

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, May 17, 2010

6 from 4:00 p.m. to 7:43 p.m.

7 \* \* \* \* \*

8 BOARD MEMBERS PRESENT:

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

14 \* \* \* \* \*

15 ALSO PRESENT:

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

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23

24

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

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1	I N D E X	
2	PAGE	
3		
4	PLEDGE OF ALLEGIANCE	3
5	APPROVAL OF MINUTES	3
6	FINANCIAL REPORT ACCEPTANCE	3
7	AGENDA APPROVAL	3
8	COMMITTEE REPORTS	4
9	REPORTS	30
10	PROJECT UPDATES	42
11	ACTION ITEMS	
12	A. FDOT - Work Program	74
13	B. Meeting Policy Review	105
14	C. Meeting Room Use Policy Review	139
15	D. Park Naming Suggestions	168
16	E. Resolution 2010-02	183
17	HOUSEKEEPING	188
18	PUBLIC COMMENT - GENERAL	204
19	AUTHORITY MEMBER REPORTS	204
20	NEXT BOARD MEETING	205
21	ADJOURNMENT	206
22		
23		
24		

## 1 PROCEEDINGS

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

6 (Pledge of Allegiance.)

## 7 APPROVAL OF MINUTES

8 CHAIRMAN BARRERA: Do we have any additions,  
9 deletions, or revisions to the last meeting's  
10 minutes?

11 (None.)

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

## 14 FINANCIAL REPORT

15 CHAIRMAN BARRERA: The financial report? Do  
16 you have any additions or deletions to the  
17 financial report?

18 MR. WERTER: No.

19 CHAIRMAN BARRERA: It will stand as approved.

## 20 AGENDA APPROVAL

21 CHAIRMAN BARRERA: The agenda approval, do we  
22 have any additions, deletions, revisions?

23 (None.)

24 CHAIRMAN BARRERA: No?

25 MR. GORMAN: I don't want to add it to this

4

1 agenda, but I'd like to add something to an agenda  
2 in the future.

3 CHAIRMAN BARRERA: Okay.

4 MR. GORMAN: Just a short review of the  
5 procurement policies on the airport.

6 CHAIRMAN BARRERA: Okay.

7 MR. GORMAN: In other words on the purchasing  
8 procurement. When -- whenever it fits in.

9 CHAIRMAN BARRERA: We've talked about having a  
10 budget workshop on -- over summer. That might  
11 just --

12 MR. GORMAN: Might fit right in there.

13 CHAIRMAN BARRERA: -- go right in there.

14 MR. GORMAN: Sure.

15 COMMITTEE REPORTS

16 CHAIRMAN BARRERA: Okay. Okay. We'll move on  
17 to committee reports. And we'll start with the  
18 TPO. That's a busy committee this month.

19 MR. YOUMAN: TPO?

20 CHAIRMAN BARRERA: Yes.

21 MR. YOUMAN: It wasn't that busy. I went to  
22 the meeting on the 13th. They had a presentation  
23 on regional bicycle maps. This gentleman almost  
24 single-handedly has created maps showing bicycle

25 routes throughout the city and the counties, and

5

1 he's interconnecting them, and it's part of the TPO  
2 process. And eventually they're going to publish  
3 these maps for cyclists to use, which is quite  
4 interesting.

5 There was a resolution for the St. Johns  
6 County to revise their transportation improvement  
7 plan for the St. Johns public transportation --  
8 public -- St. Johns bus company, in effect, as to  
9 reshift some funds around because there were grant  
10 funds for the transportation facility in the amount  
11 of \$3 million to construct it.

12 They found it wouldn't cost as much during  
13 these different times we're having, so they asked  
14 for and received the approval to shift a hundred  
15 thousand in grant funds for rolling stock in bus  
16 and bus station support equipment, which is pretty  
17 neat. And local funding remains at \$750,000.

18 The counties have to submit their priority  
19 lists again. I believe it has to be done by July  
20 the 1st.

21 MR. GORMAN: At the last meeting, they talked  
22 about the -- the meeting before this one.

23 MR. YOUMAN: And I asked for confirmation that  
24 313's still in the top three of St. Johns County,

25 and it is.

6

1 Of course the first section of 313 from 207 to  
2 16 is funded for right-of-way securement. From 16  
3 to Route 1, it's still in the development stage,  
4 and it's work -- waiting on Cordova's final plans  
5 for including some of the road costs con --  
6 construction costs.

7 And there was a few other resolutions that  
8 were of a nature for other areas which I won't go  
9 into detail on, and that's my report for the North  
10 Florida TPO.

11 CHAIRMAN BARRERA: Okay. The EDC, Jim?

12 MR. WERTER: They haven't had a meeting since  
13 the last. The next meeting is -- when is it,  
14 Thursday?

15 CHAIRMAN BARRERA: 20th?

16 MR. WUELLNER: Thursday.

17 MR. WERTER: And Ed will be our guest speaker  
18 at the EDC, bringing them up to speed on what we're  
19 doing out here.

20 CHAIRMAN BARRERA: Great. Intergovernmental?

21 MR. GORMAN: Yes. The intergovernmental  
22 meeting. Let me wax philosophic on that for a  
23 moment. I had -- I did not make that, and that's  
24 due to my an error and the fact that I didn't go

25 ahead and -- and hand the football over to anybody

7

1 else. Just an error in my clerical ability with  
2 the calendar. I do have the minutes, though, and  
3 which I'll read them.

4 However, I've just got to say that you know  
5 that's really poorly attended. It doesn't make an  
6 excuse for the airport not to be there, myself, nor  
7 for me to have somebody else come. But it really  
8 is. It's either three or four people missing from  
9 that -- from one of the -- in other words, what  
10 we're supposed to have is the board of  
11 commissioners, the Supervisor of Elections, the  
12 Clerk of Courts, property appraiser, the Sheriff's  
13 Office, tax collector, the school board,  
14 St. Augustine Beach, the City of St. Augustine,  
15 Florida Department of Transportation, the Water  
16 Management District, the Town of Hastings, and the  
17 Airport Authority.

18 There'll be three or four people missing on  
19 each one of those. And it's just the philosophy of  
20 it is just disturbing. You know, it doesn't make  
21 it any better that we weren't represented there,  
22 but I -- it's just the philosophy of it bothers me  
23 somehow, that each of these government entities  
24 kind of exists in its own fiefdom.

25 CHAIRMAN BARRERA: Do you think that an

8

1 intergovernmental -- from the committee standpoint,  
2 that they need to do reminders to the different --  
3 ahead of time to the different committee members?

4 MR. GORMAN: The chair of it, which is the  
5 City of St. Augustine Beach, he does a great job.  
6 But, I mean, there's only so much you can hold  
7 their hand. I mean, it's -- you know, I -- maybe.  
8 Maybe a reminder the day before. I mean, I  
9 don't -- I don't know.

10 CHAIRMAN BARRERA: If they can't attend, to  
11 send in their authorized -- that might be a  
12 suggestion, to send in a substitute --

13 MR. GORMAN: And Leona --

14 CHAIRMAN BARRERA: -- if they can't make it.

15 MR. GORMAN: Leona does a good job, too, of  
16 the minutes and everything else, and -- but I  
17 suppose it's just more hand-holding needed, I mean,  
18 you know, for -- including myself, I don't know.

19 But --

20 CHAIRMAN BARRERA: Sometimes like life gets  
21 hectic and if you can have that extra reminder, I'm  
22 sure that it would be beneficial, and they could --  
23 no one minds trying to get a substitute.

24 MR. GORMAN: Yeah, I know it. Here's -- I've



25 got the minutes, though, from here and we have --

9

1 we had about three missing here, but let me -- let  
2 me make it very brief.

3 In other words, we had -- the part that the  
4 airport would have been missing, which is the most  
5 poignant part, would have been Jeff Sheffield, but  
6 he will be here today. Because I had spoke to him  
7 before about coming here and then he has graciously  
8 approached the -- contacted Ed Wuellner. And so we  
9 are not going to miss that because we're going to  
10 get firsthand. So that said, we'll move on to the  
11 rest of it.

12 The AMTRAK -- here's an interesting one. The  
13 City of St. Augustine, I've got lots to say about  
14 that, they -- their representative announced that  
15 the public meeting for the AMTRAK location would be  
16 Tuesday May 11th at city hall. And some of the  
17 board members were there for that -- for that  
18 discussion. That's something I'd like to speak to  
19 Mr. Sheffield about, kind of -- at least myself,  
20 I'd like to ask him some questions about that.

21 The Mosquito Control, they -- they addressed  
22 the problem of standing water in the ditches. I  
23 know that the Mosquito Control people have --  
24 have -- oh, I don't want to give you my own

25 opinion, but they have an abridged ability to cover

10

1 the county the size it is now.

2 And I know after a rain like this now, they're  
3 going to be moving as fast as they can. But they  
4 did have a lot of standing water in ditches and  
5 that has been a problem for them, to be able to --  
6 to be able to treat that scope of problem.

7 The St. Johns -- the St. Augustine Beach  
8 there, they have gotten a four and a half million  
9 dollar grant back for the purchase of a -- some  
10 beachfront property, and they're all excited about  
11 a park. And I know we're excited about our park;  
12 they're excited about theirs, the public access.  
13 Because as St. Augustine Beach has grown, there's  
14 almost no public access to the beach. And so  
15 that's been -- they've been excited about that, and  
16 they're -- they're well on their way to creating  
17 that park.

18 They're of course on the band wagon to ban  
19 offshore drilling. At least this is the stand of  
20 St. Augustine Beach and -- at least for its size.  
21 Of course that's become since the meeting a bit  
22 more poignant. So, I don't know where that -- I  
23 don't know what your politics are about that, but  
24 whatever.

1 St. Johns Commissioners was talking about the  
2 development of -- of the bicycles. In other words,  
3 kind of catering -- I'm paraphrasing the whole  
4 thing -- but actually making the city more bicycle  
5 friendly, and then -- I think that sums up her  
6 stance on that.

7 And the St. Johns Water Management District,  
8 they announced a meeting on June 17th in Starke  
9 regarding the district water supply plan. In other  
10 words, and that -- the water supply for all of  
11 these counties is going to get more and more  
12 poignant as time goes on, because I noticed -- or  
13 at least myself I've noticed that the artesian  
14 pressure in this area, especially north of where I  
15 am -- right where I am is dropping. There's  
16 more -- more demand and there's less pressure,  
17 because there's actually -- the water's being drawn  
18 off. So that sums up very quickly what went on  
19 with last intergovernmental meeting.

