Suzanne, as she is
14 no longer a board member and she's still
15 representing our airport in the community. So --

16 MR. YOUMAN: When's this?

17 CHAIRMAN BARRERA: It's on February the 3rd.
18 We had a good showing of people who came last
19 year, and it was very much appreciated. And if we
20 could have a good showing again this year.

21 MR. YOUMAN: What time is that?

22 CHAIRMAN BARRERA: It's at 6 o'clock. And
23 Aqua Grill's a great restaurant.

24 MR. WUELLNER: Budget performance, this is

25 through November. Again, you're snapshotting two

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1 months' performance. We can see revenue's down
2 about 1.1 percent.

3 Again, you're looking at it could be any --
4 you know, those numbers, I don't think we're off
5 on revenues as a total; it's just a matter of how
6 they're collected in the snapshot period of that
7 month, so -- same with operating expenses, with
8 fuel purchases and -- and the like. So it's up
9 about 3.93 percent at this point.

10 So let's see how the next month flushes out
11 relative to performance. But it's one of those
12 things we'll keep updating monthly so you'll have
13 some idea how -- how it's shaking out for the
14 year.

15 MR. GORMAN: Bottom line is you're still
16 online for the removal of us from ad valorem --

17 MR. WUELLNER: Yeah.

18 MR. GORMAN: -- which is our goal.

19 MR. WUELLNER: Well, we're tracking the
20 budget pretty darn close at this point.

21 Airport -- this is where -- we didn't have
22 any items under airport leasing, but you wanted to
23 talk about the flight school related. This would
24 be where --

25 MR. GORMAN: I just have a quick airport

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1 leasing -- in other words, we have -- and I -- I
2 kind of got to ask Ed. In other words, we have
3 now a flight school that has -- that is right now
4 had a grand opening there. They're leasing some
5 storage space on the field. I welcome another
6 flight school.

7 I've got a little bit of angst. Bjorn
8 Ottesen is the owner of Florida Aviation Career
9 Training. And believe me, he's not put me up to
10 this. This is my own little angst here.

11 I have a little problem with the confusion on
12 the field, because -- and we do have a little
13 handout here. In other words, this new entity is
14 going to call itself Florida Aviation -- Aviators
15 European Flight School. But the signage says
16 Florida Aviators. And the existing school that
17 has been here for ten years is Florida Aviation
18 Career Training. Well, the consumer hears Florida
19 Aviators and Florida Aviation. And Florida
20 Avia -- FA, FA, FA, FA, you know. You know, it's
21 terribly confusing.

22 I also have a little bit of angst in the fact
23 that the one new flight school seems to be
24 drawing -- this is just my own opinion now --

25 drawing directly off the established flight

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1 school's advertising, web sites. That's not our
2 concern. But the advertising and presence. In
3 other words, when you go into the field and you
4 don't know this airport, Florida Aviators and
5 Florida Aviation Career Training, it's terribly
6 confusing.

7 For me to be able to ratify or vote for a
8 lease for this new flight school, they'd have to
9 change their signage. They don't have to change
10 their corporate entity. They don't have to
11 change -- they should change their brochure, but
12 they don't have to. But the signage would have to
13 be different for me to vote for their lease, just
14 to avoid the obvious controversy, you know, for
15 people calling in.

16 I mean, it's just my own take on it. I don't
17 know. And I just want the board to be aware of
18 that. And I'll leave it up to the rest of the
19 board for discussion, see if they think it's
20 important.

21 CHAIRMAN BARRERA: I have some concerns over
22 the --

23 MR. GORMAN: Sure.

24 CHAIRMAN BARRERA: -- similarity of names.

25 And I think that we should see what we can do

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1 as -- as the airport to avoid that, because that
2 will come back to us. That will cause extra work
3 with confusion. It will come back to the Airport
4 Authority and the airport staff.

5 MR. WERTER: My question is the airport's
6 authority over -- and you're talking about
7 roadside signage?

8 MR. GORMAN: Exactly.

9 MR. WERTER: Yeah. And how much control we
10 have over that given -- go ahead.

11 MR. GORMAN: Well, I'll just say this one
12 thing: It's in my normal caustic style. Just
13 because it's legal, doesn't make it right.

14 MR. WERTER: Oh --

15 MR. GORMAN: Yeah, because I believe it is
16 legal.

17 MR. WERTER: -- I would be the first to
18 agree.

19 MR. GORMAN: And I believe that --

20 MR. WERTER: You haven't seen me in court.
21 Doug has.

22 MR. GORMAN: The only -- yeah, the only power
23 we would have is -- is, in my feeling, you can --
24 you know, Mr. Burnett would be the -- of drafting

25 of the lease.

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1 MR. WERTER: And we -- we just don't want to
2 invite litigation, needless litigation, civil
3 litigation, because what you're dealing with is,
4 first of all, overstepping the county's bounds
5 governing the signs, number one. Number two,
6 first amendment rights as to what you want to call
7 yourself.

8 And -- and believe me, I'm in full agreement
9 with you guys about there's got to be a clear-cut
10 distinction between the entities. It's just going
11 about it the right way and hopefully maybe
12 codgering or coddling the new tenants into
13 extending it at least by one word and putting
14 "European" in there to make the distinction. And
15 that would help them with their relationship with
16 us as well, so...

17 MR. YOUMAN: You mean we can't require that
18 they put their full name on a sign on our
19 property?

20 MR. WERTER: There's a little conflict, and
21 maybe Doug can enlighten a little bit better.

22 MR. WUELLNER: Well --

23 MR. WERTER: The county approves the roadside
24 signs, okay? You have to meet county ordinances

25 as far as that. Am I mistaken, Doug?

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1 MR. WUELLNER: I'm not sure we're getting
2 this a little overly mixed up. The -- the issue
3 really is that the -- the newest flight school has
4 a name that's extremely similar in all aspects,
5 and including, it would appear, most of their
6 marketing is very similar to the existing flight
7 school.

8 MR. WERTER: I understand -- I understand
9 that. But what can we dictate?

10 MR. WUELLNER: I -- I'm not sure there's much
11 we can dictate as -- as one might believe. But
12 there certainly is an opportunity here -- and I've
13 already spoken to a few members individually. But
14 I'm -- I'm certainly willing to meet with them and
15 see what we can do to try and get them to come up
16 with something that's a little more unique to
17 them, rather than the appearance of being, you
18 know, so -- so blatantly close to an existing
19 tenant.

20 From a legal standpoint, and you know this
21 probably better than I, but I -- I don't know that
22 there's a lot we can do to force them to do
23 anything namewise. That's --

24 MR. GEORGE: Doug, I'd like your comments on

25 the following: We add to our lease SOP that it is

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1 our objective to protect them as a leasing agent,
2 as well as we protect others, and no advertising
3 names, whatever, can be anywhere similar to imply
4 that they're deterring -- detracting from another
5 business that's already here.

6 MR. GORMAN: You mean as a provision of
7 policy for lease?

8 MR. GEORGE: Yeah, right.

9 MR. GORMAN: Certainly.

10 MR. GEORGE: Then we don't sign the lease.

11 MR. BURNETT: There's a -- not to get too far
12 into the details between these two entities,
13 there's a lot of laws that immediately come to
14 mind related to trademark infringement, unfair
15 trade practices, corporate entity names that are
16 too close, which ties back into unfair trade
17 practices, where they have avenues to I guess deal
18 with each other. However, which way that goes, I
19 have no clue as to what the underlying facts are.

20 But as for the Airport Authority, and going
21 back to some of Ms. Barrera's comments of this
22 causes us an administrative headache, an
23 administrative aggravation, to the extent that may
24 be true, we may be able to control what goes on on

25 the airport.

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1 If we've got Florida Aviators and Florida
2 Aviation creating too much confusion if someone
3 calls up and we're trying to direct someone from
4 the public to one or the other, and we can't
5 understand which one to direct them to, we can't
6 understand which one to direct law enforcement or
7 emergency personnel or fire services to, we may
8 have a legitimate public purpose, as the Airport
9 Authority, to say you need to identify yourself as
10 the full name so then we have an understanding as
11 to where it is we're -- we're sending someone.
12 And if you have your name on the building or your
13 name on the signage out front, it needs to have a
14 name to where we can understand which one's which.
15 And -- and so all of the other government agencies
16 or public agencies or response services have some
17 idea where it is they're actually supposed to be
18 going in responding to a call. And -- and there's
19 any slew of other things.

20 Folks call in all the time thinking that the
21 Airport Authority runs everything out here. So,
22 anyways -- and, you know, we understand -- we all
23 understand that the -- that the airport leases a
24 lot of the property and there's many users on the

25 airport. But, anyway, so -- I mean, that's some

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1 of the legitimate public purpose behind it.

2 I can look into other -- into this issue more

3 fully and report back to you or advise

4 Mr. Wuellner and --

5 CHAIRMAN BARRERA: If you and Mr. Wuellner

6 can work on that, I think that from what I'm

7 hearing, from how I feel and what I'm hearing from

8 the rest of the board, we'd like for that

9 confusion to be eliminated as much as possible.

10 MR. GEORGE: And the points that you brought

11 up could very easily be used as justification

12 for --

13 MR. WERTER: Oh, yeah. We've had --

14 MR. GEORGE: -- the airport taking a stance

15 on names.

16 MR. WERTER: And I think the big --

17 MR. WUELLNER: Well, if the matter is how we

18 have to do it is via policy, then we'll --

19 we'll --

20 MR. GEORGE: Right.

21 MR. WUELLNER: -- dissect that and get it out

22 here.

23 MR. WERTER: But I think Doug really hit it

24 on the head with an overriding public interest as

25 far as emergency services and things of that

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1 nature. That's where you can hang your hat on.

2 MR. WUELLNER: Absolutely.

3 MR. WERTER: Okay.

4 CHAIRMAN BARRERA: Okay.

5 MR. GEORGE: I mean, we would hate for
6 another FBO to come in and be called Galaxy 2.

7 MR. GORMAN: There you go.

8 MR. GEORGE: Or also, even.

9 MR. WUELLNER: No more than they would,
10 right?

11 CHAIRMAN BARRERA: Can we take public
12 comment?

13 MR. MARTINELLI: Yes.

14 CHAIRMAN BARRERA: Can we take public comment
15 on this? Okay. If you could come over to the
16 mic.

17 MR. MARTINELLI: Okay. I think that the --
18 can you hear me? Okay. I think that the name is
19 just the tip of the iceberg. And I think what you
20 really need to do is look at the reasons for that.
21 And the reason is basically that the same market
22 that Florida Aviation Career Training is catering
23 to and has built its success upon is the same very
24 special market, namely the European training, that

25 this new entity is trying to take.

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1 Now, if I remember correctly, the FAA says we
2 must provide a level playing field and we can't
3 restrict another flight school from coming on
4 board.

5 However, I think we have to be mindful of the
6 fact that we have a flight school here that has
7 gone through and paid their dues over the years to
8 become as successful as they are. And to allow,
9 at this point, a newcomer to come in and to tap
10 into his database, his -- his name, his
11 representation, his customer base, I think is
12 something that makes an uneven playing field for
13 Florida Aviation Career Training.

14 So bottom line of what I'm trying to say is
15 that in order to provide the level playing field
16 for both entities, they cannot be allowed, I don't
17 think, to come in and tap into his market with a
18 very specialized name so similar to his.

19 On another point, until such time as they
20 come in to a facility that meets the airport
21 standards, the -- the airport standards for that
22 kind of an operation, they shouldn't be allowed to
23 come aboard, because they're just getting a head
24 start on something that, right from the get-go, is

25 underhanded.

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1 You don't agree, Jack, I guess.

2 MR. GORMAN: Partially.

3 CHAIRMAN BARRERA: Is there any other --

4 MS. LUDLOW: Yes.

5 MR. WERTER: Well, there -- there -- there is

6 a problem in that at that point, you're putting

7 yourself in the middle of a civil dispute between

8 two parties. We do not have -- I don't think it

9 falls into our realm to get into that.

10 If there's a trademark infringement, if

11 there's unfair marketing and unfair trade,

12 unfortunately, that's a civil dispute that the two

13 parties have to duke out.

14 Our concern, as Doug developed nicely, is

15 making sure that there's clarity for the purposes

16 and we can hang our hat on the public service

17 issue for emergency services and things of that

18 nature.

19 But to get in the middle of unfair trade, if

20 that battle is to be fought, it -- it has to be

21 fought outside this organization.

22 CHAIRMAN BARRERA: Can I take further public

23 comment on this item? Because I know it's not an

24 agenda item. It's a project update.

25 There's some interest. Do we have anybody

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1 else who would like to speak on this project

2 update? Reba?

3 MS. LUDLOW: Yes. Reba Ludlow. I know it's

4 project updates, too, but I think one thing that

5 has not been mentioned is that this was deceptive

6 from the get-go.

7 I mean, this -- this person was at Bjorn's

8 school, taking lessons and things like this,

9 and -- and obviously developing and taking

10 anything he wanted, you know, the good practices

11 that Bjorn has established over the years, you

12 know, for his own use.

13 And even though the board cannot do anything

14 or -- lawfully, you know, I think that the public

15 and the general aviation, our general aviation

16 neighbors should be made aware of this. And --

17 and I do understand you guys can't do it, but I do

18 think that everyone should be made aware that it

19 was -- it began as a deceptive practice and --

20 and -- and people should be wary of that. And

21 that's my comment.

22 CHAIRMAN BARRERA: Okay. Do we have any

23 further discussion on this project update? Any

24 further board discussion? Buzz?

25 MR. GEORGE: What are we going to do about

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1 it?

2 CHAIRMAN BARRERA: I think we've directed
3 Doug and Ed to get together, see what type of
4 legal opportunities exist.

5 MR. GEORGE: And bring it back next time.

6 CHAIRMAN BARRERA: And bring it back to us
7 for our February meeting, is what we discussed.

8 MR. WUELLNER: I intend to talk to them and
9 see if we can't get -- get it resolved before we
10 have to do anything else. If that -- if that
11 tenor is not going to happen, then we'll -- we'll
12 see where we need to go and bring it back to you
13 in February.

14 MR. GORMAN: May I make just one suggestion
15 on the name? You're going to have to just get rid
16 of the Florida Aviation and Florida Aviators.
17 Just something's got to precede the F and the A.
18 I mean, that -- because as a public consumer,
19 you -- you can't get too clever here. It's got to
20 be differentiated. That's all. That's just my
21 own thought.

22 MR. BURNETT: I'll --

23 CHAIRMAN BARRERA: Go ahead.

24 MR. BURNETT: If I might, Madam Chair, I'll

25 look into it in more detail and I'll talk to

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1 Mr. Wuellner and come up with what we -- what I
2 think we can do.