20 CHAIRMAN BARRERA: Ed, just a quick question.  
21 With the bicycle path and hearing two reports where  
22 bicycle modality's been raised, with our new park,  
23 are -- would they be able to use mountain bikes in  
24 the -- over those pathways that have been laid?

25 MR. WUELLNER: I don't know. I mean, I --

12

1 it's not paved, I know that. So something like

2 that would be the only way.

3 MR. GEORGE: Why would we want to restrict it?

4 MR. GORMAN: Right.

5 CHAIRMAN BARRERA: To mountain bikes?

6 MR. GEORGE: Yeah, to not have mountain bikes.

7 CHAIRMAN BARRERA: No. I just -- with the

8 gravel, I think mountain bikes would probably be

9 able to use them. But I don't know if any other

10 type of bikes with the thinner wheels --

11 MR. GEORGE: Ah. Good point.

12 CHAIRMAN BARRERA: But with -- with this

13 bicycle path plan, with this being something that

14 Commissioner Stevenson's looking at, it's something

15 we might want to have on the map.

16 MR. GEORGE: Yeah.

17 MR. YOUMAN: Madam Chairman? Are mountain

18 bikes compatible with the narrowness of the

19 walkways and that it's a walking park at this point

20 in time; it's not designed for bicycles?

21 CHAIRMAN BARRERA: No, that's why -- why I

22 asked, I brought that up as a question.

23 MR. WUELLNER: We -- none of the design was

24 with mountain bikes in mind, but I -- from a user

25 perspective, I'm not sure how it wouldn't work.

13

1 MR. GORMAN: You -- you've got to --

2 MR. WUELLNER: Get interesting across a few of  
3 the trail bridges, but beyond that, I --

4 MR. GORMAN: It's probably a problem that --  
5 it might be making a problem that doesn't really  
6 exist. I mean, who wouldn't want a bike rack at  
7 the end of the park so the kids can watch the --  
8 the airplanes? That -- at least my own vision of  
9 the thing is a bike rack at the end of it with  
10 some -- you know, close to the observation deck. I  
11 don't know. You'd have to get with Ed and the  
12 design people or whatever.

13 MR. GEORGE: Well, I think that Kelly brings  
14 up a good point, that we're talking about a walking  
15 park, but if we're talking about adding the ability  
16 for bikes, then you've got the bikes that have the  
17 narrow tires, they cannot get in the gravel.

18 So, maybe it requires some staff looking at it  
19 to decide do we want to -- do we want to encourage  
20 or at least acknowledge that, you know, bikes are  
21 okay in the park?

22 I would also think that a detriment to that is  
23 if you've got a mountain bike and there's something  
24 over there you want to see, if you cross the wet

25 dirt and there's -- it's not going to look good

14

1 after a while with them just going anywhere. But I  
2 think it worth, you know, some serious discussion  
3 on it.

4 CHAIRMAN BARRERA: Maybe in another phase,  
5 too, of the park --

6 MR. GEORGE: Yeah.

7 CHAIRMAN BARRERA: -- instead of this first  
8 phase.

9 Okay. AMTRAK. On AMTRAK, I've asked Carl  
10 to -- to be heading the committee report on that  
11 with his background and to keep us informed on  
12 those developments.

13 And before Carl speaks on this, I would ask  
14 that -- I'm going to be forwarding any contacts  
15 I've had with -- with rail to him. And if there's  
16 anything, Carl, that we can do individually, let us  
17 know, please.

18 MR. YOUMAN: Okay. I will.

19 The AMTRAK issue raised its head I guess you  
20 would call it a few weeks ago when the  
21 St. Augustine Record published that the AMTRAK  
22 would have a special train coming through here from  
23 Miami, a test train.

24 And that was the first notification in effect

25 that the airport had that there was a ongoing

15

1 AMTRAK project that they had been planning and  
2 going on in the background, et cetera, et cetera.

3 So, we had our meeting for the traffic study  
4 here, the first initial meeting, and at that point,  
5 I waited towards the end of the meeting and brought  
6 the subject up, and people were looking back and  
7 forth at each other like, "Whoops."

8 And I asked to get on the AMTRAK special  
9 train, and in the meantime, I started my little  
10 campaign of e-mails, which I tried to include  
11 everybody in, just asking, you know, what's going  
12 on? Where do we stand? Why haven't we been  
13 notified? What is the background? What -- you  
14 know, when are we going to be included?

15 And it came down to the fact that there's a  
16 thing called an Efficient Transportation  
17 Decision-Making process that's called ED -- ETDM,  
18 that they said is governing the project. That's  
19 one of the things. And I went through that today  
20 and noticed that the station study or the station  
21 design was in there as being just a standard  
22 platform and no mention of the 2001 multimodal  
23 project.

24 So I sent an e-mail to the transportation

25 department. That's with the e-mail that -- address

16

1 that's there -- I don't think I brought a copy of  
2 that e-mail. There's so many e-mails I've had.  
3 And asked them to include our multimodal station  
4 project in that formal study to get it out in the  
5 public.

6 We went to the meetings on May the 11th and  
7 May the 12th. And Ed went with me, thank goodness,  
8 because he's been in -- insightful with the project  
9 all the way from the beginning in 2001.

10 And there's an apparent utopian idea by St.  
11 Augustine -- City of St. Augustine that AMTRAK will  
12 pull in there and all the people will just get off  
13 and walk into the center of town and here we are  
14 and we're going to see the Flagler Hospital (sic)  
15 and we won't want to come back instantaneously  
16 after seeing this sight.

17 And supposedly, I can't get affirmation of  
18 this yet, AMTRAK's governing principle is that  
19 St. Augustine is a tourist destination point and  
20 therefore that is the only logical point to have a  
21 station.

22 But when you bring up -- when we brought up  
23 the subject of traffic congestion, number one, and  
24 number two, where people actually on trains carry a



25 ton of luggage if you ever watch them, how are they

17

1 going to handle that? How are they going to get  
2 across U.S. 1 to do this walking to the center of  
3 town? How we're going to handle traffic there and  
4 controlling and picking up people once they realize  
5 that they've got to pick up people? All of these  
6 things were sort of like brushed aside. Do you  
7 agree with me on that, Ed?

8 MR. WUELLNER: Yes.

9 MR. YOUMAN: And what was interesting, too,  
10 they -- in the discussions, when they did the  
11 station design study on May the 12th, the only  
12 thing they were talking in terms of was the single  
13 platform.

14 And Ed made a presentation and showed them the  
15 copy of our plans. And the fellow that was doing  
16 the facilitating, he was flabbergasted. It's the  
17 first time he ever saw it. And -- but then he  
18 adapted very well to stay into the focus of  
19 St. Augustine's being the site. And no matter how  
20 we presented it, it was turned around so that  
21 St. Augustine was the site, no matter what. So,  
22 that's where it stands now.

23 I asked a number of questions, which I haven't  
24 had an actual answer to yet, which I'll keep

25 pursuing. Some of them are: What are the

18

1 decisions -- decision-making step or outline?

2 Where does the Airport Authority have a say in the

3 decision-making process besides the public

4 meetings? Why isn't the multi -- multimodal

5 concept at the airport from the 2001 study being

6 considered? What is the FEC's position on the

7 station alternatives? What is AMTRAK's position on

8 the station alternatives? Just for a start.

9 And that's where it stands now with the

10 Efficient Transportation Decision-Making request to

11 get our study in there was presented to them today

12 to be part of the decision-making process.

13 What I don't understand either is that in

14 19 -- in 2001, it's in the document, the county

15 commissioners as well as the St. Augustine

16 commissioners at the time, considered this to be

17 the optimum plan for the multimodal facility.

18 And the other interesting part is, in the

19 discussions at the meetings, they kept bringing up

20 the Miami multimodal facility, how great it is, but

21 for some reason want to keep ignoring ours.

22 Anything you want to add, Ed?

23 MR. WUELLNER: No. I mean, I would just

24 piggyback on your comment that it appears to be a

25 quite parochial process, at least, as far as the

19

1 city's concerned. They're really only interested  
2 in the city and what benefit the city may or may  
3 not get out of the location. They're not at all --  
4 I mean, they've made it pretty clear they're not  
5 interested in what other countywide benefits might  
6 be derived from other alternatives.

7 MR. YOUMAN: That's -- thank you. That brings  
8 a thought. At the closing of the -- each session,  
9 I made it very clear that once a decision was made,  
10 we would support it. We wouldn't be a hindrance to  
11 the -- to the process once the official decision  
12 was made.

13 But I also emphasized that the decision-making  
14 process left out the majority of the St. Johns  
15 citizens in that if you look at Ponte Vedra, if you  
16 look at the northwest, you look at the projects  
17 going in right around the airport in the area of  
18 it, this is the central location even from the City  
19 of St. Augustine, right -- right here almost.

20 Once you put the station in St. Augustine,  
21 that's going to deter a lot of people from even  
22 using it, because who wants to drive downtown and  
23 up U.S. 1 and get into all of that traffic  
24 congestion and try to fight that process down

25 there?

20

1 But we wouldn't be a hindrance till once the  
2 decision was made. But up to that point in time,  
3 we're going to, if the board keeps approving my  
4 activities, keep an active process to make sure the  
5 multimodal facility's in the forefront of all  
6 consideration.

7 MR. WUELLNER: I think there's a couple --  
8 just a couple of little items you just need to be  
9 aware of. They -- the Treasure Coast TPO is -- has  
10 been tasked by FDOT District Five as sort of the  
11 lead agency putting all of the information together  
12 up and down the line.

13 And District Two, which there are several  
14 representatives here tonight from District Two,  
15 this is the St. Johns County or the St. Augustine,  
16 however you want to phrase it, it's the only  
17 station within the district. So while District  
18 Five has I think the balance of them or most of the  
19 rest of them, so they -- they are kind of leading  
20 the charge, if you will.

21 There's an application process. I have yet to  
22 see the actual application information, but here  
23 nor there, they're heading headlong into an ap -- a  
24 reapplication in July, is what they've

25 communicated, with the possibility of awards coming

21

1 back out of the federal government later in the  
2 year.