3 For the record, I don't hear anything from
4 the Authority that is saying one way or the other
5 what we know the situation to be. We just want to
6 eliminate confusion so it doesn't create
7 administrative and public purpose-type aggravation
8 or negative action where potentially law
9 enforcement or emergency personnel go to the wrong
10 location or we have additional administrative
11 things in fielding calls and the like from the
12 public.

13 Whatever the relationship is between them,
14 it's a civil matter for them to litigate or -- or
15 other -- reach some other result. But we will
16 look at it for what can be done to protect the
17 Airport Authority.

18 MR. GEORGE: I would like to take the
19 exception to what you said. I definitely want to
20 hear what impact it would have if we put it into
21 our standard leasing operating procedure.

22 MR. BURNETT: Yes.

23 MR. WUELLNER: Yeah, I think it'd be fine.
24 If you put it in there, it's -- you've got an

25 opportunity to make sure it happens.

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1 MR. GEORGE: It's similar to the personal
2 financial statements, you know. We ran across a
3 bad situation. We cut that loophole by putting it
4 in the leasing agreements.

5 CHAIRMAN BARRERA: And cite -- and cite the
6 emergency and cite the legalities and the -- and
7 the hardship onto the Authority and the staff.

8 MR. WUELLNER: Yeah.

9 CHAIRMAN BARRERA: Okay. Are we ready to
10 move on to our agenda items? Our first agenda
11 item is our lease agreement with --

12 MR. WUELLNER: Yes.

13 CHAIRMAN BARRERA: -- S & J Enterprise.

14 12.A. - S & J ENTERPRISES - LEASE AGREEMENT

15 MR. WUELLNER: Proposed lease agreement with
16 S & J Enterprises for corporate hangar number 8
17 which was vacated recently by -- what's the name
18 of that company? Is's Duke Steinemann that --

19 MS. HOLLINGSWORTH: Air Rehab.

20 MR. WUELLNER: Air Rehab was the name of the
21 original tenant vacating that facility. This is
22 one of the three-unit buildings over in the east
23 side corporate area.

24 It's hangar unit number 8. It's 8,004 square

25 feet of facility use for corporate storage.

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1 Rental rate's at \$6 a square foot, which equates
2 to \$48,024 a year. It's a five-year lease with
3 three five-year options. Provides for a CPI
4 adjustment annually. And uses our standard form
5 lease and would be -- have an effective date or
6 move-in ability date of March 1st of 2009.

7 It would be our recommendation that the
8 Authority accept this lease and would authorize
9 Staff to execute it for them.

10 CHAIRMAN BARRERA: Okay. We have some public
11 comment on this.

12 MR. RODERICK: Who are they?

13 MR. WUELLNER: I'm not even sure what they
14 do, to be honest with you. What is it?

15 MS. HOLLINGSWORTH: Flight management
16 services.

17 MR. WUELLNER: They manage some corporate
18 aircraft.

19 CHAIRMAN BARRERA: Okay. First public
20 speaker is Reba?

21 MS. LUDLOW: No comment.

22 CHAIRMAN BARRERA: Our second one is
23 Mr. Martinelli?

24 MR. MARTINELLI: No comment. I just -- the

25 only question I had was what do they do, and I

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1 just found that out.

2 CHAIRMAN BARRERA: Okay. Hearing -- seeing

3 no other public comment, we can move on to board

4 comment.

5 MR. GEORGE: I'd like to know why the last

6 tenant got out. Was it just at the end of their

7 lease?

8 MR. WUELLNER: Actually, they requested --

9 they had sold the aircraft they were in and have

10 elected not to buy another aircraft at this time

11 because of the economy.

12 MR. GEORGE: Okay.

13 MR. WUELLNER: And they wanted to be back

14 here and loved the state, but it didn't make any

15 sense to go buy the jet they were looking at.

16 MR. GEORGE: Is the \$6 a square foot, is that

17 what they were paying?

18 MR. WUELLNER: That is what they were paying.

19 That is what that building has been getting, is

20 \$6.

21 MR. GEORGE: Okay.

22 MR. YOUMAN: I'm sure --

23 MR. GEORGE: Excuse me. Are there any other

24 people on the waiting list for that size facility?

25 MR. WUELLNER: They were the next person on

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1 the list.

2 MR. GEORGE: Okay. How many other ones are
3 on the list?

4 MR. WUELLNER: We have another one we're
5 working with to take number 4 over there, also,
6 the old PGA, old SK hangar --

7 MR. GEORGE: Okay. All right.

8 MR. WUELLNER: -- that they --

9 MR. YOUMAN: I'm -- I'm sure due diligence
10 has been done to make sure these people are
11 financially capable.

12 MR. WUELLNER: Yes. They -- they are not in
13 a commercial business on the airport, per se.
14 They're -- they're just leasing corporate storage
15 space.

16 CHAIRMAN BARRERA: Buzz, did you have all
17 your questions answered?

18 MR. GEORGE: Yes.

19 CHAIRMAN BARRERA: Any more board discussion?

20 MR. GEORGE: I make a motion we accept Staff
21 recommendation.

22 MR. YOUMAN: I second it.

23 CHAIRMAN BARRERA: Motion and a second. All
24 in favor, say aye.

25 MR. YOUMAN: Aye.

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1 CHAIRMAN BARRERA: Aye.

2 MR. WERTER: Aye.

3 MR. GORMAN: Aye.

4 MR. GEORGE: Aye.

5 CHAIRMAN BARRERA: All opposed?

6 (No opposition.)

7 CHAIRMAN BARRERA: Lease passes. Our next
8 one.

9 12.B. - PROPERTY ACQUISITION

10 MR. WUELLNER: The next item I have is
11 related to 131 Indian Bend. We communicated
12 outgoing, via memo, to the Authority members back
13 in December that following the December Authority
14 meeting wherein the Authority reached terms of a
15 purchase agreement with the Neff family, the other
16 family that had been talking to us indicated they
17 were again indeed interested at similar terms.

18 We had the -- the property reappraised. The
19 reappraisal amount was at \$222,000, over the
20 previous appraisal, which was \$240,000. Similar
21 terms, meaning that if the Authority will pick up
22 closing costs on the matter, that they're willing
23 to sell at the \$222,000 price. And Staff's
24 recommending that.

25 I would also let you know that we have since

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1 then been contacted by 141 Araquay, which was
2 the -- essentially it's a vacant lot. It had a
3 mobile home on it that has essentially collapsed
4 unto itself. It hasn't been occupied in a number
5 of years. But the heir to that particular piece
6 of property has contacted us about selling that.

7 As an FYI it was appraised in '07 at \$55,000
8 at the time. The structure hadn't collapsed at
9 that time. Between the economy changes and the
10 continued dilapidation of the mobile unit that's
11 on there, we're expecting that to end up about a
12 \$40,000, at most, kind of a number.

13 And we would also at this time seek
14 permission to go ahead and acquire that. That
15 would round out the purchases under the FDOT grant
16 and allow us to go ahead and close that grant with
17 FDOT once those transactions were complete.

18 So we're recommending the purchase of 131
19 at -- at \$222,000, and the 141 Araquay, once the
20 appraisal's received, and -- and assuming it's in
21 the \$40,000 range, at max.

22 CHAIRMAN BARRERA: Okay. I have some public
23 comment on this. Start with Reba.

24 MS. LUDLOW: No comment.

25 MR. GEORGE: Do you have a map that you could

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1 show where they are?

2 MR. WUELLNER: I did. I'm sorry. I have one

3 more slide. I'm sorry. I just forgot I even did

4 it. The -- one second here.

5 The property we're talking about's this green

6 box. This is the purchase last month, this box

7 here. The 141 is this piece right here.

8 MR. GEORGE: Okay.

9 MR. WUELLNER: This lot here is also vacant,

10 just so you know. However, we have not attempted

11 contact with the individual, either.

12 CHAIRMAN BARRERA: Okay. Mr. Martinelli for

13 public comment?

14 MR. MARTINELLI: No comment.

15 CHAIRMAN BARRERA: Mr. Roderick?

16 MR. RODERICK: I support this as an

17 individual. John Roderick, Ponte Vedra Beach.

18 I think as people are willing to sell their

19 property, you should take advantage of it so we

20 don't go through what we did several years ago,

21 incremental by incremental. And I don't know what

22 it costs, but I know in emotional cost it's

23 tremendous when you have to go in and take

24 people's property. If they're willing to sell, I

25 think you should buy it.

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1 CHAIRMAN BARRERA: Okay. Thank you. All
2 right. That's all the public comment I have.
3 Board comment. Close out public comment, open up
4 board. Go ahead.

5 MR. GORMAN: Again, this is going to be a bit
6 caustic, come off that way, but I have to make a
7 point. This board has very little organizational
8 memory. This board said it was not going to
9 exercise eminent domain again.

10 Again, by keeping the way we are acquiring
11 this property, we're going to end up exercising
12 eminent domain to fill a hole or two holes.
13 Whether or not that eminent domain exercise is
14 against the people that are just looking for the
15 extra 40 percent, whether they're actually
16 emotionally attached to the property remains to be
17 seen and it's not relevant.

18 But this board, I remember, said it was not
19 going to exercise eminent domain again. Second,
20 this board has said, the last time it expanded,
21 that it was not going -- had no plans to expand
22 west of Casa Cola.

23 Well, if you're not expanding west of Casa
24 Cola, why are we acquiring property west of Casa

25 Cola? And that's all my comments.

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1 CHAIRMAN BARRERA: Okay. Do we have any
2 further board comment?

3 MR. GEORGE: My recollection and memory, you
4 know, of the organization of that --

5 MR. GORMAN: There are minutes.

6 MR. GEORGE: -- is that Jack is absolutely
7 correct, that we did say we're not going to do
8 eminent domain.

9 To me, if we're not going to acquire the
10 property we have, we need to sell what we've
11 already got. And so that's the two alternatives.

12 You know, the last meeting, we talked about
13 the possibility of developing land inside, you
14 know, or around people that didn't want to, you
15 know, to buy. But that would keep us out of doing
16 the eminent domain. And I think that purchasing
17 this property is -- is consistent with that.

18 The -- the idea that we're not going to go
19 west of Casa Cola was for the sole purpose of the
20 southern development area acquisition of land. I
21 don't think that with the land we already own,
22 there was ever any impression on anybody else's
23 mind that we would never go west of Casa Cola.

24 But -- but we have an opportunity here. And

25 let me get a correction. Ed, the \$222,000, 131

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1 Indian Bend, that's what we approved last month;
2 is that correct?

3 MR. WUELLNER: No, sir. That -- these --
4 these -- if you recall, probably the previous
5 meeting, we had both homeowners --

6 MR. GEORGE: Right.

7 MR. WUELLNER: -- interested in selling. In
8 December, following that November meeting, which
9 you -- I'm sorry, it was October meeting -- when
10 you elected to have them reappraised, the 131
11 family indicated they weren't willing to have it
12 reappraised --

13 MR. GEORGE: I understand.

14 MR. WUELLNER: -- and wanted to drop out. We
15 reached -- we did the appraisal, had that brought
16 back in December for the other property, in which
17 you agreed to purchase it, which we have moved
18 through it. It hasn't closed, but it's very
19 close.

20 MR. GEORGE: I understand. What is that --
21 how much did we pay for that property? I thought
22 it was \$222-. That's why --

23 MR. WUELLNER: Was it \$222-?

24 MR. NEFF: \$220-.

25 MR. WUELLNER: \$220-.

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1 MR. GEORGE: \$220-.

2 MR. WUELLNER: Okay. Thank you.

3 MR. GEORGE: Okay. So -- so would this --

4 MR. WUELLNER: You're the perfect person to
5 ask.

6 MR. GEORGE: With this agenda item, it'd be
7 \$220-, plus \$222-, for \$440-, and then another
8 \$40- is close to \$500,000. And how much do we
9 have in FTO -- FDOT funding?

10 MR. WUELLNER: We have 50 percent funding.
11 The total -- total acquisition dollars would be
12 \$500,000 worth of property.

13 MR. GEORGE: Okay. But we have that funded
14 for this year.

15 MR. WUELLNER: Correct.

16 MR. GEORGE: We don't have to go out and do
17 interim --

18 MR. WUELLNER: Correct.

19 MR. GEORGE: -- financing.

20 MR. WUELLNER: Don't have to do anything.
21 It's budgeted, as well as you have an FDOT grant.

22 MR. GEORGE: Does this mean -- is there
23 anything in our capital expenditures that we're
24 not going to be able to do because we don't have

25 the \$250,000 that we're now spending to buy this?

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1 MR. WUELLNER: No, sir. It was budgeted this
2 way.

3 MR. GEORGE: Okay. Answers my questions.

4 CHAIRMAN BARRERA: Okay. Carl?

5 MR. YOUMAN: This is just a learning process
6 question, I guess. Are future boards governed by
7 policy decisions of past boards if the past board
8 makes a decision like this?

9 MR. GEORGE: No.

10 MR. WUELLNER: No, sir.

11 MR. GORMAN: That's the problem.

12 MR. YOUMAN: That's not a problem.

13 MR. WUELLNER: You can always change your
14 mind.

15 MR. YOUMAN: Because conditions change.

16 MR. GEORGE: Correct.

17 CHAIRMAN BARRERA: Ed, I have a couple of
18 questions. At the last board meeting, we talked
19 about the patchwork. And I remember spending time
20 talking about whether or not the airport could use
21 land that remains in a patchwork status for -- for
22 revenue. And it was my understanding from the
23 last board meeting, is that there were uses that
24 could be utilized for land, even if it stays in

25 a -- in a patchwork, so that we could avoid

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1 eminent domain. Because I think everybody, at
2 least on the previous board, was committed to --
3 to not moving in an eminent domain situation. And
4 I am with Jack; I -- I -- I don't support that.

5 So, with that in mind, before we -- before we
6 look at purchasing this property, I just want to
7 reiterate that there would be uses for this
8 property --

9 MR. WUELLNER: Yeah.

10 CHAIRMAN BARRERA: -- even in a patchwork
11 status.

12 MR. WUELLNER: You can determine what use you
13 would like for this property. The -- the location
14 of it and the fact it sits under the Comprehensive
15 Plan designation as in the Airport Overlay
16 District provides a wide variety of zoning
17 opportunities for that property, should you wish
18 to.

19 The easiest simplest solution is to place it
20 as Airport -- under the Airport zoning
21 classification, which opens up virtually any use
22 that you determine to be appropriate or compatible
23 to the airport.

24 You do not have to use this as aviation

25 designated property into the future. So, in the

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1 event you can't connect all the boxes and don't
2 wish to pursue, for instance, eminent domain to
3 fill in the -- the remaining parcels at a future
4 date, you can -- you can use this property and
5 develop it any way you -- you desire. You can put
6 forth an application to do that at any time.

7 CHAIRMAN BARRERA: Okay.

8 MR. BURNETT: And just to expand on that, you
9 could -- and you may recall, the maintenance
10 facility was -- was built over here well before --
11 back at a time when this area over here actually
12 looked like this area.

13 So, I mean, there's uses you could put in
14 there, not that the airport's going to do that,
15 but, you know, things related to the rental car --

16 CHAIRMAN BARRERA: Right.

17 MR. BURNETT: -- or -- or the like. The
18 other thing that I'll just comment on, just as a
19 reminder, is once you, for example, were to
20 acquire -- you sort of have three options, as I
21 see it here. In the long run, if these three
22 sell, if these five sell, or if these four sell,
23 you have the ability at that time -- when either
24 one of those three were to occur, you have the

25 ability to then vacate this section of the road,

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1 vacate this section of the road, and -- and maybe
2 vacate through this section of the road and add
3 this to the airport or to do that through the
4 middle or to do that for this portion here.

5 And those residents, for example, that live
6 here, could still drive and go out or drive and go
7 out this way. So you're not impeding their access
8 from a legal standpoint. You -- you would have
9 good reason and good ability to be able to vacate
10 that part of the road and add these sections,
11 really three -- three different opportunities to
12 be able to do that to add it to the airport. So
13 just so you have that in mind as to potential for
14 those parcels.

15 CHAIRMAN BARRERA: Okay. Do we have any
16 further board comment?

17 MR. GEORGE: I make a motion we accept
18 Staff's recommendation and acquire the property.

19 CHAIRMAN BARRERA: We have a motion. Do we
20 have a second?

21 MR. YOUMAN: I'll second that.

22 CHAIRMAN BARRERA: Okay. Do we have any
23 further board discussion?

24 (No further discussion.)

25 CHAIRMAN BARRERA: All right. All those in

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1 favor, say aye.

2 MR. GEORGE: Aye.

3 CHAIRMAN BARRERA: Aye.

4 MR. YOUMAN: Aye.

5 MR. WERTER: Aye.

6 CHAIRMAN BARRERA: All those opposed?

7 MR. GORMAN: Nay.

8 CHAIRMAN BARRERA: Motion will pass.

9 Purchase the property to include the 50 percent

10 DOT funding for both pieces.

11 12.C. - RELEASE OF RETAINAGE - T-HANGAR PROJECT

12 MR. WUELLNER: The next item I have is a

13 relatively simple one, but your policy requires

14 that the Authority approve the release of

15 retainage on construction projects. And Nooney

16 Construction was the contractor of record for the

17 south -- the south hangar project and has

18 completed that work.

19 All -- all lien releases have been received.

20 There are obviously COs. We have tenants in those

21 buildings already. And we are requesting a

22 release of retainage in the amount of --

23 approximate amount of \$270,192.78, which will

24 complete all of the paperwork related to FDOT on

25 this project.

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1 MR. BURNETT: And -- and is it correct,
2 Mr. Wuellner, that the project engineer has
3 reviewed it and --

4 MR. WUELLNER: Yes.

5 MR. BURNETT: -- signed off on it, as well?

6 MR. WUELLNER: Yes. I have the application
7 for payment executed by them.

8 CHAIRMAN BARRERA: Okay. We have public
9 comment. Reba?

10 MS. LUDLOW: No comment.

11 CHAIRMAN BARRERA: Okay. Seeing no public
12 comment, we'll move it to board comment. Buzz?

13 MR. GEORGE: Do we have any outstanding
14 issues with them --

15 MR. WUELLNER: No, sir.

16 MR. GEORGE: -- for the T-hangar? They've
17 done everything? All the markings on the pavement
18 and everything are done.

19 MR. WUELLNER: Yes, sir. Everything seems to
20 be fine.

21 MR. GEORGE: No complaints from tenants?

22 MR. WUELLNER: Not that I'm aware of. You?
23 No. He's hiding over here. No outstanding
24 complaints that you're aware of?

25 MR. HARVEY: None.

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1 CHAIRMAN BARRERA: Jack?

2 MR. GORMAN: If you run into the hoses, the
3 doors fall down.

4 MR. WUELLNER: We'll leave that alone. There
5 was a bit of a learning curve out there for an
6 individual.

7 CHAIRMAN BARRERA: Do we have any further
8 board comment?

9 (No further board comment.)

10 CHAIRMAN BARRERA: Do we have a motion?

11 MR. GEORGE: I make a motion -- I'm sorry.
12 Go ahead.

13 MR. YOUMAN: I'll make a motion we accept the
14 staff recommendation to release the funds for the
15 T-hangar project.

16 CHAIRMAN BARRERA: Okay. And a second?

17 MR. GEORGE: I second that.

18 CHAIRMAN BARRERA: Any further board
19 discussion?

20 (No further discussion.)

21 CHAIRMAN BARRERA: All in favor, say aye.

22 MR. GEORGE: Aye.

23 MR. YOUMAN: Aye.

24 CHAIRMAN BARRERA: Aye.

25 MR. GORMAN: Aye.

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1 MR. WERTER: Aye.

2 CHAIRMAN BARRERA: All opposed?

3 (No opposition.)

4 CHAIRMAN BARRERA: Seeing no opposition, the
5 agenda item passes.

6 12.D - SOUTH DEVELOPMENT PLANS

7 MR. WUELLNER: Okay. The next item I have is
8 largely informational, however, if you have issues
9 with anything you see, it would be a good time to
10 talk about them.

11 South development area, we've, as you recall,
12 back in December, released the engineering-related
13 work. This is just, again, a revision of the site
14 plan, the last revision that was done related to
15 that. And the -- this would be the proposed
16 elevation for the hangar, one of the two sides of
17 the hangar developments. The other side would
18 look exactly the same. And you can see we're
19 looking at 54-foot doors widths with 20-foot door
20 clearance spans on those hangars.

21 And this would be the elevation, for lack of
22 better terms, of the office component to that
23 same -- those same two hangars. So it's very
24 simple, straightforward kind of building back

25 there. That is a concrete block with a synthetic

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1 stucco, much like the vault and the tower and --
2 and Customs building you have in terms of the
3 material.

4 Then next, this is the sort of vanilla look
5 at the interiors. If the buildings end up with --
6 as two-tenant operations, the left floor plan
7 would more likely apply, as it would add -- add --
8 or divide the space completely. If it is a
9 single-tenant operation, then the right side,
10 upper right corner schematic drawing would apply.
11 And then it would have a more unified single space
12 for the office related to the -- to the shop
13 space.

14 Any -- any real issues with that general
15 layout? If -- if it's generally okay with -- then
16 this will probably not be back to you until which
17 time as it's bid, at which point you would be
18 determining whether to award the project of -- at
19 that point. Yes, sir.

20 MR. GEORGE: We have four rentable hangar
21 spaces and two offices; is that correct?

22 MR. WUELLNER: Yeah, we envision a single
23 tenant for two units at a time --

24 MR. GEORGE: Then --

25 MR. WUELLNER: -- at most.

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1 MR. GEORGE: Then why put the wall in there?

2 MR. WUELLNER: It's -- it would be optional

3 when it's constructed whether -- if we've signed

4 leases or gotten to the point where somebody does

5 not want that partition wall, then we wouldn't

6 construct it.

7 MR. GEORGE: Okay. In -- in the event that

8 we only have leases for half of it, then you're

9 probably going to sign the leases on the ones

10 right adjacent to the office. What are you going

11 to do when somebody wants an office on the other

12 one?

13 MR. WUELLNER: Well, we've got to sort all

14 that out before it's leased.

15 MR. GEORGE: I know. But is there -- are you

16 saying that the option there is to build another

17 office on the outer wings in the back?

18 MR. WUELLNER: No. Simply divide the space.

19 We -- we would either create a two-office setup

20 with each office having one accommodation of the

21 four hangars.

22 The other alternative would be -- would be a

23 single-tenant entity that had all four units as a

24 part of it, so I'll call it a larger maintenance

25 shop or some type of business. You could probably

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1 squeeze additional office space on the back --

2 MR. GEORGE: On the outer wing.

3 MR. WUELLNER: On the outer wing areas, yeah,
4 if you -- if you needed to.

5 MR. GEORGE: Is that parking back there?

6 MR. WUELLNER: We are not proposing that as a
7 part of this, but it -- it probably could be
8 facilitated, if needed.

9 MR. GORMAN: I remember always touting this
10 idea of the incubator and the small business
11 development. And, to me, my own thought, is that
12 the more offices may be apropos to be able to get
13 a -- smaller businesses that could use those
14 offices as their office and with less expense for
15 the mom-and-pop operation to start up. So that's
16 just a thought. More office is better than less,
17 because you then tend to get small business with
18 less expense for their startup, and still having
19 them attached to hangars. They're almost an
20 incubator concept.

21 MR. WUELLNER: Yeah. And you're --

22 MR. GORMAN: Close.

23 MR. WUELLNER: You're also developing office
24 space in the adjacent building. So there's

25 additional office that, you know, could be

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1 arguably affiliated with it if you chose to do it
2 that way.

3 Now, this is the elevation drawing prepared
4 by LPA related to the -- the PUB.

5 MR. RODERICK: It should be in green.

6 MR. WUELLNER: Where you come up with these
7 things.

8 MR. YOUMAN: Is that going to be a neon sign
9 up there?

10 MR. WUELLNER: Yeah, be right on top. The --
11 it's a -- as -- as we've been proposing now for a
12 couple of months, it's a two-story facility. The
13 bottom floor is -- and I'll show you the schematic
14 here in a second.

15 It is basically designed with a moving wall
16 concept that will allow that space to be basically
17 configured to whatever the individual tenants'
18 needs are. We envision multiple tenants on the
19 first floor. And we could probably partition
20 anywhere from a few hundred square feet to several
21 thousand square foot off for those individual
22 businesses, however that lays out.

23 It avoids duplication of restrooms and things
24 like that, as those things would be located common

25 to the building instead of individual business

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1 oriented.

2 So it's -- it doesn't show up extremely well
3 because of what projectors do to color, but you're
4 looking at a -- you know, more of a
5 terracotta-type tile coloring for the roof, not
6 terracotta tile in and of itself, because of the
7 maintenance issues related to that, a similar
8 probably synthetic-type stucco with some inlays
9 and the like.

10 These are two -- you're looking at the front
11 and the back of the same building. The -- it
12 features -- the rear of the building or the
13 airside of the building, however you choose to
14 look at it, has a porch or a walkway, if you will,
15 underneath it that provides some -- some patio
16 space, for lack of better terms. The second floor
17 has a similar arrangement. Has an exterior
18 veranda, for lack of better terms, that's on one
19 side of the building.

20 This is, for the most part, the -- this is
21 the second floor layout here. Center is basically
22 all common space. It would provide a spot here to
23 put a wall that would allow that space to be
24 divided into a couple of spaces for meetings or

25 multiple meetings at the same location, but what

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1 they call those, like accordion wall that -- that
2 hide. Three offices or three office-type spaces
3 that could be leased to entities like the Pilots
4 Association, Civil Air Patrol, any entity that
5 would like to use that.

6 The modification we're proposing is either
7 they -- one way or the other, is either the
8 hallway's placed on this side of those offices or
9 on this side so that the doors to those offices
10 don't empty directly into the meeting room so that
11 they can be used jointly with that without
12 interrupting what's going on there.

13 Small, I would call it a kitchenette. It's
14 basically a place where, you know, dishes or a
15 caterer or something like that could just stage
16 out of with a sink and maybe a refrigerator kind
17 of a setup, not a -- nothing elaborate. Not a
18 cooking area.

19 Then for the most part a storage area that
20 would allow tables and chairs and things like that
21 to be stored. Meeting-related items, projectors,
22 things of that nature, that wouldn't otherwise be
23 permanently mounted in the building.

24 This would be the airside of the building.

25 This is a -- as I said, the veranda sort of area

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1 that connects directly through double doors so it
2 could be used in concert with the meeting space on
3 the second floor.

4 This is just a -- the restrooms are in this
5 corner, stairwell here, elevators on this side --
6 or elevators on this side also. It's just a
7 common hallway that overlooks -- overlooks like a
8 courtyard area in the front. Nothing elaborate,
9 but just has a tiled terracotta kind of tile out
10 front.

11 First floor is they're just dividing the
12 space for purposes of the drawing. These would
13 all be movable walls. It could be configured any
14 way that makes sense based on the tenant occupancy
15 there.

16 Permanent restrooms and locations. And
17 elevator, stairwell, mechanical room, that type of
18 thing.

19 Otherwise, it's -- it's a very versatile --
20 versatile space use on both floors, for that
21 matter. First floor in particular, so we can keep
22 up with whatever the individual tenant needs are.

23 So I guess the issue is, are there other
24 issues with the -- anybody see anything they just

25 hate or want to start over on or --

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1 CHAIRMAN BARRERA: You want me to open it to
2 public comment first?

3 MR. WUELLNER: Anywhere.

4 CHAIRMAN BARRERA: Okay. Before we get into
5 board discussion? Reba.

6 MS. LUDLOW: Pass.

7 CHAIRMAN BARRERA: Vic?

8 MR. MARTINELLI: I think that the
9 functionality of what is designed really does
10 answer all of the needs as we currently see them.

11 The three offices or spaces on the left I
12 think are spoken for right at -- from the get-go.
13 When I say that, I'm thinking certainly SAAPA,
14 Civil Air Patrol, and QBs, which is an entity that
15 we've expressed an interest in -- in pursuing. So
16 that doesn't allow much room for future.

17 However, maybe that's all we need to provide
18 for at the present time. That's the only
19 observation I have.

20 MR. WUELLNER: Well, additional space could
21 be made available downstairs, also.

22 MR. MARTINELLI: Okay.

23 MR. WUELLNER: You do have the ability to
24 partition off additional smaller space. It just

25 would be downstairs.

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1 MR. MARTINELLI: Okay. Then that answers my
2 question.

3 MR. WUELLNER: That's the idea of being that
4 flexible down there, is you can pretty much make
5 anything work. Is it nice? Then okay.

6 MR. COOPER: Sometimes I fib.

7 MR. WUELLNER: You're awful close to
8 retirement to be this much trouble, you know.

9 CHAIRMAN BARRERA: Bryan?

10 MR. COOPER: Yes. One of the things that I
11 have suggested and again would like to bring this
12 up, is one of those things I hope we never need,
13 never have to use, but at some point in time, we
14 may need -- we may have an emergency operation on
15 the airport where we need a local emergency
16 operation center. And I would hope that that
17 would meet that criteria, that that's where we
18 would do that.