3 I've heard as early as September. I -- that's  
4 probably not the case, but it would -- I would  
5 think by fall, there should be some award  
6 announcements relative to new projects that the --  
7 that rail administration would consider.

8 So there is an ongoing effort to put more  
9 money or get in the -- in the queue for  
10 consideration from a new grant application. It's a  
11 greatly expanded project in terms of dollars from  
12 where it started in August last year.

13 MR. YOUMAN: And one last comment. I've got  
14 to say this about the TCPR (sic), I don't know  
15 the -- off the top of my head, but Kim DeLaney is  
16 doing a superb job of ramrodding this over the last  
17 ten years and getting the project to where it is  
18 today, and she has to be complimented for that,  
19 otherwise this project wouldn't be where it is  
20 today even for us to ask consideration for our  
21 multimodal facility.

22 CHAIRMAN BARRERA: Jack?

23 MR. GORMAN: Yeah. I've just got -- I'm  
24 speaking for myself, not for the board. So I'll

25 clarify that.

22

1 But from the meeting I went to -- I have to do  
2 that carefully. From the meeting I went to, the  
3 impression I got, it was that AMTRAK's vision was  
4 this historical whistle stop. And that -- and  
5 further, when we talked multimodal, when the City  
6 of St. Augustine talked about their multimodal  
7 facility, they don't have multimodal. In other  
8 words, multimodal means multiple means of  
9 transportation.

10 I mean, if you're going to talk about --  
11 there's no trucks going to be involved, and so  
12 there is nothing but the car and the train. And  
13 unless you're going to include carriages, they're  
14 leaving out aircraft and they're leaving out  
15 watercraft. It really truly is not a multimodal  
16 facility.

17 It is -- my impression was that that was  
18 AMTRAK's -- just my own impression was AMTRAK's  
19 vision was a historical whistle stop and they had  
20 already made up their minds basically. And  
21 probably, again I'm speaking for myself, that's  
22 probably why we have not been in the loop as  
23 thorough as we could have been.

24 MR. WERTER: If I -- I'm sorry. If I may.

1 MR. WERTER: Just a little clarification. I  
2 forgot the lady's name who was giving that  
3 presentation on St. Augustine's multimodal  
4 facility. She did say, "We have a long-term lease  
5 with Greyhound. We have the parking lot. We're  
6 going to have the horse carriages and trollies over  
7 there." That was their idea of multimodal, as  
8 opposed to having buses, trains, airplanes, rental  
9 cars, things like that.

10 I think it was AMTRAK said that their  
11 target -- their main target or their good source of  
12 clientele would be the college and Florida School  
13 for -- you know, the Deaf and Blind. And we all  
14 know that accessibility is going to be a lot better  
15 up in this direction than down into the middle of  
16 city from, you know -- from the deaf and blind  
17 school. And the college is just off U.S. 1, so --  
18 or not too far off U.S. 1.

19 So, as far as traffic or concurrency problems  
20 or whatever you're going, it makes more sense that  
21 it would be up here. But when she said that, I  
22 just kind of went cross-eyed. Carriages and  
23 trollies don't exactly make a multimodal situation.

24 So, I think we have a leg up if we push it to

25 the heart of AMTRAK, which is to make money, you

24

1 know. So if we attacked it from that angle, they  
2 may change their perspective, if that is their real  
3 perspective. I don't know if it is or not, you  
4 know, the historical whistle stop thing. But when  
5 it comes down to it, it's -- you know, it's black  
6 versus red, so...

7 CHAIRMAN BARRERA: Thank you all. Thank you  
8 all for attending. Buzz?

9 MR. GEORGE: One little comment. Don't forget  
10 cabs when we start talking about different things.

11 MR. WERTER: Oh, I thought about that.

12 MR. GEORGE: Because people coming in from the  
13 train, you know, the cab business is going to  
14 mushroom.

15 MR. YOUMAN: That's right.

16 MR. WERTER: That means more jobs. Yeah.

17 CHAIRMAN BARRERA: Thank you all for  
18 attending.

19 MR. YOUMAN: May I ask the board? Do you all  
20 concur that I continue with my processes?

21 CHAIRMAN BARRERA: I choose for you to  
22 continue with your processes. Does anybody else  
23 have any objection to that?

24 MR. WERTER: Carl's been doing great.



25 MR. YOUMAN: Thank you.

25

1 CHAIRMAN BARRERA: I think that you have the  
2 strongest knowledge base on this, so we're looking  
3 to you to lead us on this. St. Johns Aerospace  
4 Academy. Carl?

5 MR. YOUMAN: Give me half a second to sort  
6 this paperwork back out of here.

7 Okay. On Thursday, the 6th, at Bozard Ford,  
8 there was a career recognition day for the local  
9 businesses that are backing all of the career  
10 academies. And there's multiple career academies  
11 spread out across the county for different venues.  
12 And the Aerospace Academy partners won a  
13 recognition, and this is our trophy for the airport  
14 to put with the collection over there, I gather.

15 And it was a great experience again with  
16 great -- great group of kids. And it's amazing  
17 that the different programs that are out there for  
18 these kids, and -- and the time that's being spent  
19 by teachers and advocates on their own to make this  
20 happen is unbelievable.

21 And then on the family fun day, this is going  
22 to be a group effort for presentation. Mine's just  
23 going to be a little short thing. It's -- the  
24 SAAPA people were out there. They had airplanes.

25 They had students flying the airplanes. It was a

26

1 lunch, awards presentation. And I just want to  
2 list the companies and then I'd like to have Vince  
3 (sic) make his preparation if he -- because I think  
4 he's going to talk about the family fun day  
5 himself.

6 But SAAPA, EAA, Galaxy, Florida Aviation  
7 Career academy, the airport, and again, all of the  
8 teachers were out there for free, just to support  
9 their students. And everybody was out there for  
10 free to support this whole process.

11 It's a -- an amazing accomplishment for  
12 collective activities for students that I've ever  
13 seen in my life, and it's being done by St. Johns  
14 County. It's fantastic.

15 CHAIRMAN BARRERA: And a lot to be proud of  
16 there. Who was doing the presentation? Was that  
17 Vic Martinelli?

18 MR. MARTINELLI: For SAAPA? Are you talking  
19 about for SAAPA?

20 MR. YOUMAN: Yeah.

21 CHAIRMAN BARRERA: He's going to wait probably  
22 till the -- are you going to wait till the  
23 committee report? Is that what you want --

24 MR. MARTINELLI: Whenever you want it. SAAPA?

25 CHAIRMAN BARRERA: On the family fun day. Did

27

1 you want to speak on the --

2 MR. MARTINELLI: I think Reba should give you  
3 that.

4 CHAIRMAN BARRERA: Reba, would you speak just  
5 momentarily, briefly? Reba headed up all of the --  
6 she's been working with trying to set up shadowing  
7 with students at the Aerospace Academy and holding  
8 tours at the Aerospace Academy, so she's been  
9 intimately involved in St. Augustine and the  
10 Aerospace Academy with these kids.

11 MS. LUDLOW: Hi. Let me just do this, it's  
12 much easier. Bring it down to my size. Reba  
13 Ludlow, Ponte Vedra Beach. Yes, our family fun day  
14 was fabulous. I kind of agree with Joanne, Joan  
15 Ben -- what's her name? Janet.

16 CHAIRMAN BARRERA: Janet.

17 MS. LUDLOW: Janet. Janet. Got you, Janet.  
18 Janet says that we really should do this twice a  
19 year. Is this working? That we should do it twice  
20 a year.

21 We had six planes participating. We thought  
22 we would have a lot more, but we didn't. And we  
23 had about six aircraft on display, a Chipmunk,  
24 Cirrus, the Stampe, a Yak. I don't remember what

25 else. Some other things like that.

28

1 MR. WERTER: Maule.

2 MS. LUDLOW: A Maule, too. Okay. But we just  
3 went continuously, I mean, the pilots that flew --  
4 the pilots that flew. And take in consideration  
5 that only two of us had three per plane. The  
6 others had two per plane or one per plane.

7 And so it was Reba, Vic, Lynn, Sue Upchurch,  
8 Ken Hurt, and Toby. And we just did a round-robin  
9 the entire time. We flew 70 children. I mean, we  
10 got 70 forms. I'm not sure how many more, you  
11 know, got to fly that didn't turn in the forms  
12 here. But it was a great success. We're looking  
13 forward to next year when we have our own chapter.

14 Mike Slingluff did our pilot briefing to make  
15 sure everybody went the right way and we knew where  
16 we were going and we hoped we didn't lose any kids.  
17 The tower did an excellent job. They brought --  
18 you know, where the island is, so they brought the  
19 planes back in on golf and then out on foxtrot. So  
20 it just was a round circle the whole time, and we  
21 just went up and down, up and down.

22 And the people -- I mean, the people on the  
23 ground that participated like -- well, Pat  
24 helped -- and Maddie and Dan Wilson and T.J. and

1 really just did an excellent job.

2 Cindy and Ed had the building and had  
3 everything organized. The food was out of this  
4 world. The kids were just happy, happy, happy. I  
5 mean, next year, we'll have our own chapter and it  
6 will be even bigger and better. Did I miss  
7 anything?

8 MR. YOUMAN: Reba, you did a great report for  
9 me. Thank you. And I'd like to add one thing.  
10 They had -- I'm a railroad guy, but they had two  
11 flyovers, one with a Corsair buzzed the airport,  
12 and it was so cool.

13 And then -- and it was -- one of the guy's  
14 kids were in a -- in a -- one of those electric  
15 carts and he's going, "Wow, wow," and I'm standing  
16 next to him -- he's only about seven or eight years  
17 old, I guess, and I'm looking at him and I said,  
18 "I'm 70 and this was wow, wow to me, too."

19 And then I had the Yak -- I talked to the Yak  
20 pilot and I asked him, I said, "Any chance of you  
21 buzzing the airport when you take off?" Because he  
22 was flying for something over at World Golf  
23 Village. And he said, "Sure, if they let me." So  
24 he did. And he -- he came over with smoke. So it

25 was pretty interesting.

30

1 MS. LUDLOW: It was really exciting. All of  
2 the kids, every kid that got out of those planes  
3 was smiling, and they were happy, happy, happy.  
4 And we were happy pilots, too.

5 CHAIRMAN BARRERA: It's great to see those  
6 lights shine with that excitement. That's what  
7 it's all about. Thank you all.

8 REPORTS

9 CHAIRMAN BARRERA: Let's move on to our  
10 reports. Mr. Sanchez?

11 COMMISSIONER SANCHEZ: How is everyone today?

12 MR. GEORGE: Great.

13 MR. YOUMAN: Fantastic.

14 COMMISSIONER SANCHEZ: Good. County budget is  
15 in full swing. We've had administrative hearings.

16 We do not anticipate any tax increase on our  
17 millage this year, and that was part of the plan  
18 last year. Our budget will be going down to \$611  
19 million, compared to \$733-, in 2007. 2011, it will  
20 go down to \$575 million. So, some interesting  
21 little notes.

22 We -- tomorrow's meeting, we will probably  
23 give final approval to the changes in the Land  
24 Development Code. One which definitely includes

25 concurrency problems that I've preached about for

31

1 about 15 years now and we're finally going to get  
2 something done about it. We're going to take some  
3 of these ghost trips out of the way so we can  
4 approve some of the businesses that we haven't been  
5 able to approve because of the ghost trips. But  
6 anyway, it's a pretty neat program and we had first  
7 hearing on it. Tomorrow is the second hearing.

8 And on AMTRAK, the only thing I want to say  
9 about that, there was a little comment about no one  
10 showing up. By the time we got the notice on that,  
11 I had a commitment, and I asked our vice chair if  
12 he could possibly make it. And we contacted the  
13 city, because you had to get permission to be  
14 included on the list, and we put in a request to  
15 them and we never heard back. So, that's why no  
16 one from the county showed up.

17 Anyway, I don't see a problem with -- with  
18 AMTRAK. I'd rather see them locate in a different  
19 place, because I agree with some of the problems  
20 that Carl went over. But that's going to be kind  
21 of up to them and the city, I guess. And I also  
22 agree that they've probably already got that  
23 decided, anyway.

24 To be in the city itself might mean something

25 to them, because we all know that all of those,

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1 anything dealing with public transportation is  
2 government subsidized anyway. So they're probably  
3 going to be able to get a grant easier if it's  
4 within the city of St. Augustine and seems to be  
5 complementing the historical value. So, that's  
6 just a thought of my own.

7 The bike trail, I believe we have received  
8 more money to -- to bring that further into  
9 reality. We have it done already to 207. I think  
10 we have some money to continue that up through  
11 Armstrong or something like that. I can't remember  
12 exactly, but we -- we did end up with some  
13 additional money. The only problem with it is it  
14 has to cross 207 twice. That's about a million and  
15 a half dollars per crossover. So that's going to  
16 be a problem.

17 Mosquito Control, we asked them -- and keep in  
18 mind Mosquito Control is a service that charges tax  
19 money. They don't derive any income from their  
20 activities, such as the airport. We had a study  
21 done because we had a constant inquiry during the  
22 town meetings last summer. Our administrator felt  
23 an obligation to at least study it. We did.

24 We came up with the fact that joining with the



25 county, we would save about a little under \$400,000

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1 a year. If the Mosquito Control did some changes  
2 themselves, they could save, you know, \$2-, \$250-,  
3 \$100,000, you know, during the year. We sent that  
4 to them and asked for their comments, and so far we  
5 haven't heard a word. So, you know, we've heard a  
6 lot of things when we run into the members, but I'm  
7 not going to repeat any of that.

8 As far as the standing waters go in the  
9 ditches, most of that is groundwater that  
10 fluctuates with the groundwater level. That is  
11 totally out of our control. It's just like the  
12 City of St. Augustine, for crying out loud is -- I  
13 mean, it's in trouble when it rains real hard or  
14 anything. And then basically throughout the whole  
15 county, we have groundwater that sits in ditches  
16 for a few days.

17 We also utilize that -- it's not a  
18 requirement, but we kind of utilize it to help with  
19 the filtration that the federal Clean Water Act  
20 would love to see. And that's to keep water  
21 sitting till it filters before it goes into a  
22 river.

23 So there's explanations for all of that.

24 We've tried to offer them and it -- they keep

25 fussing at us about killing people with mosquitoes.

34

1 But is that not the Mosquito Control District's

2 responsibility? I mean --

3 CHAIRMAN BARRERA: I'm just wondering if the  
4 AMTRAK's going to have rubber tires.

5 COMMISSIONER SANCHEZ: It could be. But  
6 anyway, you know, to make a long story short on  
7 that issue, we have not heard back from them in the  
8 face of trying to save any money we can save. And  
9 they're not going to see -- the standing water that  
10 they're supposed to treat in their own regulations,  
11 they're not going to see any change in that. We  
12 can't do anything about groundwater level.

13 I really like the name change. I think y'all  
14 did really good. I'm sorry I was absent and can't  
15 take credit for some of it, but, you know, we'll  
16 work that out. I think it's great. I think it  
17 will help you in every way, shape, and form. There  
18 is no doubt in my mind it will mean a lot to a lot  
19 of people.

20 Amphitheatre, Santana as previously announced  
21 for August, will not be coming. Their manager said  
22 they would take the offer. Carlos Santana, who by  
23 the way keep in mind has been a star since the mid  
24 60s, said no, he was not going to come here for

25 that money, so -- and it was a pretty good chunk of

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1 money, but he made the decision. So they will not  
2 be here.

3 But we still have Ringo Starr lined up. We've  
4 got Pat Benatar, REO Speedwagon, all of those acts  
5 that Doug Burnett just loves. There's no doubt.  
6 I'm sure he'll be right there.

7 MR. BURNETT: Creed.

8 COMMISSIONER SANCHEZ: But anyway, there's  
9 some other ones coming, too. The -- Neil Young is  
10 still a possibility, but it's not signed yet. I  
11 think that's it, unless -- the only other thing is  
12 the official water -- the official (sic) Florida  
13 waterways is something that is finding its way  
14 through the Water District and the DEP, and it  
15 really has a bunch of people upset.

16 FIND organization has filed a complaint  
17 because their dredging will cost considerably more.  
18 One project was 300 and some thousand dollars more  
19 because they were in an OFW designation in South  
20 Florida. And the guy had the facts right there  
21 when we met at the DEP meeting. That was down in  
22 Palm Coast. And the Port and Waterway is totally  
23 against it because of the dredging, the additional  
24 cost in dredging and the additional complications

25 involved with that designation.

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1 And finally, the Water District is coming to  
2 meet with each commissioner, which it's a good time  
3 to come meet with us, is after they've already  
4 applied for this and DEP is working on it, but  
5 anyway, they are coming to sit down and talk to  
6 each commissioner. I'm afraid they're going to --  
7 going to hear a lot of things they didn't come here  
8 expecting the hear.

9 It has all kind of possibilities for  
10 designations as to eliminating boat traffic in some  
11 areas, eliminating all of the -- the motorized  
12 boats out of the creeks. That's not what the  
13 people here need. So, we're looking into that.  
14 But the added expense is one of the biggest factors  
15 right now.

16 Any questions, I'll be glad to try to answer  
17 them.

18 CHAIRMAN BARRERA: Jack?

19 MR. GORMAN: Again, with a philosophical bent,  
20 his -- do you think that we are going to be able to  
21 get control of the DEP and the EPA? I mean, it's  
22 going to take a Senate level.

23 COMMISSIONER SANCHEZ: No.

24 MR. GORMAN: I don't think so, either, not at

25 this point --

37

1 COMMISSIONER SANCHEZ: The situation you've  
2 got right now --

3 MR. GORMAN: -- unless there's really a  
4 radical change in how this government works.

5 COMMISSIONER SANCHEZ: The DEP had -- had set  
6 regulations for the farmers as far as what  
7 fertilizer they could use on their crops. The EPA  
8 came in and dismissed them and took over that  
9 responsibility and simply said, "We're here because  
10 we're being sued by someone about St. Johns River  
11 and we need to look after this."

12 To me, I think it's the federal government  
13 trying to get control of the food supply. If you  
14 really want to know the truth, that's what I think.  
15 And I have heard that from someone that's running  
16 for a high office, that they have actually seen  
17 that paperwork.

18 But anyway, the EPA is making moves in on all  
19 of the farmers. And -- and it's not fair. Those  
20 guys have, you know, at least four or five agencies  
21 every month come and torment them about something.  
22 And they get real paranoid when anybody shows up in  
23 a government car of any kind.

24 I don't even go visit with them. Some of them

25 I know for friends. I won't even go near their

38

1 farm because I don't like to keep them worried.

2 But they have lots of problems to deal with.

3 I'm hoping their potato crop which they're  
4 digging right now will come out real good. The  
5 rain today wasn't real real strong, so I'm hoping  
6 we'll be all right with that. But they deserve a  
7 little bit of a break after last year. Anything  
8 else?

9 CHAIRMAN BARRERA: Carl?

10 COMMISSIONER SANCHEZ: But I agree with you.  
11 Watch the EPA. They are slowly taking more and  
12 more control.

13 MR. YOUMAN: So is all of the other agencies.

14 COMMISSIONER SANCHEZ: Yeah.

15 CHAIRMAN BARRERA: I have a question for you,  
16 Ron. Does -- does the EPA and the DEP take as much  
17 concern about all of the produce that's bring --  
18 being brought in internationally into our country?

19 COMMISSIONER SANCHEZ: They don't seem to  
20 care. I'm sorry, but I agree with you a hundred  
21 percent. You know, I mean, we -- everything our  
22 farmers have to go through, they don't have to go  
23 through that. And they can treat it whatever they  
24 want to and it's shipped right in, you know.

25 So I really have lots of questions about that.

39

1 But I think when the original agreements were made,  
2 they were very slack on that. So I do have  
3 concerns about that.

4 CHAIRMAN BARRERA: Thank you, Ron.

5 COMMISSIONER SANCHEZ: Okay. And I do have to  
6 slip out of here, as a matter of fact, in just a  
7 few minutes. So I appreciate it. I have another  
8 function I have to go to. Thanks.

9 CHAIRMAN BARRERA: Thank you. Mr. Slingluff?

10 MR. SLINGLUFF: Last week, we finished up the  
11 PGA event. We had our normal slew of golf  
12 celebrities. The traffic was pretty normal.  
13 It's -- it's not going down any. It was pretty  
14 much the way it was last year. Everything ran very  
15 smoothly.