19 And in keeping that in thought, I think we
20 need a space, and it would be a very, very small
21 space -- it could be 10 foot by 10 foot -- to
22 store all of those items and things that you would
23 typically use in the EOC, the posters, the books,
24 the vests, the easels, copies of the airport

25 emergency plan, all of those things that you only

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1 use when you have that kind of an emergency. And

2 I don't see it there.

3 MR. WUELLNER: It's --

4 MR. COOPER: I see a place where it could be.

5 That storeroom in the upper right-hand corner, if

6 you took a piece of that, partitioned that off.

7 But I would suggest that we at least consider

8 that.

9 MR. WUELLNER: It was -- it was already

10 envisioned in the same space. The drawing has not

11 been revised.

12 MR. COOPER: Okay.

13 CHAIRMAN BARRERA: Okay.

14 MR. YOUMAN: Are you saying that it's going

15 to be -- it's planned for?

16 MR. WUELLNER: It's already accommodated.

17 MR. YOUMAN: Okay.

18 CHAIRMAN BARRERA: Mr. Slingluff?

19 MR. SLINGLUFF: I think it's -- it's a great

20 response to a much-needed facility for all the --

21 the groups around the airport, and it will

22 continue to build community spirit.

23 I -- I would hope that, you know, everyone --

24 each of the groups can get their input in on -- on

25 some of the final details, but overall, I think

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1 it's very good, well done.

2 CHAIRMAN BARRERA: Okay. Seeing no further
3 public comment, board comments? Anybody?

4 MR. YOUMAN: I like it.

5 MR. GORMAN: I'd have actually voted against
6 this, should it not have been two story. It was
7 your idea to make it two story, because then
8 it's -- it's foolproof.

9 What happens is, is that it's speculative to
10 build office in this economic times, but because
11 it's two story, you've got the public use already
12 accounted for. And the offices can be
13 speculative, because you're not actually, square
14 footagewise, putting that much money into them if
15 they have to stand vacant for a while, if they
16 cater to small business. So it is -- it was a
17 very good idea to make it two story and also saved
18 on parking. It's a good design.

19 CHAIRMAN BARRERA: Further board comment? I
20 just want to reiterate, Ed, we do have people who
21 are interested in becoming tenants on the first
22 floor.

23 MR. WUELLNER: Uh-huh.

24 CHAIRMAN BARRERA: And we have people who

25 would like the office space on the second floor.

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1 MR. WUELLNER: Yes.

2 CHAIRMAN BARRERA: My question is about the
3 security of the observation deck area.

4 MR. WUELLNER: Uh-huh.

5 CHAIRMAN BARRERA: How can we make that
6 secure so that if we bring school groups up,
7 they'll be able to go up there and it not
8 interfere with the --

9 MR. WUELLNER: We use the same door access
10 system we use at the terminal, this building, all
11 the -- all the terminal buildings, which allows us
12 to configure the system to allow whatever we want
13 open and accessible at any one time.

14 CHAIRMAN BARRERA: Okay.

15 MR. WUELLNER: It's actually very, very
16 simple. It's much simpler than keys to configure
17 those systems. So all of those doors, all of
18 those access points are configurable with the --
19 the electronic box.

20 CHAIRMAN BARRERA: So when we have our board
21 meetings or public -- we open it up to the public
22 groups, the Aerospace Academy and all that,
23 they'll have the availability to go out onto the
24 observation deck and -- and then the area still be

25 secure.

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1 MR. WUELLNER: That's why there's an external
2 set of stairs there, is they can actually go out
3 without -- going up there without going into the
4 building unless we want them in the building.

5 CHAIRMAN BARRERA: Okay. And then I am
6 wondering, are we maximizing the amount of office
7 space -- I mean, I realize that we have three
8 people already who are interested in the office
9 space upstairs. Is there any way to further
10 maximize that space to get another office --

11 MR. WUELLNER: I'm not sure --

12 CHAIRMAN BARRERA: -- out of that?

13 MR. WUELLNER: -- where you'd get it. We've
14 looked at this. I'm trying to remember what I was
15 told. I think it's around -- there's an occupancy
16 of about 200, if my memory's correct, in the
17 common room. It may be slightly higher than that.
18 But that -- that's with more of an
19 auditorium-style seating, just kind of row
20 seating, versus table and chairs. I don't think
21 it would have quite that occupancy at -- at round
22 tables, as an example.

23 But I don't know where you'd get it without
24 really starting to shrink the room dramatically.

25 It -- you've got to have some storage for -- short

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1 of making the building even bigger, which of
2 course, you know, keeps escalating costs.

3 If you have some idea -- I mean, the other
4 alternative would be to cut the three offices down
5 in physical size or, you know, make them deeper
6 than wider. I mean, that's an alternative. You
7 could probably squeeze a fourth office in the
8 location of the three.

9 CHAIRMAN BARRERA: What about in the -- in
10 the front? If you bring the elevations of the
11 front elevation, what about utilizing some of this
12 space here and maybe moving -- moving?

13 MR. WUELLNER: Using...

14 CHAIRMAN BARRERA: Because you've already got
15 it roofed.

16 MR. WUELLNER: Using more of the porch?

17 CHAIRMAN BARRERA: On the front for office
18 space. Would there -- would that -- is there any
19 possibility there? Because I -- I agree with
20 Mr. Martinelli; we may not have enough --

21 MR. WUELLNER: I'm trying to remember.

22 CHAIRMAN BARRERA: -- with the different
23 groups.

24 MR. WUELLNER: I think it's about 10 --

25 there's about 10 foot of depth. Unfortunately,

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1 the scale is not helping me here. But I think
2 it's about 10 foot of depth on the veranda itself.
3 You know, it's not overly large.

4 The offices are pretty good size. I mean,
5 they're about, I think, close to 15 feet squared,
6 or very close to that. So, you know, you could
7 cut those down and make them, you know, 15 x 11
8 and squeeze another one in.

9 CHAIRMAN BARRERA: I know that we're
10 producing revenue on -- on the floor, and I know
11 that we're producing revenue with the offices on
12 the second floor. But if there's any opportunity
13 to maximize --

14 MR. WUELLNER: Well, in alternative, you
15 could do something -- I mean, I don't know that
16 you'd affect the elevation that much. But you
17 could, you know, continue this wall, do the
18 same -- if you did it over here, then you cut off
19 the external access unless they reconfigure that.
20 But if you, you know, put this as under-roof space
21 instead of under-porch space --

22 MR. MARTINELLI: Add a fourth.

23 MR. WUELLNER: -- you could -- you could
24 probably pick up a fourth without a whole lot of

25 compromise on it. You're going to lose a foot or

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1 two, but it wouldn't be dramatic on the other

2 offices. And squeeze a fourth one in there?

3 CHAIRMAN BARRERA: I'd like to see what we

4 could do. You know, I -- I want to get as much

5 revenue out of the building as possible.

6 MR. WUELLNER: They may be able to just move

7 the stair --

8 MR. GEORGE: How about expand the width of

9 the building?

10 CHAIRMAN BARRERA: Then you extend the cost.

11 MR. WUELLNER: Well, we're going to extend

12 the cost a little bit, but --

13 MR. GEORGE: What you're saying you're going

14 to extend it, too. You know, the other option is

15 to take half of one of the meeting rooms and then

16 divide what -- the remaining space into two.

17 CHAIRMAN BARRERA: Right. But the problem

18 is, is already we've outgrown this meeting room.

19 And I don't want to put -- I don't want a limit.

20 So many people have asked, and the county, and so

21 many different organizations have asked to use our

22 meeting rooms, and we're so limited already. For

23 ourselves and for the other people, I hate to do

24 that. But I do like the idea of -- of cutting off

25 that one corner.

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1 MR. GEORGE: Those two meeting areas look
2 larger than this room.

3 MR. WUELLNER: Oh, it is. This is -- the
4 meeting room area, the center section here, is --
5 is about four times as large as this room.

6 MR. GEORGE: Okay.

7 MR. WUELLNER: And it may be slightly larger
8 than that, actually.

9 MR. YOUMAN: Would extending that the way
10 Kelly requested, would that affect the aesthetics
11 of the building dramatically or not?

12 MR. WUELLNER: That's what I was looking at.
13 It may not. It may be that what they -- they just
14 realign this section of stairs to -- to come up
15 some other way. By doing that, then you could
16 extend either both sides or just simply realign
17 this to where it comes up into an area that's
18 covered just for a short area.

19 That would actually help with the security of
20 that building a little bit, too. So you wouldn't
21 have to control access at the bottom. You could
22 do it up here with just a doorway.

23 That may -- that may actually prove to be
24 pretty easy to do. I don't see that -- when you

25 look at the elevation here, you're talking about

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1 this area and this area of the building.

2 So you're not -- if you brought that out to
3 full depth at the top, I don't see where you've
4 got a whole lot of -- I don't see where you're
5 losing much. I think it's probably -- that could
6 be made to work very easily.

7 MR. GORMAN: Carl, you're talking about
8 aesthetics, meaning, you know, having a porch and
9 having --

10 MR. GEORGE: Well, you've got to have a fire
11 exit, also, on the second floor.

12 MR. GORMAN: -- right, the lookouts, you
13 know, the overlooks.

14 MR. WUELLNER: That would still let you do
15 that; it's just the one side would be an exit --

16 MR. GEORGE: Yeah.

17 MR. WUELLNER: -- corridor --

18 MR. GEORGE: Right.

19 MR. WUELLNER: -- whatever you want to call
20 it, covered -- covered entrance. The other would
21 be office space.

22 MR. GEORGE: Yeah, it sounds like we've got,
23 you know, a lot of people that want the space.

24 We've got people that want to maximize the number

25 of spaces we can rent. Have we done a good study

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1 on the demand for this space? Maybe the building
2 needs to be bigger.

3 MR. BURNETT: You know, it's not my --

4 MR. GEORGE: Or the office space in between
5 the other two -- two story.

6 CHAIRMAN BARRERA: Doug?

7 MR. BURNETT: It's not my place, but I will
8 comment. It does look like something that I think
9 might be attractive for wedding receptions, of all
10 things.

11 CHAIRMAN BARRERA: Actually, I thought the
12 same thing.

13 MR. GORMAN: It's a pretty building.

14 MR. BURNETT: There's a heck of a lot of
15 those going on in this town.

16 MR. WUELLNER: What's that?

17 MR. BURNETT: Wedding receptions.

18 MR. YOUMAN: This would be a unique place to
19 have them.

20 MR. GEORGE: Yeah. Then it would be the pub.
21 You get alcohol around airplanes, guys, it doesn't
22 match.

23 MR. WUELLNER: Well, we'll -- we'll move that
24 idea forward with them, if everybody's in

25 agreement with it. Otherwise, it's -- you know,

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1 elevation-wise, it's pretty much going to look

2 like that.

3 MR. MARTINELLI: It's fine. Good.

4 MR. WUELLNER: If everybody's okay with that,

5 then that's all I've got on it. It doesn't really

6 require a quote, unquote approval or anything.

7 But the next time you will see it, it will have

8 been bid. So unless you want to see it somewhere

9 else in the process...

10 MR. GEORGE: So we're not going to see it

11 again?

12 MR. WUELLNER: You would not normally see it

13 again. We'll be happy to bring you the revised

14 sketch at the next meeting. But at that point,

15 they're going to be bolting through the

16 engineering.

17 MR. GORMAN: Right.

18 MR. WUELLNER: So you're either going to have

19 to like it or start over.

20 MR. GORMAN: Just as long as Mr. Youman's

21 concerns with balance and having an overlook, you

22 know --

23 MR. WUELLNER: Well, I think it -- it doesn't

24 materially change that, I don't think. I think

25 it's going to -- going to stay.

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1 MR. GORMAN: Just squaring off the corners
2 for extra office space, is what we're talking
3 about.

4 CHAIRMAN BARRERA: And it shouldn't increase
5 cost too much, because you've already got the roof
6 there, you've already got the drawings laid out,
7 the architecture aspect.

8 MR. GEORGE: Second floor --

9 MR. WUELLNER: Minor, too.

10 MR. GEORGE: -- on the office space over
11 there. They've all got the walls and got the --

12 MR. WUELLNER: Only thing I would think maybe
13 changes is you end up with just a little more of a
14 window piece in this, because I would think you're
15 probably going to at least add something there to
16 put some light in that room. But other than that,
17 that's it. You wouldn't even have to, so -- okay.
18 Cool.

19 12.E. - GA WASHRACK DISCUSSION

20 CHAIRMAN BARRERA: General aviation washrack.

21 MR. WUELLNER: All right. Washrack. At the
22 last meeting, we brought forth the proposal from
23 Prosser Hallock to design the washrack. I'm going
24 to just skip ahead the slide again just to remind

25 you where it is. It's in this area over here.

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1 That's the only current aerial I had that kind of
2 the area. But it's adjacent to the new apron on
3 the -- would be the north side of that apron.

4 It's in the vicinity of our maintenance building,
5 just to give you -- essentially goes right over
6 that dumpster right there.

7 Design cost would be \$16,800, plus survey and
8 geotech, if necessary. There is a well located
9 right there that could be used for the water
10 supply, so this would not have an ongoing utility
11 cost associated with it, like the other one does.

12 We did the -- the advantages to doing this
13 is, number one, is probably the aircraft size.
14 Aircraft size, pretty much any size that could fit
15 on the apron could be accommodated at this
16 location because of its being adjacent to apron.

17 The limitation on this facility up here is
18 that you've got to be able to get it down Taxiway
19 Echo with that T-hangar right up -- right up next
20 to it, which limits the type of aircraft that can
21 even access it.

22 So we do -- we have a number of aircraft that
23 cannot be washed because they simply cannot get
24 back to the washrack as it exists. The new site,

25 this site, would allow pretty much anything that

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1 could get down there could be -- could be made to
2 work on that apron because there are no
3 obstructions related to it.

4 We did the analysis on the water use, and we
5 found that over the last two years, the -- you're
6 at about 75 -- excuse me, 74 percent of the
7 approved 10,000 gallons a month. That is the
8 maximum amount of use that we can have on that
9 facility, is that 10,000 gallons a month. That is
10 per consent order with Florida Department of
11 Environmental Protection. We do not have the
12 latitude to bring that up.

13 So you're -- anything you want to do -- when
14 that facility gets to 10,000 gallons, that's it.
15 It cannot be expanded beyond that. We will have
16 to build some other location.

17 Because this would be a project we're
18 permitting, it's not a result of a violation,
19 which is how the original one got there, we can
20 petition for whatever volume we can get permitted.
21 So we would expect we could probably permit it
22 above the 10,000 gallons a month limitation.