16 Lots of good comments about the airport.  
17 Those guys love flying in here. Out of all of the  
18 hundreds of airports they go to, they -- they give  
19 us very positive comments. Thank you.

20 CHAIRMAN BARRERA: Great news. Mr. Nehring?

21 MR. NEHRING: No report. Thanks.

22 CHAIRMAN BARRERA: Mr. Martinelli?

23 MR. MARTINELLI: St. Augustine Airport Pilots  
24 Association, two major happenings. One, Reba has

25 covered very well. And the second is a scholarship

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1 program which the Pilots Association embarked upon  
2 this last round of -- of -- I'll call it dunning  
3 for -- for dues, and we received a good response,  
4 enough to award three scholarships to the aerospace  
5 program -- or students. And by executive decision,  
6 the board has decided that we would make it four  
7 scholarships. And hopefully in the future, we will  
8 do a lot better.

9 And so, when those scholarships will be  
10 awarded to the lucky students, there'll be four of  
11 them, on Wednesday evening. And we're delighted to  
12 get something going in that area. It's great for  
13 the kids. It's great for us. It kind of got  
14 topped off with the family day here, and there's a  
15 great deal of enthusiasm. We would like to  
16 continue that and actually expand it as we go  
17 forward. That's basically what the Pilots  
18 Association's been up to.

19 CHAIRMAN BARRERA: Good stuff. Thank you.  
20 That's wonderful. I think when the scholarship  
21 program was originally proposed, one was -- was the  
22 goal. And to be able to take care of four kids is  
23 great.

24 MR. WUELLNER: First year.



25 CHAIRMAN BARRERA: Yeah, the first year of the

41

1 program. Mr. Burnett?

2 MR. BURNETT: Nothing to report this evening.

3 CHAIRMAN BARRERA: Mr. Napier's not here, so  
4 Ed.

5 MR. WUELLNER: He's not here. Year over  
6 year -- or year over year monthly, by the month,  
7 we're up 675 takeoffs and landings last month.  
8 This would be April I'm reporting on, which puts us  
9 about 7 -- up about 7 percent this year over last  
10 year. So the upward trend continues to be good.  
11 It's actually much closer to 2008 levels than 2009  
12 levels. So hopefully it's a sign of good things to  
13 come from an economy standpoint as its effect of  
14 aviation.

15 Now if we could just get some of the jet  
16 traffic back and rolling in terms of fuel volumes,  
17 those kind of things like that, but it -- it's  
18 good -- good to see the numbers are starting to  
19 pick up again.

20 CHAIRMAN BARRERA: Before we go on to project  
21 updates, Mr. Zimmerman with the Industrial  
22 Development, do you have anything to report?

23 MR. ZIMMERMAN: No comments, thank you.

24 CHAIRMAN BARRERA: Thank you.

1 CHAIRMAN BARRERA: Project updates.

2 MR. WUELLNER: Project updates. Construction

3 continues on multimodal (sic), but basically we're

4 down to just punch list kind of items at this

5 point. The CO has been received.

6 The building first floor is occupied in that

7 flight school has taken up residence as of last

8 Friday. We'll be moving in second floor tenants

9 and the first floor tenants over the next week or

10 so as we get the balance of items in a -- into a

11 position they can move in at this point.

12 If you haven't been over there, I think it's

13 well worth the trip over there to take a look at

14 it. Furnishings, the historical theme, those kind

15 of things will -- will evolve over the next few

16 weeks as those items arrive and start to get hung

17 onto walls and the like. But I think you're going

18 to be extremely pleased with the product.

19 And at this point, we're shooting to have the

20 next Airport Authority meeting at the -- at that --

21 that location in June. So it should be a good

22 opportunity to get a look around. But any time you

23 want to go over there, the building's open for the

24 most part during normal business hours at this

25 point, you can get in it. But if you want a guided

43

1 tour, just let us know and we'll -- we'll walk you  
2 around and talk you through it if you want.

3 Next is the aircraft maintenance facility.  
4 They're doing the heavy steel work now. I don't  
5 know that we got any done today with the rain early  
6 in the day anyway. But at this point, occupying in  
7 mid to late June. It's still -- still on that  
8 track. We should see a -- quite a bit of activity  
9 over the next couple of weeks as that comes under  
10 roof. Not much else I can tell you about that one.

11 ARFF facility, waiting on FAA dollars to free  
12 up. Part B money looks like June or July at this  
13 point. We are in the process of doing some quality  
14 control meetings and value engineering at this  
15 point to try and find any opportunities within the  
16 original bid documents to reduce the cost to build  
17 it. But at this point, it -- it's just really  
18 awaiting the release of funds from FAA to do it.  
19 Which brings us to the next one, which is the  
20 environmental assessment.

21 That -- the EA, we're still waiting on a  
22 determination. We're being told it should be out  
23 within the next week or two, the actual  
24 determination -- or the preliminary determination,

25 which starts an advertising requirement in the

44

1 federal register for a period of about 30 days. So  
2 we look to have a final determination from FAA in  
3 early July, the way it's -- the way it's timing out  
4 right now.

5 Project permitting, that is the effort has  
6 begun with all the agencies. We've got receipt  
7 acknowledgment from all of those agencies that  
8 require individual permits. So they're -- they're  
9 aware of the project and they're working through it  
10 with the -- the design team and development team at  
11 this point to finalize conditions that would be  
12 required of those individual agencies that permits  
13 it. At the point those are all solidified, we'll  
14 be back to you guys for some sort of approval of  
15 the permits -- permitting conditions.

16 Looks like the first phase of this is still  
17 scheduled to be funded approximately \$5 to \$6  
18 million range. Should be funded as early as July,  
19 with construction starting once all permits and all  
20 of those pieces are parched together. So probably  
21 getting into very early fall before any real  
22 construction work goes on there. That would be for  
23 the safety area. It would also be for any  
24 mitigation that would be required for that phase,

25 as well as Taxiway B would probably be done in that

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1 phase.

2 As we get into the next federal fiscal year  
3 after October, looks like another -- we're hearing  
4 anywhere from \$5 to \$6 million additional money  
5 will be available to build Taxiway Bravo. And  
6 if -- depending on how the funding works out, we'll  
7 either do approach lighting in that first phase  
8 starting in July or in the second phase, which will  
9 fund -- my best guess on that money would be first  
10 of the year. Probably what would be second quarter  
11 of the federal fiscal year, is my best guess for  
12 the second piece of that.

13 That's kind of the schedule in a nutshell.

14 We'll fill you in as we get details together and  
15 are able to -- or at least there are action items  
16 that come out. And what have we got next?

17 Sustainability, there's some notes there for  
18 you, but Mariben is here with LPA to kind of give  
19 you an update. You have a coup -- a workshop and  
20 a -- there's a public meeting coming up in the  
21 next -- next few weeks here. So let me see if I  
22 can pull this up for her.

23 MS. ANDERSEN: I'm usually as tall as Reba,  
24 but I'm wearing heels today just for the mic.

25 Good afternoon, everybody. We're at an

46

1 exciting point in our sustainability management  
2 plan. We've completed the inventory tasks, so now  
3 we're actually headed towards public visioning.  
4 And we started your greenhouse gas emissions as  
5 well, we started inventory on that. I can't see.

6 MR. WUELLNER: I know. It's coming.

7 MS. ANDERSEN: Completed tasks.

8 MR. WUELLNER: Here we go.

9 MS. ANDERSEN: What I really wanted to talk to  
10 you about is the public visioning workshop. We had  
11 tentatively scheduled that with your approval for  
12 June the 16th, and what we want to do is hold it at  
13 your multiuse building, which is the perfect  
14 example of sustainability, because that building  
15 has joint uses. It has natural resource  
16 conservation. It's two-story. Great location.

17 So, what we want to explain to you is what the  
18 visioning workshop is about. It's really to  
19 solicit -- it's really to solicit comment. And it  
20 was specific -- it was specifically requested by  
21 FAA to include the public visioning workshop.

22 This airport is really really a wonderful  
23 airport with, you know, great foresight. You have  
24 a lot of things that you have done ahead of your

25 time that's, you know, a good example of your

47

1 environmental stewardship. So, I call it your  
2 bragging rights.

3 It's bragging rights time and it would be a  
4 great opportunity to not just show your airport.

5 If we can probably -- with your permission, we can  
6 do a tour prior to and show all of the great things  
7 that you have done, the Authority and the staff, of  
8 course with Ed's leadership and Bryan's, to educate  
9 the public on the things that you can do at the  
10 airport that is not all development.

11 And of course to obtain the stakeholders'  
12 vision on it, meaning do they want to see a  
13 commercial airport? Do they want to see the  
14 airport continue to grow with environmental  
15 stewardship? I mean, if you look at this airport,  
16 it's got a lot of green, and that is not very  
17 common.

18 So having said that, you know, that is the  
19 purpose of the workshop. So we're going to go from  
20 the what to the where, the multipurpose building.

21 I have not spoken to Ed and I don't know when you  
22 guys -- if you guys are planning an inauguration.

23 We can probably make it a joint thing if you wanted  
24 to. We scheduled it for 5:30 to 7:30 so that the

25 people who work from 8:00 to 5:00 would have an

48

1 opportunity, you know, after work or quit at 4:30

2 and come and join us.

3 The -- the what, where, when, and then would

4 be the who. Am I right? So the proposed invitees

5 of course we would like you to come and join us.

6 Tenants and your neighbors. We -- we want the

7 agencies to come over here so that your future

8 projects, you know, would be facilitated as where

9 so that they can see that this airport is very

10 forward thinking and very very conscious about the

11 environment, the economy, you know, land, air,

12 water, and all of the things that you do over here.

13 We want St. Augustine, the city and the county and

14 the community downtown, to see what an asset this

15 airport is. So, we want to do a press release.

16 All of the groups that has worked at this

17 airport who partners with you, the schools, the

18 aeronautical university, all of the things that you

19 do, we want them to learn about the sustainability

20 management plan. They are part of this airport

21 that you consider, you know, their thoughts and you

22 want to hear what they have to say about the

23 airport.

24 So, having said that, we need concurrence from



25 you. Our proposed format is a brief presentation

49

1 about what sustainability is, what the specific  
2 sustainability management plan is for this airport,  
3 the benefits. And specifically really is the --  
4 what sustainability is to you, to the airport and  
5 the Authority.