23 This -- those numbers that made up 74 percent
24 do not include any -- we had no meaningful usage

25 data as related to adding the 42 T-hangars back

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1 there in the other. We don't know how that
2 impacts because the -- we simply didn't have data
3 that overlapped the -- overlapped the same period
4 of time. They've only been on line a couple of
5 months. So my suspicion is there's probably --
6 going to be continuing to inch up. We just added
7 40 more units to the -- to the property.

8 This is the -- the current location is the
9 only location legally you can wash an aircraft,
10 other than in some of our -- some of our corporate
11 hangar apron areas which were designed for some
12 washing capability. So our corporate hangars, the
13 big corporate hangars have that capability. But
14 nowhere else on the property can you legally wash
15 an airplane or an automobile other than the
16 washrack, as currently provided here.

17 So we're still recommending you go ahead
18 and -- and proceed with this project and let's get
19 it constructed while we have grant funds for it.

20 Yes, sir.

21 MR. GORMAN: I might just point out to the
22 board that, I think I can be corrected now, but
23 primarily, the major usage of water is with
24 washing cars. And the majority of that probably

25 statistic may have been gleaned while we had --

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1 while we had Skybus in place. And when Skybus in
2 place, we used a lot of cars and we washed a lot
3 of cars. So that statistic would be very skewed
4 much lower now, because we don't wash a lot of
5 cars.

6 MR. WUELLNER: You're probably correct.

7 MR. GORMAN: I do agree with Mr. Wuellner, in
8 fact, I have an old twin-engine airplane; it's
9 heck to get in that old spot. It is. It's
10 difficult to get there. But right now, that
11 statistic would be wrong, because the cars are
12 much abridged. We don't wash many cars.

13 My question is, if we did free up that
14 washrack and we use the components from the old
15 washrack, save any money, if we free up that
16 washrack, the old washrack, could we use that
17 footprint for another hangar?

18 MR. WUELLNER: No. The --

19 MR. GORMAN: Okay. Just ask.

20 MR. WUELLNER: The location sits under the
21 two approach areas of that runway. It catches
22 just the edge of it.

23 MR. GORMAN: So we can't --

24 MR. WUELLNER: There's no way to put a

25 building on that.

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1 MR. GORMAN: So we can't use it for anything
2 else. Just --

3 MR. WERTER: Well, my confusion is, basically
4 your comments, are we -- we are maintaining the
5 old washrack.

6 MR. WUELLNER: We were.

7 MR. WERTER: Yeah. What you may see is,
8 besides the car rental situation, you may still
9 see a drop because people may opt to wash at the
10 other rack. So you'll see a drop there.

11 The other concern is, looking at the
12 location, I can't tell footwise how far it is from
13 the T-hangars, but that the water source where
14 people actually draw the water from and spraying
15 down airplanes be far enough away so if there's a
16 breeze that day, we don't get complaints from the
17 T-hangars.

18 MR. WUELLNER: Yeah. We'll pull the sketch
19 back up. This -- this is, what would you guess, a
20 hundred -- hundred -- pointing at this. This is
21 probably what, 150, 200 feet? To the -- to the
22 nearest --

23 MR. WERTER: If I may point out something.

24 MR. WUELLNER: Yeah, sure.

25 MR. WERTER: If you located the water source

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1 over towards the top, I guess --

2 MR. WUELLNER: That is. That is where it is.

3 MR. WERTER: Yeah. Then you would avoid any
4 complaints from the T-hangars.

5 MR. GORMAN: I might point out that your
6 point may be well taken. We might -- we might
7 hash it up a bit, because the prevailing winds,
8 when -- I'm a sailor. The prevailing winds, when
9 they're really strong, are right out of the
10 northeast. So they're going to run where the N is
11 towards where that airplane's parked. That's
12 northeast. So, you know, there's a possibility
13 that you're going to spray airplanes. I mean, I
14 don't know. How big a deal is this?

15 MR. WUELLNER: It's not, you know, what you
16 would call an earth-shattering kind of project.

17 It's -- it's more utility in nature.

18 It's -- you know, you do -- because the
19 air -- just -- just for overview purposes, it's --
20 it -- because of the airport and everything that's
21 done on it is considered an industrial use, you --
22 you're locked into a regulatory set that's not
23 like your home, where it -- you know, it may make
24 perfect sense to pull your airplane out of your

25 hangar and wash it off, and arguably you could do

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1 that at home all day long if that were your house.

2 But because it's an industrial use, you've got to

3 capture that effluent and we've got to treat it.

4 So we just don't have any option in terms of

5 what we do with it. So if we're going to allow

6 aircraft washing and/or we reach capacity at the

7 other, we're now going to have to either construct

8 another facility or somebody's going to have to

9 construct a facility that meets the requirements.

10 MR. WERTER: What's --

11 MR. WUELLNER: We can't stick our head in the

12 sand and hope it all goes away later.

13 MR. WERTER: Is that outline an accurate

14 representation of the size of the pad?

15 MR. WUELLNER: No. It's way oversized. The

16 dumpster's what, about 30 feet?

17 MR. HARVEY: The dumpster's about 18 feet, 20

18 feet, tops.

19 MR. WUELLNER: Eighteen, twenty feet? So

20 you're probably looking at about three or four

21 widths -- or lengths of the dumpster by three or

22 four widths of the dumpster. So it's probably

23 closer to this kind of a size than -- than the

24 box. The box was just showing the area. There's

25 a ditch right there, too. I'm sorry, Mr. Youman.

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1 MR. YOUMAN: That's all right.

2 MR. WUELLNER: There's a ditch right there

3 that it's just got to be crossed to access the

4 corner there, which is easy to do.

5 MR. GORMAN: Would you close the old washrack

6 if you built the new one?

7 MR. WUELLNER: No.

8 MR. GEORGE: Close the old one.

9 MR. WUELLNER: Do you want it closed?

10 MR. GORMAN: Well, I mean --

11 MR. WUELLNER: I was not -- we were not

12 intending to close the old one.

13 MR. GEORGE: Oh, I'm sorry.

14 MR. GORMAN: I'm just curious as to whether

15 that was the director's plan.

16 MR. WUELLNER: Keep both open. They're both

17 convenient to very different T-hangar areas.

18 CHAIRMAN BARRERA: Let me open this up for

19 public comment.

20 MR. WUELLNER: However, you could. I mean,

21 it's certainly an option.

22 CHAIRMAN BARRERA: Go ahead.

23 MR. YOUMAN: The wastewater, is it treated to

24 the extent it can be reused again, or is it put

25 into the sewer system?

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1 MR. WUELLNER: That will be dependent on the
2 volume. If we build it like the other, we can get
3 away with simply what they call spray irrigation,
4 which doesn't require us to treat it other than
5 spray it in the air. I know that sounds
6 ridiculous, but that's an approved -- the approved
7 method and the method that's employed over here --

8 MR. GEORGE: Spray it in the air.

9 MR. WUELLNER: -- at this washrack.
10 When you reach a certain threshold, you are
11 required to collect it, and it has to be treated.
12 Then you have to have the filters, or whatever is
13 used to do that, have to be treated as hazardous
14 waste and disposed of as though it's hazardous
15 waste.

16 MR. GORMAN: I'd like to comment to
17 Mr. Youman, in other words, remember the huge
18 volume we had before was car related, and that
19 makes that statistic up. And so I'm not sure if
20 we'd have volume problems right away, even if we
21 had a new washrack. I mean, we just -- we don't
22 have volume problems now. We do have them
23 statistically over the year with the -- the volume
24 of cars.

25 MR. WUELLNER: Yeah, historically, we've also

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1 allowed this -- we've used -- for the most part,
2 this has been at a no cost to our aviation
3 tenants. And that -- that could certainly be
4 continued. We do charge the automobile use of it.
5 So the -- the automobile uses, if you will, on the
6 old one have completely paid for all the operating
7 expenses that -- that go on for the washrack for
8 all the aviation users.

9 CHAIRMAN BARRERA: Okay. Let's open it up
10 for public comment. Mr. Slingsluff?

11 MR. SLINGLUFF: No comment at this time.

12 CHAIRMAN BARRERA: Ms. Ludlow?

13 MS. LUDLOW: I am sorry, you guys, I'm ready
14 to go, too. Ed, a couple of things. On -- on the
15 Prosser Hallock, the 18 -- on the \$16,800, that's
16 a normal fee, I assume, for design -- a design
17 fee.

18 MR. WUELLNER: Yes.

19 MS. LUDLOW: In the ballpark. Okay. And
20 saying they get -- what is a time frame on this?
21 Saying that they get this design to us by May,
22 June, then are we saying ready by the end of the
23 year?

24 MR. WUELLNER: Oh, this -- this is something

25 that I would think you're looking at about 30 to

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1 45 days in design, maybe 30 days in permitting.

2 And we'd be concurrently doing permitting with

3 bidding, so I would -- and you're talking probably

4 a 30- to 45-day construction period, is all that's

5 involved. It's a very simple process. So I would

6 think summertime, actually.

7 MS. LUDLOW: Cool. Cool. That's good. And

8 then how many gallons do we use on -- on the

9 existing washrack; do you know?

10 MR. GEORGE: Seventy-four hundred.

11 MR. WUELLNER: Well, approximately 7400

12 gallons a month.

13 MS. LUDLOW: Oh, okay. I see. Okay. That's

14 what I wanted to know. I didn't know that you

15 charge for auto use.

16 MR. WUELLNER: Uh-huh.

17 MS. LUDLOW: I mean, would that -- I mean,

18 would you be charging the tenants to -- I mean,

19 like the people that already rent hangars, if we

20 wanted to wash our car over there, are we supposed

21 to be paying for that?

22 MR. WUELLNER: No. We've -- we've charged

23 commercial -- the rental car companies.

24 MS. LUDLOW: Okay. Good. Okay. Then one

25 more thing I would like to say.

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1 MR. WUELLNER: If you're charging to wash
2 your car, if -- if you're charging to wash
3 someone's car, then yes, we charge you. If you're
4 washing your car for free, then we don't charge
5 you.

6 MS. LUDLOW: Okay.

7 MR. WUELLNER: Does that make sense?

8 MS. LUDLOW: I bet I'm the only one that gets
9 somebody to wash my car out there.

10 MR. WUELLNER: No, no, no. I think you're
11 misunderstanding me. What I'm saying is if you
12 set up a company wherein you're washing cars --

13 MS. LUDLOW: Oh, okay. Oh, okay.

14 MR. WUELLNER: Yeah.

15 MS. LUDLOW: A whole company, not just my
16 Jeep.

17 MR. WUELLNER: No.

18 MS. LUDLOW: Okay. Okay. One more thing,
19 then. And I think this -- this is something
20 that's very near and dear to me, number one,
21 because with the car rental agencies out here, I
22 mean, we -- our airplane washing has suffered,
23 because we can't get in there because of the cars
24 and things like that. I would like for you to

25 consider making the back one aircraft only. That

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1 was my great suggestion.

2 CHAIRMAN BARRERA: Okay. Mr. Martinelli?

3 MR. MARTINELLI: No comment.

4 CHAIRMAN BARRERA: We can open it back up to

5 board comment. Jack.

6 MR. GORMAN: Right now, we have a lot -- this

7 is not exactly, but it is a comment, and I have to

8 volunteer to do this. Right now, we have a lot of

9 hangars that doors don't even close, that are

10 falling down. And so, I mean, it was nice to have

11 another washrack, but do we need to build it right

12 now?

13 I mean, does the money go away forever? I

14 mean, being in a big hurry because we have

15 matching funds to spend the money, versus just

16 take it easy, go ahead and kind of focus on things

17 that I -- my own feeling is, we've got a lot of

18 dilapidated hangars. Could that money be better

19 spent on that? Or, in fact, if we don't build a

20 washrack now right now, the federal funding goes

21 away for it or what happens?

22 MR. WUELLNER: Okay. Let me -- me walk

23 through the funding. It's 80 percent FDOT funds.

24 You have a grant that provides you to do two

25 projects within it. One is the washrack. The

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1 other is to build a fuel facility, a replacement
2 fuel farm.

3 You have -- that's all that money can be used
4 for. If we don't use the money for that,
5 eventually, upon the expiration of the grant, it
6 would revert back to Florida DOT for their share
7 of it.

8 So we're paying, you know, 20 cents on the
9 dollar for this project, as well as the fuel
10 project in the future. I do -- I'm sorry, I don't
11 recall the grant expiration. She might know it
12 off the top of her head. I don't know it. Don't
13 bother. That's all right.

14 CHAIRMAN BARRERA: You want it --

15 MR. WUELLNER: Well, go ahead. I'm thinking
16 you've got about -- I'm going to guess here, I
17 think you've probably got about two years, 18
18 months to two years, till you're getting close to
19 the grant expiration date on it. So, you know, it
20 can be delayed, but you're not going to be able to
21 do something else other than those two projects
22 with the money.

23 MR. GORMAN: That clarifies that. Do we not
24 need to revamp the fuel farm? I mean, I've heard

25 lots of complaints about that.

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1 MR. WUELLNER: Yeah. And that's probably a
2 project we'll be bringing forward not too long --

3 MR. GORMAN: Will -- will using the washrack
4 money up then incur a deficiency in our funding
5 federally to be able to do the wash -- do the fuel
6 farm later?

7 MR. WUELLNER: That's a good -- for
8 clarification, there's no federal money in it,
9 just so -- it's only state DOT money.

10 MR. GORMAN: Oh, state DOT. I'm sorry.

11 MR. WUELLNER: Okay. So --

12 MR. GORMAN: Will that -- will that then eat
13 our state money up so that we can't fix the fuel
14 farm later? And that's my last question, and I'll
15 be quiet.

16 MR. WUELLNER: No, this is -- this is not
17 that pricy a construction project. My -- my guess
18 is this total project is about \$130,000, including
19 this engineering fee. That's my guess. It's just
20 not that much to it. The balance of the money --
21 the total grant project here was total project
22 value, \$625,000. So that's going to leave, round
23 numbers, hundred -- \$475- to \$500,000 available
24 for fuel-related farm, yeah.

25 MR. GORMAN: That's my answer. Thank you.

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1 MR. WUELLNER: And -- and for reference, it
2 expires December 30th, 2010. So you have almost
3 three years, I guess. Is that right?

4 MR. MARTINELLI: No, two.

5 MR. WUELLNER: No, almost two years. I
6 already lost 2008.

7 CHAIRMAN BARRERA: Buzz?

8 MR. GEORGE: I kind of agree with Jack. I
9 hate like the devil for the money that we're
10 anticipating for the washrack, that the actual
11 cost of it come in the way every building and
12 every hangar we've done over the last six years.
13 So, since this is not a critical thing, why not
14 hold off on the design and implementation of this
15 until we get the price tag for the fuel farm.

16 MR. WUELLNER: I would -- that's fine.
17 That's certainly a valid approach as I'm going to
18 tell you, but your -- the environment right now to
19 build anything is the best it's been in five or
20 more years in terms of cost -- the price to build
21 things.

22 These contractors are extremely hungry. And
23 to give you an example, we're currently bidding
24 the Taxiway B project, and where we might normally

25 have five or six bidders, this thing -- we bid --

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1 had that prebid meeting last week, and there were
2 40 contractors at the -- at this meeting.

3 So it's the perfect -- if you are funded to
4 build things, this is the time to take advantage
5 of the lack of work in Northeast Florida right
6 now. So, yeah, that -- that's -- if it were -- if
7 this were six months ago, I couldn't agree more.
8 It's one of those that you wouldn't -- it wouldn't
9 have harmed you to wait.

10 MR. GEORGE: It just seems that everybody I
11 talk to in the trades say that price of concrete's
12 gone up. Price of steel's gone up. The only
13 thing that the price hasn't gone up is the labor,
14 which you can't get a job because nobody's
15 approving the rest of it.

16 MR. WUELLNER: And many are writing off
17 profit on their business completely just to keep
18 the door open on the business.

19 MR. GEORGE: You're right. Yeah, they are.
20 And I -- I understand your -- your thought there.
21 One other question, though, first.

22 MR. WUELLNER: That's why it's you guys'
23 decision.

24 MR. GEORGE: The 10,000 gallon limit on the

1 MR. WUELLNER: Yes, sir. DEP.

2 MR. GEORGE: -- is that going now have to
3 cover two washracks?

4 MR. WUELLNER: No, sir. Separate --

5 MR. GEORGE: So you're getting a --

6 MR. WUELLNER: Separate permit.

7 MR. GEORGE: Okay. All right. I'd kind of
8 like to see us wait and see what the price tag for
9 the farm -- what time frame are you looking for
10 the design and get bids in for the fuel farm?

11 MR. WUELLNER: I wouldn't think we'd begin
12 trying to do design till summer at the earliest,
13 as we define exactly what it is.

14 MR. GEORGE: Okay.

15 MR. WUELLNER: So you're probably looking at
16 putting something, bid together toward the end of
17 this calendar year. That's best guess here.

18 MR. GEORGE: Yeah.

19 MR. WUELLNER: And construction in the next
20 calendar year, year 2010.

21 CHAIRMAN BARRERA: Ed, I have a question.
22 I'm sorry, Buzz, go ahead.

23 MR. GEORGE: That's quite all right.

24 CHAIRMAN BARRERA: How much are we going to

25 save by using well water versus the utility's

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1 water.

2 MR. WUELLNER: Well, it's really, other than
3 a small amount of electricity involved in either
4 lighting it and/or the control devices of the
5 thing, it's the only expenditure related to the
6 facility. And you probably -- any idea what --
7 what the monthly water bill is over there?

8 MS. GLASSER: I can go look.

9 MR. WUELLNER: We've got a separate --

10 CHAIRMAN BARRERA: I'd be interested in
11 knowing that.

12 MR. WUELLNER: It's separately metered, so we
13 can easily --

14 MR. GORMAN: It's not big.

15 CHAIRMAN BARRERA: Well, I just know that
16 water --

17 MR. WUELLNER: It's not a big number.

18 CHAIRMAN BARRERA: -- that the price of water
19 seems to -- you know, to end with the whole -- the
20 whole Water Management District and --

21 MR. GEORGE: Well, if we use our water, and
22 somebody wants to charge us for it, as they have
23 done, they'll pick it up with the wastewater. If
24 it goes into the sewage system, they'll say you

25 are going to pay me something because that

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1 wastewater is going there.

2 MR. WUELLNER: Well, in our -- in -- in both
3 of --

4 CHAIRMAN BARRERA: You're talking about
5 the --

6 MR. WUELLNER: -- these washrack cases, there
7 is no sewer discharge. So there is no --

8 MR. GEORGE: Okay.

9 MR. WUELLNER: It's more like an irrigation
10 use for purposes of getting a water permit. As I
11 said, it's an existing well, so we don't have any
12 issues with getting water supply. And you could
13 even get city water there, if we wanted to. There
14 is a line that's reasonably close that could be
15 made to work. I would recommend we stick with the
16 well.

17 MR. GEORGE: The only other comment I would
18 make, Kelly, is that -- is for everybody to keep
19 in mind, with the new administration coming in at
20 the federal level and the plans for economic
21 recovery, there's going to be a lot of
22 infrastructure construction money, you know, that
23 is coming. So I would imagine that there will be
24 bigger opportunities for us to do something on

25 infrastructure and things of that nature.

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1 MR. WUELLNER: Is that a month? Okay. Looks
2 \$25 to \$30 bucks a month.

3 CHAIRMAN BARRERA: That's not much.

4 MR. WUELLNER: For water costs.

5 MR. WERTER: I'm paying four times that
6 amount.

7 MR. WUELLNER: Well, keep in mind, we can
8 only --

9 MR. GEORGE: Come get yours out here.

10 MR. WUELLNER: They way -- the way the
11 permit's written, is we could only pump 10,000
12 gallons without exceeding the permit. So it's not
13 a -- many houses use that.

14 MR. WERTER: I -- I don't -- I don't think
15 our water allowance is under threat right now,
16 besides the car issue, general aviation decrease
17 issue.

18 MR. GORMAN: Exactly.

19 MR. WERTER: So I don't think that's an
20 immediate threat. General aviation being down.

21 CHAIRMAN BARRERA: I -- I understand.

22 MR. COOPER: Can I say a couple of comments?

23 CHAIRMAN BARRERA: Bryan?

24 MR. COOPER: Bryan Cooper. A couple of

25 things that hasn't been mentioned that I'd like to

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1 point out about the new washrack is you're going
2 to have larger airplanes in addition to the
3 smaller airplanes using it.

4 The larger airplanes that want to use the
5 washrack we have, they can't get to it, will use
6 this one. We do have requests today for larger
7 aircraft that can't get to this one, and they're
8 looking forward to this. The larger airplane will
9 use a little bit more water. And if we -- the
10 other thing is if we close the one that we've got
11 and move it over there, then the conditions of the
12 consent order would transfer over. If we keep
13 both of them open, it doesn't.

14 Also, I -- I agree with what Reba said, that
15 it would be a good idea if you could limit vehicle
16 washing on this one and confine it to the other
17 one. As soon as you put the vehicles over there,
18 then like Jack says, the vehicles use more -- or
19 there's a higher volume of washing with vehicles,
20 then you've got the same problem back over here;
21 you're going to generate it.

22 The airport's growing. We've got more
23 T-hangars. We have more airplanes. And I would
24 expect that we'll see more aircraft due to

25 Customs' use. And there's a lot of people, when

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1 they come back from the Bahamas, want to wash
2 their airplanes. So I expect that might create a
3 little bit of extra usage, too. In addition,
4 those are typically going to be larger aircraft.

5 And -- and the other comment that I got to
6 thinking about, when you talked about just don't
7 jump into this quickly, we started talking about
8 this project about six years ago. About the time
9 we built that one, we knew we were going to very
10 quickly outgrow that one. And we did a number of
11 years ago. And we've had a number of limitations
12 with that one.

13 This isn't something we started talking about
14 this year or last year. But we started talking
15 about this project many years ago. And last year
16 was when we said, you know, we're behind the 8
17 ball on this, we're way behind the power curve on
18 this other washrack.

19 CHAIRMAN BARRERA: Okay. Thank you, Bryan.

20 MR. GEORGE: Michael.

21 CHAIRMAN BARRERA: Mr. Slingluff?

22 MR. SLINGLUFF: After seeing the operating
23 expense on the -- on the first washrack, it's
24 actually operating at a profit, pretty good

25 profit. Rate of return is better than anything

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1 else on the airport, probably.

2 MR. WUELLNER: You're not supposed to know
3 that.

4 MR. SLINGLUFF: Since I pay for it.

5 MR. WUELLNER: Now you know why.

6 MR. GORMAN: When Skybus was here, there was
7 a lot of cars.

8 MR. WUELLNER: A lot of use.

9 MR. GORMAN: There was a lot of cars.

10 CHAIRMAN BARRERA: Do we have any further
11 board comment on this?

12 (No further comment.)

13 CHAIRMAN BARRERA: Do we have a motion?

14 MR. YOUMAN: I make a motion that we accept
15 the proposal as presented, the washrack
16 development, for the design.

17 MR. WERTER: I -- I -- I have to second that,
18 and the reason being is, yeah, with the prospect
19 of the new administration, I think there'll be
20 more funds down the pike for infrastructure and
21 improvement. I'm optimistic in that -- in that
22 view. So I will second the motion.

23 CHAIRMAN BARRERA: To accept Staff's
24 recommendation?

25 MR. WERTER: Yeah.

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1 CHAIRMAN BARRERA: Okay. Do we have any
2 further discussion?

3 MR. GORMAN: It's true that the old one is
4 very hard to get to. That's one point I'm going
5 to agree with.

6 CHAIRMAN BARRERA: Are we ready to call it to
7 a vote? Okay. All in favor, say aye.

8 MR. GEORGE: Aye.

9 CHAIRMAN BARRERA: Aye.

10 MR. GORMAN: Aye.

11 MR. YOUMAN: Aye.

12 MR. WERTER: Aye.

13 CHAIRMAN BARRERA: All opposed?

14 (No opposition.)

15 CHAIRMAN BARRERA: Hearing none opposed, the
16 agenda item passes.

17 MR. WUELLNER: Congratulations. You've
18 completed all the action items for the day.

19 MR. GORMAN: We really tore that washrack up;
20 I have to admit.

21 MR. WUELLNER: Some days, it's just like
22 that.

23 12.F. - INTERMODAL DISCUSSION

24 MR. WUELLNER: You had asked us at the last

25 Authority meeting -- and I'm not going to spend

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1 hardly any time on this, because most of it, I
2 don't remember. I know that sounds terrible,
3 but...

4 This -- what I included in your agenda
5 package was the PowerPoint that was used
6 originally to present to the Airport Authority,
7 and I believe it went to the county commission and
8 a few other places after the completion of the
9 study. So it has some talking points, but
10 honestly, I don't remember all the details, so
11 I'll wag some of it and we'll walk through it.

12 I want to point out, we provided you a disk
13 that's at your -- at your place. That includes
14 that -- the entirety of the feasibility study. So
15 it's on as a PDF file. Review it at your leisure
16 and, you know, feel free to, you know, bring forth
17 any comments at any time to Staff. Otherwise,
18 it's not an action item, and I'll -- I'll just, as
19 I said, just kind of blow through it all here real
20 quick.

21 This started very, very innocently in a way.
22 AMTRAK, at the time, had gotten permission to look
23 at reestablishing an east coast corridor for its
24 service along Florida. They negotiated to -- to a

25 great extent with FEC Railroad for the use of

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1 track.

2 A part of the expansion commitment was to
3 only expand to five stops along the east coast of
4 Florida. So they were not going to stop at every
5 little community. They wanted to limit it to five
6 stops. We were one of five. The city of
7 St. Augustine was one of five stops in its
8 beginning.

9 The city could not identify a parcel within
10 the city limits for them to establish a rail
11 siting for -- not so much a siting, but a stopping
12 point for loading and unloading of the passengers.
13 We found out about it -- in conversation, Bryan
14 found out about it. He kind of pitched it to me.
15 I said, you know, fine if you want to try and
16 develop the idea.

17 We got to talking about it in the context of
18 multimodal system in that the Airport Authority
19 obviously is tasked with airport and aviation
20 needs, but not -- not other transportation modes
21 at the time.

22 About a similar time line, the Airport
23 Authority's charter was coming up for
24 codification. During that codification process,

25 we asked to include a multimodal facility as also

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1 one of the charter items that the Airport
2 Authority could accomplish, and it was indeed
3 added to our charter when it was codified, I
4 believe it's 2003. Might have been 2004 when that
5 charter was done.

6 We con -- the -- with the blessing of the
7 Authority, we got a small grant from Florida DOT
8 to conduct a feasibility study. We formed a
9 citizens working group made up of a -- of a number
10 of people. I don't recall all of the people that
11 were on there, but there was a number of people
12 who participated in the development of this to do
13 the analysis.

14 Earth Tech, at the time, did the technical
15 evaluation, did the preparation of the report, and
16 data gathering and things that typically would go
17 with -- with a project of this type. And we
18 looked in the context of could it be located
19 adjacent to the existing terminal and provide the
20 necessary connection to indeed make it multimodal.

21 At the time, there was also a whole lot of
22 federal and state funding that had been earmarked
23 for multimodal-type projects, which provided an
24 opportunity to get some of this funded as we move

25 forward.

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1 The AMTRAK component, interestingly enough,
2 had a \$1 million per location in Florida grant
3 already set up with the state of Florida to build
4 those sitings at each of those states. So they
5 were going to -- the state was going to kick in a
6 million dollars a location. That money, to my
7 knowledge, is still being held by the state, as
8 none of that came to fruition.

9 Somewhere as this project matured and over
10 the next year or so, the -- AMTRAK was in its
11 final year of its requirement to report back to
12 Congress and be financially feasible, or basically
13 to cover its own working capital and its own
14 working operating cost. It failed to do that.
15 And at that point, Congress kind of wielded its
16 funding sword and eliminated, basically put AMTRAK
17 on a diet and told them they were not allowed to
18 expand the system, period. And Florida kind of
19 fell out of the mix. And since then, there were
20 alternate proposals for each state to take over
21 the segments of AMTRAK. And all kinds of things
22 have been kicked about. To my knowledge, none of
23 those are -- have ever amounted to anything
24 meaningful.

25 AMTRAK in this case has literally been

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1 treading water for more than five years with the
2 idea of expanding to Florida. They told us that
3 their marketing analysis of the east coast Florida
4 route would make it among its most profitable
5 quarters because the high demand of access into
6 Florida.

7 They had worked out, as I recall, everything
8 with FEC for track usage. DOT, Florida DOT had
9 weighed in with some grant monies directly to FEC
10 Railroad to make some connection changes,
11 especially down in the Palm Beach area, that would
12 allow it to link with the CSX line in the Palm
13 Beach area to allow it to get all the way down to
14 the Miami -- Miami terminus of AMTRAK. And that
15 line swung through more central Florida over to
16 Tampa and then back north. I forget the name of
17 it -- of the service itself.

18 Suffice it to say, we -- we went into it and
19 looked at, well, how does this all come together?
20 What are the possible uses of a facility like
21 this? What would it cost to build? Even some
22 ideas, is it even necessary?