6 Potential airport goals, because the airport  
7 goals will be solidified when we do the workshop  
8 with the Authority. Strategies to achieve the  
9 goals. And then what we'll do is break out into  
10 small groups, like a little workshop for, you know,  
11 half hour, and then we'll reconvene and report --  
12 each group will have, you know, a little leader,  
13 and it will be facilitated.

14 Ben Siwinski, from VHB, who is our colead, our  
15 partner in the sustainability management plan, and  
16 one of our experts is here to help me answer any  
17 questions. I think I have one more slide. That  
18 was it. Questions?

19 CHAIRMAN BARRERA: Carl?

20 MS. ANDERSEN: Yes, sir.

21 MR. YOUMAN: Has your organization conducted  
22 this format in a -- in the past or --

23 MS. ANDERSEN: Yes, sir.

24 MR. YOUMAN: And it's been successful?

25 MS. ANDERSEN: I'm actually a -- I'm

50

1 trained -- I'm a trained facilitator. The formats  
2 that we use, we are -- we are -- I'm a trained  
3 facilitator and a lot of us go through the  
4 visioning process so we can actually receive  
5 concurrence. And in addition, Ben is going to add  
6 to my answer.

7 MR. SIWINSKI: Yeah. Let me step over here.

8 Our firm has been involved in a few of the  
9 sustainability management plans at airports of  
10 different size across the country. A couple of  
11 recent ones, we were up in New York where we did  
12 this same exact format in Ithaca in New York and  
13 Stewart Newburgh, New York, where we broke down  
14 into smaller groups and each group kind of focused  
15 on different goals, potential goals and objectives  
16 of the plan.

17 What we like to do is kind of get a cross  
18 section of all of the people at the meeting in  
19 these small groups. So we don't want just one  
20 group being, you know, local citizens that live  
21 around the airport and the next group being, you  
22 know, business -- the business community. We want  
23 to kind of mix them up and have a -- a cross  
24 section of the stakeholders involved.

25 Two of the folks from VHB that will be there

51

1 have taken part in these small group exercises at  
2 sustainability -- in sustainability management  
3 plans at other airports. We hope to have --  
4 Jacksonville University, it's going to be their  
5 summer session, but Professor Yates has indicated  
6 that there could be an opportunity for some JU  
7 students to participate and just help the process  
8 along as well.

9 MS. ANDERSEN: I would like to also add that  
10 Rebecca Henry and Julie Barrow -- Julie Barrow is  
11 actually our -- the one who facilitated along with  
12 VHB the grant for the sustainability management  
13 plan from FAA Washington, has already expressed  
14 interest to attend. She just needs to make travel  
15 arrangements.

16 And our co-project manager from the ADO,  
17 Rebecca Henry, is also attending. We would  
18 probably going to -- we were probably going to  
19 invite Vernon Rupinta, as well, who is your project  
20 manager, your FAA program manager, to attend. So,  
21 you know, they can see the partnership between the  
22 community and the Authority and the staff. Do you  
23 have other questions?

24 MR. YOUMAN: Thank you.

1 ask that you invite the Aerospace Academy students  
2 and teachers. And, Ron, I'm wondering about people  
3 from your parks and recreation and other people who  
4 are involved in -- in the environment over at the  
5 county level.

6 MS. ANDERSEN: The list that you have is a  
7 starting list. Bryan and I would, you know, bring  
8 together a list, and we'd be more than happy to  
9 e-mail it to you and get your approval.

10 CHAIRMAN BARRERA: Buzz, did you have  
11 something?

12 MR. GEORGE: Yes. Can you back up one slide?

13 MS. ANDERSEN: Yes, sir.

14 MR. GEORGE: Two, I guess now.

15 MR. WUELLNER: Oh, I don't have it up anymore.

16 MR. GEORGE: Okay. That's okay. On the  
17 previous slide when you were going over the  
18 outline, I think the third item down under  
19 presentations, that you were going to present what  
20 the North Florida Regional Airport's sustainability  
21 plan is.

22 MS. ANDERSEN: What it is about. The  
23 sustain --

24 MR. GEORGE: Oh, what it's about, okay.

25 MS. ANDERSEN: Yes.

53

1 MR. GEORGE: Because it sounded like that  
2 there was already a plan approved --

3 MS. ANDERSEN: No, sir.

4 MR. GEORGE: -- and I didn't know that this  
5 board had looked at the results of your study --

6 MS. ANDERSEN: No, sir. What it is about.  
7 The elements -- there's a process for developing --

8 MR. GEORGE: Okay. Fine.

9 MS. ANDERSEN: -- a sustainability management  
10 plan. So it's just to explain that.

11 MR. GEORGE: Okay.

12 CHAIRMAN BARRERA: Any more questions for  
13 Mariben? Jim?

14 MR. WERTER: For this gentleman here. Was the  
15 company involved with Stewart way back when they  
16 went from military to civil?

17 MR. SIWINSKI: No. Now of course it's owned  
18 by the Port Authority of New York-New Jersey --

19 MR. WERTER: Yes.

20 MR. SIWINSKI: -- and that's when we became  
21 involved and -- as a consultant to the Port  
22 Authority. And they're actually thinking about  
23 doing the same plan for other airports of theirs as  
24 well.

25 CHAIRMAN BARRERA: Thank you, Ben and Mariben.

54

1 MS. ANDERSEN: Thank you.

2 CHAIRMAN BARRERA: We're looking forward to  
3 the workshop.

4 MR. WUELLNER: Okay. Nothing really new with  
5 the park at this point. We're still getting  
6 students on weekends, and we're going to open it up  
7 over the summer for students who would like to come  
8 during normal work hours to participate and  
9 continue to work on the park between -- and looking  
10 forward to opening the first phase. Probably --  
11 it's probably going to be --

12 (Mr. Burnett leaves the room.)

13 MR. WUELLNER: -- jointly with the maintenance  
14 facility and multipurpose building. We'll try to  
15 get that first phase opened at that point as a part  
16 of the grand opening, if you will, for that area  
17 over there. And you're probably looking at early  
18 July or July at this point to do that and make sure  
19 everything's complete on both -- all -- all levels  
20 of the project, so...

21 Which brings you to issues reporting for  
22 this -- this period, which covers April 13th  
23 through May 9th. You had four issues reported,  
24 four events; two of which were noise, two of which

25 were low flying. They were all daytime.

55

1 And the determinations were that one of them  
2 had to do with space shuttle reentry for that time.  
3 One had -- was an aerobatic training origin and two  
4 of which were not airport oriented or origin. So I  
5 guess the net is one of four actually had something  
6 to do with the airport in terms of the complaints.

7 You see the various pushpins indicating where  
8 the particular complaints originated, with the  
9 airport being in the extreme upper right corner of  
10 the -- of the picture. So these were all south of  
11 town, and many of which were south and west of even  
12 I-95.

13 Which brings us to marketing and PR. And we  
14 have Bryan Cooper, and I think Vic's going to  
15 assist him a little bit, but presenting a few  
16 slides that have been developed.

17 We have -- recently I sat down with the PR  
18 committee -- as you know this is staff -- a  
19 staff-related committee, and part of the direction  
20 that we kind of changed a little bit at the last  
21 meeting was to focus less about individual  
22 presentation development and with a much more heavy  
23 interest in development of resource material; in  
24 other words, pre-prepared slides that could easily

25 be utilized in pulling together presentations for

56

1 various groups.

2 So it's less -- less focused currently on

3 development of a -- single-topic presentations.

4 Rather, it's development of slides related to

5 single topics that can then be pulled to make much

6 larger presentations that are -- it's of more value

7 to staff and I'll call it more canned single-topic

8 presentations.

9 Now, there will be -- they will continue their

10 work in the future with some stand-alone

11 presentations, but the short-term need was more

12 related to slides. And with that, let me bring up

13 Bryan and he can just kind of give you an overview

14 of what they developed this last time. I've got to

15 pull those up.

16 MR. COOPER: We just want to spend a couple of

17 minutes and show you a number of the slides, three

18 or four of them, something like that. These are

19 slides that were actually pulled out of the

20 presentation that we had prepared.

21 This is a slide that could be used in a

22 presentation for people that are nonfliers in an

23 airport indicating some of the things and related

24 to law enforcement.



1 MR. COOPER: And there's explanations on each  
2 one of these topics or these bullets. Then there's  
3 the next slide would be -- can somebody flip that?  
4 Oh, there we go.

5 In public safety issues, discussing search and  
6 rescue, dis -- discussing volunteer groups that are  
7 involved with that. Organ transplant operations  
8 that operate to and from the airport. Coast Guard  
9 operations. And then going into national -- or  
10 natural disasters; storms, search and eval --  
11 valuation -- medical evacuations, relief supplies,  
12 all of the things that would come with that that  
13 happen here at the airport or because of the  
14 airport being here. And then a section on  
15 wildfires. I think we had pulled that little topic  
16 out. And then other quality of life aspects that  
17 you -- that are produced because of the airport.

18 The -- talk about the public use park,  
19 environmental education, the wellness function of  
20 the park. That's my resting bench in the park.  
21 The event sponsorship for MS-150 and other types of  
22 events like that. Talk a little bit about the  
23 Aerospace Academy, and the multiuse facility and  
24 how that's available to the public.

25           These are all things that we would be pointing

58

1       out, and these are slides that you could use in  
2       different presentations. Again, this came from one  
3       we had prepared about the airport for people that  
4       don't necessarily use the airport. Things that  
5       would be available for them. And then we talk  
6       about the availability of airport tours and the  
7       advantage of that -- of those.

8           And there I would tell them, I would say, "You  
9       know I can't promise you I'll turn your hair to  
10      green, pink and red, but you'll leave with a  
11      smile."

12       MR. WUELLNER: Thanks, Bryan.

13       MR. COOPER: Okay.

14       CHAIRMAN BARRERA: Thank you, Bryan.

15       MR. WUELLNER: And the last item under the PR  
16      is we don't have any idea what Citizens Airport  
17      Group is up to in terms of a meeting schedule. We  
18      haven't heard anything recently.

19       CHAIRMAN BARRERA: Jack?

20       MR. GORMAN: Yeah. I've -- the paper -- let's  
21      talk about the paper real briefly. The newspaper  
22      is so powerful, it really is. And the last time  
23      the paper contacted me and they said, "What  
24      projects have you got?" And I said -- I rattled

25 off all the projects.