23 The whole idea of this was to avoid
24 duplication of critical infrastructure dollars to

25 building an AMTRAK station in one part of the

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1 county, a bus station in another, rental cars in
2 another part of the county, the airport developing
3 in its own area, to -- to kind of avoid that
4 duplication and consolidate those activities in
5 one location so you could -- in a sense, you knew
6 you were coming to the airport area to catch a bus
7 or catch a train or catch an airplane, it -- to
8 put it in -- as short as I can possibly make it.

9 Anyway, we -- we talked through all those
10 things, including working with JTA, at a very high
11 level. This is before they did their rail --
12 their commuter rail study that they had done,
13 they've recently done, identifying a potential
14 spur route down into St. Johns County, over to
15 Clay County, and up into Nassau County to feed the
16 overall JTA system in Duval County.

17 This was also in contention for a location
18 that in its infancy, start with bus service to
19 connect into the JTA system, and then later on
20 hopefully light rail-type access or commuter rail
21 access into the -- into Duval County as yet
22 another commuter rail location. So it -- it had a
23 very broad look when it -- when it first started.

24 It -- as I mentioned, it was funded by

25 Florida DOT, had city, county, and Airport

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1 Authority people on that committee, as well as a
2 number of just private citizens who expressed an
3 interest in the project.

4 We looked at developments and what was
5 proposed, and we quickly figured out that the
6 airport, while at that time was very much on the
7 north side of the St. Augustine area and very much
8 removed from the Ponte Vedra area and the
9 northwest area of the county, that with the
10 permits that were being issued and development
11 rights that were being granted throughout the
12 county, that the airport was quickly going to
13 become the center of the county in terms of where
14 population would exist over the next 10 or 15
15 years.

16 And we're seeing that kind of happening.
17 Other than the current slowdown in housing
18 development, the north part of the county's
19 encroaching south, and the south part is
20 encroaching north, and quickly we were becoming a
21 more urban location than a suburban location in
22 terms of the airport. So it looked like it would
23 work in terms of making sense for people's access
24 to those systems.

25 MR. BURNETT: And to give you some concept of

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1 timing as to when this was going on, Marshall

2 Creek, that's Palencia.

3 MR. GEORGE: Okay.

4 MR. WUELLNER: Of course, Nocatee's actually

5 in construction. At the time, it hadn't even

6 gained its permitting. So whether you like the

7 projects or not -- but those were -- those were

8 being planned or proposed at the time.

9 Go ahead. I mean, feel free to jump in.

10 MR. GORMAN: Got a little counterpoint for

11 you, though. In other words, again, this is a

12 negative side of things, but I can't help it. In

13 other words, the bus lines that they're talking

14 about are not developed yet. In other words,

15 you've got to start somewhere. So I almost agree

16 with a multimodal facility.

17 And the key issue -- the two key issues

18 you've got with that -- I'm just going to bring it

19 out because I've been to this TPO -- key, key, key

20 is to get with Denise Bunnewith -- because she's

21 going to fill you in -- but is the land

22 acquisition. One, you've got land acquisition

23 problems with the spot that Mr. Wuellner -- it's

24 the only spot, really, you can do it. So think

25 about that as board members. But the other thing

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1 is, is that all of these things are still in
2 committee. We really don't have operating bus
3 lines.

4 You've got to start somewhere. And AMTRAK is
5 a mess. I took AMTRAK to San Francisco, and that
6 wasn't fun. And -- but -- so they don't have an
7 operating system that's actually workable with
8 enough -- with enough cars and units in place. So
9 it's not something that's going to -- going to
10 spring into being right away. But you've got to
11 start somewhere.

12 And so I think that's the stance of the TPO.
13 The bottom line message that I've got is they want
14 to know if we're in or out, because if we're out,
15 they're going to have to pick another spot.
16 Because they've got to find someplace around here.
17 That's it.

18 CHAIRMAN BARRERA: Carl?

19 MR. YOUMAN: AMTRAK, I don't believe, is a
20 mess. They have some problems here and there, but
21 overall, their service is -- on their trains is
22 pretty good. Their problems are with the freight
23 railroads not moving across their corridors on a
24 timely basis like they're supposed to.

25 And the other thing about AMTRAK, this route

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1 here was going to be a train from the other route
2 they were going to shift over here. So for
3 equipment purposes, there wouldn't be any
4 difference. It's a workable situation.

5 MR. GORMAN: Have you used AMTRAK up and down
6 the east coast recently?

7 MR. YOUMAN: I always --

8 MR. GORMAN: Just curious. Not to be --

9 MR. YOUMAN: I always use AMTRAK.

10 MR. GORMAN: And from the Miami area up to --
11 just curious.

12 MR. YOUMAN: I've used it from Miami up to
13 Jacksonville and back. I use it driving up to
14 Savannah. I catch a train going up to --

15 MR. GEORGE: You're not prejudiced, are you,
16 Carl?

17 MR. GORMAN: The west -- the westbound trip
18 was -- was interesting, but you may --

19 MR. YOUMAN: I -- I even -- I even rode the
20 Sunset Limited from Los Angeles back here after a
21 project in California.

22 MR. GORMAN: The southern route? Route 10?

23 MR. YOUMAN: Yeah.

24 MR. GORMAN: Yeah. That's much better.

25 MR. GEORGE: Jack, what is the TPO's

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1 all-of-a-sudden interest in multimodal facility?

2 MR. GORMAN: Well, they've got an edict, you
3 know, throughout almost the federal that they're
4 going to have to provide alternative
5 transportation for the public besides --

6 MR. GEORGE: So this is a high priority of
7 theirs?

8 MR. GORMAN: -- besides the current -- well,
9 they -- they want to know where they're going to
10 establish -- they've got to have a direction, and
11 they've got to have a direction to tell the
12 federal government, because they're going to have
13 to establish these spots to stop.

14 In other words, he's -- Mr. Youman is pleased
15 with AMTRAK, so there must be other people that
16 are very pleased with it, and they've got to
17 continue to -- to build. And that's why the
18 director's, Bunnewith's asking me, you know, "What
19 is the board's feeling?"

20 And she had said, "Well, two years ago, we
21 thought you people were going to be -- have
22 discussions. Is it still on the table?"

23 MR. GEORGE: Okay.

24 MR. YOUMAN: And Mr. Werter's made the points

25 that this is the time to do projects like this

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1 because the money is flowing.

2 MR. WERTER: Or will be.

3 MR. GEORGE: Or we anticipate the money to be
4 flowing, yeah.

5 MR. WERTER: It will be.

6 MR. GEORGE: Yeah.

7 CHAIRMAN BARRERA: Buzz, when I was at the
8 last TPO meeting, they were talking about mass
9 transit, and they were talking about population
10 explosion. And in order to meet the needs of the
11 population explosion in the state of Florida, mass
12 transit was going to be -- our roadways were going
13 to be stressed to their max, and land purchasing
14 for those roadways was going to be limited. And
15 so mass transit was the only thing that would be
16 able to really meet the needs of the population
17 explosion in -- is it 2020? I mean, it wasn't
18 that far away.

19 MR. GORMAN: Exactly. What she's saying is
20 the right-of-way acquisition to the TPO is
21 everything that holds everything up.

22 MR. GEORGE: I just didn't know if that was a
23 big --

24 CHAIRMAN BARRERA: That -- that was the thing

25 to be the --

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1 MR. GEORGE: -- grant that had already been
2 given and they're taking a look at it. Because
3 when I was on the MPO --

4 MR. GORMAN: Same thing.

5 MR. GEORGE: -- this is one of the things we
6 brought up. And -- and the MPO's answer was,
7 well, let's go with bus lines in Duval County.
8 And I thought that wasn't the purpose for bringing
9 it up.

10 CHAIRMAN BARRERA: That -- that, I failed to
11 mention earlier, so I wanted to clarify that.

12 MR. WERTER: In addition, the other -- just a
13 question I had a little bit. With the energy
14 crisis as is, people are going to be looking more
15 towards trains, buses. I want to say trains,
16 planes, and automobiles like the movie, but
17 everything but the planes.

18 I mean, if they have good AMTRAK service
19 between here and D.C., they're going to get it,
20 not the airlines. So, you know, that's an added
21 factor, as well.

22 MR. GEORGE: Yeah.

23 MR. YOUMAN: AMTRAK's passenger volume is the
24 highest it's ever been in the last couple of

25 years.

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1 MR. GORMAN: Yeah, I apologize, Mr. Youman.
2 I hadn't had the same experience with AMTRAK, but
3 I stand corrected, because if it's working, it's
4 working.

5 MR. WERTER: I knew he was going to take
6 over. I was just going to sit back and watch.

7 MR. GEORGE: I noticed the flushness when he
8 first mentioned it.

9 CHAIRMAN BARRERA: Ed?

10 MR. WUELLNER: Anyway, the developments, they
11 looked at the tourism levels and -- and forecasted
12 that. You can see we only, at that time, was --
13 available data through '99. Percentage of that
14 tourism as it divided amongst the state, and you
15 can see Northeast Florida had about 7 percent of
16 the total tourism at the time. That was in '99.

17 We looked at the existing service in the
18 area, considered the road system, improved
19 projects, FEC, CSX plans, AMTRAK, the airport,
20 what we were doing. And those things were
21 considered.

22 Proposed activity at the center included
23 rail-generated, passenger, airport-generated,
24 local transportation. At the time, Sunshine Bus

25 was very interested in this becoming that central

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1 location, if you will, or connector location, and
2 now I think they still would be if something came
3 about.

4 Plus, obviously, there's a retail activity
5 component to this. Anytime you put that many
6 things around transportation, there's an
7 opportunity to sell something, be it food or other
8 things in that -- out of that facility, which
9 probably was the major revenue component of the
10 whole thing.

11 MR. YOUMAN: One thing about the FEC is they
12 weren't too excited about it before. They would
13 have done it, but they had a lot of stipulations.
14 But now with the freight traffic being so far off,
15 AMTRAK could be a very attractive revenue producer
16 for them now.

17 MR. WUELLNER: Good point. These are the
18 items we looked at, but basically, the preliminary
19 development costs at that time was about a \$21
20 million facility. That's more than just a
21 building. That was included, as I recall, the
22 land acquisition. There was a lot of paved
23 parking that was associated with it and related
24 support facilities for it.

25 This was the proposed location, just to

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1 orient yourself. The existing terminal area of
2 the airport is right here. This is the general
3 aviation terminal. So you were -- you were
4 literally looking at directly across the street
5 from there as the proposed location, with a
6 overhead walkway or passenger corridor across the
7 top as being the connector of the two.

8 Obviously, we couldn't move the railroad, nor
9 could we move the airport at that time. Didn't
10 make much sense. So you had this U.S. 1 that
11 effectively divided those two modes of
12 transportation.

13 It looked at all the -- you know, gave it
14 site looks at soils and other habitat issues and
15 see if there was anything that was majorly
16 problematic in it when looking at environmental.
17 Again, no great detail was done in the study. It
18 wasn't for that purpose.

19 Looked at sources of potential funding. Some
20 of these funding sources have since dried up or no
21 longer exist, to include the -- the in-state
22 transportation improvement program, the TOPS
23 program, and some of these others have
24 disappeared. These were some of the federal

25 things that were out there. Some of those have

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1 been replaced by more current programs. Some have
2 just gone away completely.

3 Same with the state. FDOT, obviously, was
4 willing to be a player in it. The TOPS program,
5 which doesn't exist anymore, was eventually
6 eliminated by the state. That was the old
7 high-speed rail money that Governor Bush put the
8 kibosh on back in the late '80s -- or, excuse me,
9 late '90s. That's where that money had come from,
10 was what they were originally planning to spend on
11 that. And there were other possible sources of
12 revenue that were infrastructure related, not
13 operating in nature.

14 MR. GORMAN: What's -- what's interesting is,
15 is the right-of-way acquisition has become so
16 expensive that any federal monies that were
17 initially thought of or kind of, you know,
18 transited to, you know, any right-of-way
19 acquisition, have now been rethought in terms
20 of -- and that's what's given a lot more, you
21 know, structure to the funding.

22 MR. WUELLNER: And I remembered one other
23 point. When -- when we presented this, we did a
24 joint meeting with the Board of County

25 Commissioners here. And they heard the

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1 presentation, and both boards had an opportunity
2 to discuss the topic in -- in whatever detail they
3 wanted.

4 And the ultimate conclusion was that the
5 Board of County Commissioners felt that this type
6 of a project, because it was -- particularly
7 because it was so capital intensive, was much
8 better suited as an Airport Authority kind of a
9 project than a county-type project, that we're in
10 the transportation business, we are in the -- you
11 know, typically have a handle on how to capitalize
12 these kind of facilities and make them function,
13 that this is something that would be much better
14 set as -- as an Authority project than a county
15 commission project at the time.

16 Now, of course, boards have changed so, you
17 know, the thinking could be different if you tried
18 to do it today. But that was the thinking at that
19 point, which is what led to the charter amendment
20 that -- that ultimately added the ability of the
21 Authority. It's not a requirement, but it's an
22 ability to do it.

23 Funding scenarios that were thrown up --
24 not -- don't get caught up in that. But basically

25 it was figuring the local was probably around a

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1 20, 25 percent requirement to facilitate that.

2 This was the economic benefit, and if you build it
3 at that time, you were probably looking at an
4 economic impact of around \$64 million. This is
5 construction and -- and operation combined. So,
6 you know, it was projected to be a fairly good
7 economic engine in the long term.

8 Other benefits, obviously efficiency and very
9 different transportation-type uses. Those are
10 detailed more in your study. I'm not going to get
11 too -- too deep into them.

12 And this resulted in a rendering that --
13 that, you know, was just done to try and
14 illustrate the concept. You're looking
15 essentially southeast in this view. So this is
16 the west side of U.S. 1. This would be the
17 primary center of that, with a corridor across
18 U.S. 1, at the time to connect to the aviation
19 components.

20 Keep in mind this was also not particularly
21 envisioned for commercial service at the time,
22 although it -- if the potential existed, this was
23 just linking general aviation uses, but allowed
24 for commercial service.

25 Of course, this is a pre-9/11 kind of a

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1 commercial service where some of the requirements
2 aren't nearly what they are today in terms of
3 isolating passengers.

4 But it put all of that ticketing, all that
5 baggage handling, all those modes of
6 transportation in one location and then put, for
7 instance, bus loading on this side. The rail
8 siting -- is that the correct term? Is it siting?

9 MR. MARTINELLI: No.

10 MR. WUELLNER: What is it?

11 MR. MARTINELLI: Spur.

12 MR. GEORGE: One of the track siting.

13 MR. WUELLNER: Where -- where the passengers
14 get on and off? Platform? Rail platform? Is
15 that what I'm looking for?