59

1 And then they said, "You (sic) understand  
2 you're getting some money." And I said, "Yes."  
3 And they said, "Which money is going to what  
4 projects?" And I said, "Well, I don't know. Call  
5 the director." Well, they never did. I'm not sure  
6 whether -- I'm going to -- I'm going to make Ed  
7 mad -- whether Ed didn't call them back or whether  
8 they didn't call Ed, I don't know which.

9 But I'm trying to figure out if there isn't a  
10 way to preemptively get a press release to the  
11 paper to be able to maybe try to put a big positive  
12 spin on this thing; in other words, "Hey, we've got  
13 this money and this is what it's going to be used  
14 for. Yes, it enhances safety."

15 Because there really wasn't anything negative  
16 about that press release of how the paper wrote it,  
17 except that it was confusing. It was -- there  
18 wasn't anything bad -- and Ed had said water under  
19 the bridge. There wasn't any bad water under the  
20 bridge. It was just nondefinitive, you know.

21 I -- the only thing, as far as I'm concerned,  
22 the message that the public got was, well, we're  
23 going to enhance safety and the federal  
24 government's giving us some money. Well, that's

25 not all bad, but I wish it had been a little bit

60

1 more organized, you know, the way it came out. Can  
2 we do press releases?

3 MR. WUELLNER: Yes.

4 MR. GORMAN: Can we think about it? Have -- I  
5 know -- I'm speaking just for myself again. I'm  
6 going to start identifying my own opinions.

7 I know that -- that previously, Ed personally,  
8 our director, has been disappointed with the way  
9 things come out in the paper; in other words, where  
10 they've become negative spun. And I don't think  
11 that's his fault. I just think that's maybe the  
12 spin the paper put on them or maybe -- and if  
13 you -- I'd just like to try to modify that somehow  
14 by trying to kind of preemptively identify what the  
15 positives are and give them to the paper and maybe  
16 try to spin them the right direction.

17 MR. WUELLNER: It's interesting you bring it  
18 up, because that's one of the items that actually  
19 Bryan and I are meeting extensively on now to  
20 reenergize and add some tasks, if you will, to  
21 the -- to that PR committee, to assist us in  
22 getting ahead of that curve. It's not always  
23 possible.

24 MR. GORMAN: No.

1 of project that -- that they used in your example  
2 on the federal side is that we -- we're often not  
3 entirely privy to exactly when the information's  
4 going to get released, because the way the federal  
5 grant structure is set up is that we may know it's  
6 coming, we may know it's due within a week or two,  
7 but the actual release date, the FAA has a  
8 requirement -- it's a requirement of FAA, is a  
9 better way to say it, that their -- they have to  
10 notify the congressional representative --

11 MR. GORMAN: I think that --

12 MR. WUELLNER: -- who has the privilege of  
13 releasing that project before anybody else.

14 MR. GORMAN: I hate to interrupt, but I don't  
15 know, Ed, honestly, even though that is  
16 something -- that is a machination that is very  
17 dear to you because you're -- you have to deal with  
18 this in an administrative level.

19 I don't know how important that particular --  
20 the timing and that issue is to the public, as long  
21 as the public gets the soundbite of safety enhanced  
22 federal money coming in. I'm not sure whether we  
23 tie this to assessments or we tie this to this or  
24 that. I mean, you know --

25 MR. WUELLNER: Well, I think that --

62

1 MR. GORMAN: -- how -- you know, how dear that  
2 detail is.

3 MR. WUELLNER: No, I hear what you're saying,  
4 but the last thing you want to be doing is cutting  
5 the legs off of your local representative who was  
6 assistive in securing that -- that funding,  
7 especially that level. But we can be prepared  
8 ahead of it --

9 MR. GORMAN: Okay.

10 MR. WUELLNER: -- so that at the point it is  
11 released and they contact us for information -- in  
12 some cases they do; some cases they don't, "they"  
13 being The Record as an example, we can be in a  
14 position to provide a prepared media statement that  
15 describe -- better describes the project and  
16 details we would like to communicate. And  
17 historically we have not.

18 MR. GORMAN: Exactly. That gives --

19 MR. WUELLNER: We wait on that contact and  
20 then try to make something up.

21 MR. GORMAN: Then the paper doesn't have an  
22 excuse for this --

23 MR. WUELLNER: Right. It's just --

24 MR. GORMAN: That's fine.

25 MR. WUELLNER: -- we've got to be careful on

63

1 the timing side.

2 CHAIRMAN BARRERA: And I would just caution  
3 you, Jack, on saying put a positive spin, because  
4 what we've been doing has been positive.

5 MR. GORMAN: Generally -- generally, it has  
6 been.

7 CHAIRMAN BARRERA: It's just that we don't  
8 always communicate it as well as we should. But  
9 what we've been doing has been positive. I think  
10 this board's done a phenomenal job of enhancing  
11 this airport and its facilities. And I think it's  
12 been positive.

13 MR. GORMAN: I think we should brag more and  
14 we should have more press releases. Lots more  
15 bragging.

16 CHAIRMAN BARRERA: I agree. I will --

17 MR. WUELLNER: And we -- we're going to be  
18 doing that.

19 MR. GORMAN: Okay.

20 CHAIRMAN BARRERA: I will agree with you. I  
21 don't know who was first between Buzz and Carl.

22 MR. GEORGE: Go ahead.

23 MR. YOUMAN: My question is, do we do this  
24 release to the Times-Union, also? The reason I ask

25 that question, because the northwest section of the

64

1 county I think predominantly reads the Times-Union  
2 versus The Record.

3 And I think they have a section for, like  
4 the -- like the shores, which includes Ponte Vedra  
5 that's one day a week. And they also have a  
6 section for different communities. I'm not sure if  
7 they have one for the northwest section of St.  
8 Johns County. But for greater coverage, might we  
9 consider releasing to the Times-Union, also.

10 MR. WUELLNER: That's a really good idea.  
11 The -- the type of project we're using an example,  
12 we don't -- we don't control the original release.  
13 It comes out of that Congressman's office.

14 But it can certainly be timed, when we know  
15 something is coming, when that -- that quote comes  
16 from The Record, that certainly could be released  
17 immediately to the other media outlets in the event  
18 he has not contacted those outlets. And yes, we --  
19 we're in a much better position now to be able to  
20 do that.

21 MR. YOUMAN: Hey, can I ask you --

22 CHAIRMAN BARRERA: No. It -- it's Buzz's  
23 turn.

24 MR. GEORGE: I think what Jack was saying is



25 as soon as we know it's coming, even though our

65

1 mouth is stapled shut, that's the time to put an

2 8 1/2 x 11 bullets down of what it's going to

3 accomplish, put it off to the side and --

4 MR. WUELLNER: And wait on it.

5 MR. GEORGE: -- bingo.

6 MR. WUELLNER: And wait on it, you're right.

7 CHAIRMAN BARRERA: I've got board member next.

8 MR. WERTER: Oh. Ed, do you have any contacts

9 with Florida Times-Union?

10 MR. WUELLNER: Yes. We -- we have contacts.

11 MR. WERTER: And -- would that be Dana Treen?

12 Is --

13 MR. WUELLNER: Off the top of my head, I don't

14 know. We usually are using the business editor.

15 That's usually where our stuff ends up.

16 CHAIRMAN BARRERA: One of the other members of

17 the PR committee wants to speak. Vic.

18 MR. MARTINELLI: Yeah. I would just like to

19 make a brief report on where we have been over the

20 past year, year and a half. We have really been

21 working very hard at defining really where we're

22 going and how we're going to get there.

23 That may sound like we've spun our wheels, and

24 in some respects you might say we have, except that

25 I think there's a certain amount of wheel slipping

66

1 you have to do in order to get traction ultimately  
2 in the right direction. And I think we are right  
3 now pointing in the right direction.

4 The PR committee needs to be used as a total  
5 PR committee, which is where we're going now,  
6 rather than segmenting it into little projects here  
7 and there, which is what we've done doing in the  
8 past.

9 And we've been kind of stuck on presentations.  
10 And when I say stuck, it's actually our dilemma in  
11 the committee was how we put something together  
12 that you folks, the people who go out there and  
13 actually make the presentations, will buy and make  
14 your own. If we write it word-for-word for you and  
15 you read it, it's not yours and you don't deliver  
16 it with the same enthusiasm and the same punch.

17 We also are concerned with the audience,  
18 because we recognize that each time you make a  
19 presentation, there are two factors. One is the  
20 audience you're presenting to and what you're  
21 trying to get across to them, and the other factor  
22 is the presenter him or herself. And so, what  
23 we're trying to do is facilitate the best way for  
24 the presenter to adopt the program and make it

25 their own and make it pertinent to the -- to the

67

1 audience that they're going to be presenting to.

2 So, the vehicle to do that, and we've kind of  
3 boiled this down into an acronym, which we call a  
4 LOFT, which is a Library Of Facts and Truisms. And  
5 if we are successful in codifying that library,  
6 putting it together, then there'll be consistency  
7 among all of you folks that make presentations.  
8 You'll all be singing out of the same hymn book.

9 And that's our objective as far as  
10 presentations. But that's only one of probably a  
11 dozen I think projects that we should be working  
12 on. And among them, as you're suggesting, Jack, is  
13 releases, press releases, and a whole bunch of  
14 other things.

15 So we've got a lot of work ahead of us. And  
16 right now, I think we finally got our feet on the  
17 ground. We've got some traction and we're going to  
18 start making some progress. If you have questions?

19 CHAIRMAN BARRERA: No. Buzz had wanted to  
20 speak.

21 MR. GEORGE: No.

22 MR. MARTINELLI: Okay.

23 MR. COOPER: I believe everything you said,  
24 Vic.

25 MR. MARTINELLI: Okay.

68

1 MR. COOPER: I just want to real quick like,  
2 to close this down on the PR thing, answer a  
3 question that Carl answered (sic).

4 Under press releases, we have prepared a list  
5 with names in different organizations. We've got a  
6 number of newspapers listed, not just the Florida  
7 Times-Union and the -- and The Record, but others  
8 and names of people to send press releases to, and  
9 radio stations and TV stations, and additionally  
10 some local groups that have newspapers that they  
11 produce, too, citizens' groups. And so when --  
12 when we send that out, it will go to all of them.