16 MR. SLINGLUFF: Rail platform.

17 MR. YOUMAN: Loading platform.

18 MR. WUELLNER: Because there are two tracks
19 there already. They just were -- put the platform
20 there, whatever it is.

21 MR. GEORGE: Or an exit.

22 MR. WUELLNER: Whatever it is. But that's --
23 that would be approximately where the train would
24 stop. There was a way to get up and go across to

25 aviation, as well as come over. And rental cars

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1 would be located on -- was originally proposed for
2 this side, as well as all that processing for
3 rental cars. This was generally a big public
4 parking lot. Just -- and that -- that was
5 essentially, I believe, everything that was in
6 the -- in the PowerPoint when it -- when it came
7 forward.

8 So that's it in a nutshell. I would
9 encourage you to read the study. Other than it
10 being a little dated with, you know, the fact now
11 it's getting close to 10 years old in terms of the
12 details, but the -- the concept's still, I think,
13 a very valid one. You know, I'm sure there are
14 things you want to -- would want to rehash before
15 you --

16 MR. GEORGE: Well, if Jack was bringing this
17 up just to get a feel so he can go back, my
18 feeling is, yes, we can support it. I can
19 especially support it if you move the railroad so
20 that the buses come down U.S. 1 and the railroad
21 siting is over on the other side, might even meet
22 an added benefit; we could lengthen the runway in
23 the event that we needed it.

24 MR. GORMAN: Move the railroad and -- and

25 U.S. 1, too?

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1 MR. WERTER: And expand the runway.

2 MR. GORMAN: Oh, that shouldn't take one day.

3 MR. GEORGE: Well, just -- just so long as

4 it's -- it's faster than the washrack.

5 MR. GORMAN: In discussion, it couldn't help

6 but be.

7 MR. WUELLNER: So anyway, that's -- that's

8 it. Up here are your proposed meeting dates for

9 the next calendar year.

10 14. - NEXT MEETING DATES

11 MR. GORMAN: Here we go.

12 MR. GEORGE: I'd like September the 21st

13 moved to the 14th, please.

14 MR. WUELLNER: I'm sure many of these will

15 move during the course of the year.

16 MR. GEORGE: Do what?

17 MR. WUELLNER: I'm sure many of these will

18 move during the course of the year.

19 MR. GEORGE: Yeah, but there's some of us

20 like, you know, Jack puts his schedule down --

21 MR. WUELLNER: We'll try to move it --

22 MR. GEORGE: His -- his contract.

23 MR. WUELLNER: -- to the 14th, I would guess

24 it is.

25 MR. GEORGE: Is it basically the third

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1 Monday, that's what we try to shoot for?

2 MR. WUELLNER: With the exception of January,
3 February --

4 MR. GEORGE: Okay.

5 MR. WUELLNER: -- it typically falls there.
6 Sometimes you consolidate your summer meeting into
7 one for the two months --

8 MR. GEORGE: Okay.

9 MR. WUELLNER: -- and move it to early July.
10 And occasionally you'll move December earlier just
11 to get it out of the week of Christmas --

12 MR. GEORGE: Right. Okay.

13 MR. WUELLNER: -- like this will be. So if
14 you -- if you know one of those dates is bad, I
15 would suggest you look at your calendar over the
16 next month and be ready to beat it up in February
17 if you really need to change something.

18 CHAIRMAN BARRERA: I think the December 21st
19 might be a bad time. I would prefer to go
20 earlier.

21 MR. WERTER: I agree.

22 MR. GEORGE: 14th?

23 MR. GORMAN: By that time, you'll be so beat
24 up after being chairman for that long.

25 MR. WUELLNER: You won't even want a December

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1 meeting.

2 CHAIRMAN BARRERA: You'll be giving me

3 Christmas gifts.

4 MR. GORMAN: Oh, my.

5 MR. WUELLNER: I don't --

6 MR. GORMAN: It's not a lot of --

7 MR. WUELLNER: I'm not aware of any conflicts

8 with AAAE or FAC. You know, at this point, I'm

9 not aware of any conflicts with the schedule, but

10 we'll -- we'll take a look at it, too, between now

11 and February and make sure there aren't any known

12 conflicts. Because I know a number of you try to

13 attend those.

14 Okay. You're at general public comment.

15 15. - GENERAL PUBLIC COMMENT

16 CHAIRMAN BARRERA: Okay. We're now open for

17 general public comment. Do we have anybody who

18 would like to speak? Reba? Ms. Ludlow?

19 MS. LUDLOW: I'm sorry. But at least that's

20 entertaining. Okay. I'm Reba. I'm so ready to

21 go, too. I do have some points. I was very

22 diligent.

23 I want to say congratulations on the new

24 board. I'm very pleased with -- with all my

25 members and my chairman here. And -- and the

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1 other thing, I wanted to introduce John Roderick

2 as my replacement --

3 MR. RODERICK: Too late.

4 MS. LUDLOW: -- if that was possible. But

5 anyway, so you guys stole my thunder. But I do

6 intend to still stay very involved, very visibly

7 involved, you know. It might be this side, but

8 whatever. And I will be working with the

9 St. Augustine High School Aerospace Academy quite

10 a bit.

11 And also, when you guys are going on the TPO,

12 EDC, MPO, and whatever meetings, if you would like

13 some company, I might even spring for breakfast or

14 lunch.

15 By the way, I think this should go into the

16 minutes, too, about the SAAPA officers. So we

17 have brand new officers in SAAPA for this year,

18 and our president is Dan Holiday for his 20th

19 anniversary. He was president 20 years ago. Now

20 he's president again. Our vice president is

21 Michael Slingsluff. Ta-da. Secretary, Millie

22 Huggins, and treasurer, Paul Huggins.

23 Also, I wanted to say on the public use

24 building, I am so excited. I mean, I was on the

25 committee that really pushed for this, you know.

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1 And I -- you know, I really pushed for this. I

2 was quietly adamant, huh?

3 Okay. One more thing. This is last thing.

4 On the Tips for Kids, Aqua Grill, I know Andrew's

5 gone, but I know we -- we got a table like of 12

6 last year. And Passero came. A lot of people

7 came.

8 But they will be having these things for

9 different people at different restaurants, so you

10 kind of have to pick where you're going to go, you

11 know, and -- and who -- which person you're going

12 to support.

13 So I would suggest if anybody would like to

14 go to Aqua Grill, since it's right across from my

15 house, if you let me know, I'll get us up a good

16 enough table. And we take checks and credit

17 cards. And that's all I have to say.

18 CHAIRMAN BARRERA: Thank you, Reba. Do we

19 have any further public comment?

20 (No further public comments.)

21 CHAIRMAN BARRERA: Okay. Authority members.

22 Let's start with you, Jim.

23 16.A. - JIM WERTER

24 MR. WERTER: No comment. Well, one comment.

25 Going over the -- the trimodal system and looking

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1 at the -- even though it's a dated sketch, I'm
2 really excited that eventually I'd like to do the
3 TPO, but the faster we can all get together on
4 that one and start that moving, that would be
5 fantastic. I didn't think of the collateral
6 income that can come from things like restaurants
7 and stuff like that. It would be a real boom to
8 the area. And I might even use AMTRAK.

9 CHAIRMAN BARRERA: Okay. Jack?

10 16.B. - JACK GORMAN

11 MR. GORMAN: Oh, I'm pleased with the new
12 board members. I think it will put a fresh face
13 on things.

14 The -- the field trip, let's call it, to the
15 TPO is probably a good idea, only because I
16 learned a lot from the briefings from the
17 director. And the meetings, of course, kind of
18 wax on and on. They don't talk about things that
19 are -- you know, we really need to know. So I
20 think that would be a good idea. And -- because
21 this whole board's going to -- going to vote on
22 something that expensive, they really need to be
23 up to speed.

24 CHAIRMAN BARRERA: Agreed. Buzz?

1 MR. GEORGE: I'd like to welcome you guys to
2 the board. Is it -- hope it's like what you
3 thought it was going to be like. And I'd also
4 like to say my final farewell to Suzanne and
5 Randy. They were really team players and got
6 involved and did their homework and everything.
7 And I hope they all continue with that effort.

8 One of the things we did, when we bring in
9 new members in the past, is there was typically
10 some political promises, you know, some -- we got
11 statements like, "We have problems at the
12 airport," and -- and the like.

13 What we did is have a workshop where the new
14 members could air where -- where they thought that
15 their concerns were. And maybe some of the older
16 members could air some of theirs. And we could
17 get them all out on the table so we know what
18 everybody's agenda is, you know, for the year.

19 I don't know if the board feels that that is
20 appropriate to do. I can support it either way.
21 I think we've got some -- some good input and we
22 got down to business.

23 MR. GORMAN: That's -- I think that's an
24 excellent idea, myself, because I know that when I

25 got on, there was lots of things I wanted to say

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1 and I thought.

2 MR. GEORGE: Yeah.

3 CHAIRMAN BARRERA: Do you -- do you two have
4 any feedback on that?

5 MR. YOUMAN: That's fine with me.

6 MR. WERTER: Sure.

7 CHAIRMAN BARRERA: Was there a lot of
8 information, misinformation out on the campaign
9 trail that needs to be addressed?

10 MR. WERTER: No. I think the biggest -- one
11 of -- one of my things is public knowledge of what
12 happens at this airport and what this airport
13 really does, regardless of the tax rolls, and --
14 and the asset. And Carl, when he first came on
15 board and decided to run and took his tour and
16 found out more what was going on, was I think
17 pleasantly surprised as what this airport does for
18 this county.

19 The other side is making it more accessible
20 to the general public in the ways of the trimodal
21 system or getting that charter service, or rather
22 commuter service, going again, getting the
23 island -- things like that to make it more visible
24 as far as the general public goes and have a more

25 upbeat tone to this airport.

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1 And that's my focus when I was campaigning.

2 And that's where I lie -- lay, whatever.

3 16.D. - CARL YOUMAN

4 MR. YOUMAN: Lay. I -- I want to thank the
5 voters from St. Johns County for putting me here,
6 number one. And number two, my campaign was just
7 myself, so I don't owe anybody anything. And I
8 can just represent the taxpayers equally in trying
9 to balance all their concerns, which is a unique
10 situation when you try to balance all the
11 differing outlooks.

12 And I agree with Mr. Werter about the
13 positive publicity aspect. I think the airport is
14 one of the greatest assets this county or any
15 county can have, and the way it's operated is
16 unbelievably very efficient. And Bryan's got the
17 publicity committee, and I want to hope that it
18 really keeps expanding and tells all the positives
19 about this airport, because I think that's an
20 education process, because there's some issues
21 that, over the years, when I guess when I read the
22 paper, I just see negatives. And I hate to say it
23 that way, but that's the way it is. And there's
24 too many positives to let these negatives always

25 shine up and -- and distort the public's outlook.

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1 MR. WERTER: Well, I think one of the
2 motivators for the negative aspect is no longer
3 around to help promote that mode of thinking,
4 thinking on the county level. You know, the
5 people who would say -- would like to see this
6 airport go away is not a problem anymore. I think
7 you'll see a new tone.

8 I think we all need to be involved with,
9 pardon the old expression, shaking hands and
10 kissing babies out there and just getting to
11 know -- getting it out to the general public, you
12 know, us as board members and representatives of
13 the airport.

14 MR. YOUMAN: And to close out, I'm looking
15 very, very forward to working with each and every
16 one of you, very -- looking very forward. Thank
17 you.

18 16.E. - KELLY BARRERA

19 CHAIRMAN BARRERA: Thank you. I wanted to
20 save my comments for last. And my -- I agree with
21 Buzz. I mean, we -- we had -- we had great
22 members that we've lost and we've got great
23 members that we've added. So I'm looking forward
24 to this year.

25 And I just want to tell you all how much I

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1 appreciate the kind words that each one of you
2 said to me in nominating me. And I appreciate
3 that. That was very generous.

4 I thought this was a good meeting. Obviously
5 little bumps on my part. And I appreciate your
6 patience with it. It sounds to me like what we're
7 talking about, as far as an agenda item for the
8 next meeting, may be even more marketing as -- as
9 opposed to public relations. It sounds like you
10 may be looking at trying to do something more
11 formalized as far as the marketing and getting the
12 information out.

13 So my suggestion would be is that we all
14 have -- take whatever ideas we have as far as
15 that's concerned and either present them to Ed via
16 e-mail or -- and he could package them into
17 something for an agenda item next meeting, and we
18 can decide whether or not we want to do a workshop
19 on it or if we want to come up with a more focused
20 approach. Or, we can gather those items and --
21 and have it as an agenda item just to discuss if
22 we don't want to forward those things to Ed. I'm
23 comfortable with either approach.

24 But, typically, when we do have new board

25 members, we do have a new set of eyes that are

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1 able to look at the operations from that
2 standpoint, a marketing and public relations
3 standpoint, and come up with new suggestions. So
4 we welcome those.

5 MR. YOUMAN: Can I make a comment?

6 CHAIRMAN BARRERA: Certainly.

7 MR. YOUMAN: I sat with Bryan one afternoon
8 and went over all the items that he has listed for
9 publicity or marketing. And as this develops, I
10 think almost everything you can think of is being
11 covered. But they're working very diligently on
12 this.

13 CHAIRMAN BARRERA: And we appreciate that.
14 Bryan works very hard on -- on trying to put that
15 information together and -- and move it forward
16 with all the other things that are coming his way,
17 and we appreciate that, Bryan.

18 MR. COOPER: Thank you.

19 CHAIRMAN BARRERA: A lot of times, he doesn't
20 get the credit it deserves, because whatever
21 nearest fire is -- always tends to take center
22 stage. So let's look at that for the next
23 meeting.

24 One of the suggestions I have also is to look

25 at how our Airport Authority can be more involved

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1 in the tourism of St. Johns County. I'd like to
2 see what we need to do in order to be a part of
3 the tourism board and have a more active role in
4 that.

5 I think that when we look at this intermodal
6 transportation facility and we look at the tourism
7 and the numbers, and we know how vital tourism is
8 to our economy, it only makes sense that our
9 airport, our largest generator of revenue, largest
10 employer, for-profit employer, be a part of not
11 only the transportation but -- but a part of the
12 tourism board on that. And if we can't have a
13 seat on that, I'd like to see how we can become
14 more involved in knowing what's going on from that
15 aspect in the county. So if we could look at that
16 and find out more about that going forward.

17 It's been a long night. Thank you all.

18 And --

19 MR. WERTER: Bang the gavel.

20 CHAIRMAN BARRERA: Bang the gavel.

21 17. - ADJOURNMENT

22 (Meeting adjourned at 6:48 p.m.)

23

24

1 REPORTER'S COURT 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 26th day of January, 2009.

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