13 MR. YOUMAN: Great. Thank you.

14 MR. COOPER: It's not just going to be The  
15 Record.

16 CHAIRMAN BARRERA: Buzz, what else can you add  
17 to this? Because this is the -- you're our board  
18 representative for this com -- committee. What are  
19 your thoughts on this as we go forward?

20 MR. GEORGE: I think we've been spinning our  
21 wheels. We spend too much talking about it and not  
22 getting anything done.

23 When you get to a situation where you've got  
24 committee members, they all are on that committee

25 because they have good ideas. But we need to take

69

1 the projects when they come, is this a viable  
2 thing? Fine. Assign it to someone. Let the  
3 individual operate in a vacuum and bring it back to  
4 it. But what happens is we operate, we work it  
5 over and work it over and it just takes too -- too  
6 long to get anything out.

7 It's kind of like when you know an  
8 announcement's going to come, you don't have to sit  
9 back and talk to 20 people. Put your bullets down  
10 in black and white and we're done with it, you  
11 know?

12 Now we've accomplished a lot and there's a lot  
13 of people on that committee that -- that understand  
14 where we've been and where we want to go. And I'm  
15 hoping that -- you know, I agree with Vic, we've  
16 got -- you know, we've got a lot of that behind us,  
17 but let's see how effective we can get. You know,  
18 let's just do it.

19 MR. WUELLNER: Good point.

20 MR. GEORGE: Take the Nike ad.

21 CHAIRMAN BARRERA: So, Ed, what I'm thinking  
22 is -- in taking in the different people's comments,  
23 is when you do know something two weeks in advance,  
24 if you can jot it down, send it out to your PR

25 committee, have them look at it, see if anything

70

1 else needs to be added before you send it out to  
2 the board members. Does that sound reasonable to  
3 the board? And that way we have something that the  
4 PR committee's had a chance to look at and it's  
5 more -- it's more finalized before it comes out in  
6 the press.

7 MR. GEORGE: The only problem with that, how  
8 often does the PR committee get together? We're  
9 not sitting in an office right in there where we  
10 have someone that's on half time -- you know, the  
11 county, I feel sure, has a public, you know,  
12 information officer, and that's what their job is,  
13 so that they can jump on it and make those  
14 decisions.

15 I -- I'm thinking that we're just going to  
16 muddle the water if you wait to send it this to  
17 group to get their opinion, to go back, to put  
18 something in black and white to send it out to --  
19 just the little -- that sounds like a month to me.

20 CHAIRMAN BARRERA: I was just thinking, with  
21 the immediacy of e-mail --

22 MR. GEORGE: Yeah.

23 CHAIRMAN BARRERA: -- and then you can get the  
24 media response. You've got the core people, Bryan

25 and Ed, then to send it out to the board as a

71

1 finished --

2 MR. GEORGE: Okay. Yeah, doing it that way,  
3 you know, with e-mail, you're getting individual  
4 responses back from the PR committee members, not  
5 getting a meeting so that they can come up with a  
6 consensus of how they all feel. No, we're on it.  
7 We know what we've been doing and I think that's a  
8 good idea, is to, you know, let each one of them,  
9 by return e-mail. You've got, you know, overnight,  
10 you can get it back.

11 MR. WUELLNER: Yeah. Allow it to be handled  
12 quicker.

13 CHAIRMAN BARRERA: Carl?

14 MR. YOUMAN: Now, the release of these press  
15 releases won't have to come through us; we can just  
16 trust their judgment, the administration's  
17 judgment, to get it out when it has to be --

18 MR. GEORGE: Absolutely.

19 MR. YOUMAN: -- bang, bang, bang, so it's  
20 done, right?

21 MR. GEORGE: Yeah.

22 MR. YOUMAN: Good.

23 CHAIRMAN BARRERA: Okay. Very well.

24 MR. WUELLNER: Benchmarking. You know, 99

25 percent occupancy on T-hangars, 80 percent on small

72

1 corporates right now. Large, we're still waiting  
2 on repairs on Corporate Hangar 10, otherwise it  
3 will be occupied.

4 Jet fuel sales, you can see are stagnant at  
5 best if not a little below what they were for April  
6 last year. However, self-service or avgas are  
7 actually up over last year by, looks to be about  
8 4,000 gallons. So, seeing -- seeing some trends.  
9 We'll see -- see if they extrapolate out further  
10 than that. With that, I think we're at first  
11 agenda item.

12 MR. YOUMAN: One quick --

13 CHAIRMAN BARRERA: Carl had a comment about  
14 the benchmarking.

15 MR. YOUMAN: One quick question. The  
16 corporate fuel, which means of course the jets  
17 aren't being used as much, do you still think  
18 that's a result of the earlier chastisement by the  
19 current administration of corporate jet usage?

20 MR. WUELLNER: I'd really like Michael to  
21 address it.

22 CHAIRMAN BARRERA: Michael?

23 MR. WUELLNER: I mean, he sees that everyday  
24 versus myself, if you don't mind.



25 CHAIRMAN BARRERA: Michael, can you help --

73

1 MR. WUELLNER: I have an opinion, but it's --

2 CHAIRMAN BARRERA: -- identify?

3 MR. SLINGLUFF: Yeah, there's been a dynamic  
4 shift in the way corporate jets are being used, a  
5 much more conservative shift.

6 NetJets, which is owned by Berkshire Hathaway,  
7 which is -- is down considerably. They actually  
8 lost \$700 -- \$711 million last year, which is their  
9 biggest loss in any of their holding companies.  
10 They've mothballed about 40 percent of their fleet.

11 And, yeah, I think it's a -- it's a shift from  
12 what we're seeing going on with the regulations,  
13 with the threatened regulations and Wall Street,  
14 the banking regulations and the whole, is it  
15 politically incorrect to -- to fly a jet?

16 So a lot of boardroom movement is not  
17 happening right now. It's starting to come back,  
18 but I think we're seeing it come back on more of a  
19 traditional business sense versus let's run around  
20 and create business and build business. It's a  
21 no -- questioned prior to jumping in the jet and  
22 going, which is what we're seeing. So, it will --  
23 it will build back, but slowly, I think. It's  
24 still a great corporate tool.

25 MR. YOUMAN: Yes, it is. Thank you.

74

1 FDOT WORK PROGRAM

2 CHAIRMAN BARRERA: Okay. Let's move on to our  
3 action items. Mr. Wuellner?

4 MR. BENNETT: I need to turn the mic up a  
5 little bit. Thank you.

6 I'm James Bennett. I work for the Florida  
7 Department of Transportation. My areas of  
8 oversight include urban planning for about seven  
9 counties here. And I also have oversight of public  
10 transportation and growth management for the 18  
11 counties of northeast Florida.

12 One of the things that I get to coordinate a  
13 lot of activities is the Department's development  
14 of our work program, which is a five-year plan, a  
15 project that we intend to implement. And we get to  
16 update this every single year.

17 I don't think it's any surprise that many of  
18 us have had to cut projects as well because of  
19 funding shortfalls.

20 (Mr. Wuellner leaves the room.)

21 MR. BENNETT: I think every county that we  
22 deal with, every municipality has experienced the  
23 same thing. So, no big surprise that we've had to  
24 make a lot of changes to our work program.

25           What I'd like to do today is -- is kind of

75

1       give you an overview of how we go about our process  
2       with the development of the work program. Then I'm  
3       going to share with you some slides that we've  
4       already put together and presented explaining our  
5       projects and some of the key projects in the area.

6           I certainly do not cover every project that we  
7       have. We'd be here for a long time doing that, and  
8       it's really not that beneficial, if you want to  
9       know the truth to you.

10          So you can see on the -- on the screen, I show  
11       December 15th. It's not because I forgot the date.  
12       It's because that's the date that I presented this  
13       to the -- to the public for the Department's work  
14       program.

15          The way we operate is we work through and  
16       present each year a tentative work program for 18  
17       counties. We break it up to into three different  
18       meetings. I cover one meeting in Duval County,  
19       which covers Baker, Putnam, St. Johns, Clay,  
20       Nassau, and Duval Counties.

21          And I present all of the projects -- we  
22       provide a plan of all of the projects. I present a  
23       subset of those to the public to help them see some  
24       of the projects we have upcoming. And so you can

25 see that's the agenda we typically use.

76

1 I said we work on a five-year plan. Our  
2 fiscal year runs from July through June. So the  
3 our tentative work program will begin July of this  
4 year and go through June of 2015. That's the  
5 five-year plan.

6 (Mr. Wuellner enters the room.)

7 MR. BENNETT: I always try to point out that  
8 we're not just the department of highways and  
9 roads. There's a real issue with our mission  
10 statement where we try to point out that we look at  
11 the mobility of people and goods, because we  
12 realize the movement of people and goods  
13 successfully will provide economic prosperity.

14 And of course we are very sensitive to the  
15 environment as well -- as well as communities.  
16 There's a big push now to look at what's called  
17 Transportation Design for Livable Communities,  
18 TDLC, and looking at other ways of designing  
19 transportation facilities that better enhance the  
20 communities themselves and not just the automobile.

21 When the Department starts looking at  
22 prioritizing our projects, we look at first of all  
23 safety, and after that, preservation. For those  
24 that know how state government works, is we have

25 little pots of money that can only be spent for

77

1 certain type of projects. That's it. You can't  
2 spend one type of money for a different type of  
3 project and so forth.

4 What we are required to do is look at safety  
5 first. Then preserve the existing system that we  
6 have. The preservation includes the resurfacing of  
7 roadways as well as bridges both on and off the  
8 state transportation system.

9 When I say off the state system, I'm referring  
10 to local roads and things that aren't on the state  
11 highway system, it does not have a state designated  
12 route; however, the majority of the bridges, we  
13 still inspect at least every other year and provide  
14 information updated on those. But we have to do  
15 safety and preservation before we ever get to move  
16 on to the capacity. But the capacity is what  
17 everybody wants to see.

18 Everybody would like to see additional lanes  
19 being added to the roadways to relieve congestion.  
20 The problem is by the time we deal with the safety  
21 and the preservation, there's usually very little  
22 if any money left over to ever look at the next  
23 category.

24 There are some other little pots of money that

25 we use for traffic operations improvements. These

78

1 are things such as turn lanes, such as traffic  
2 signals, median modifications and changes, things  
3 such as that. And of course public transportation  
4 programs.

5 In the modal development office, we look at  
6 funding items for airports, sea ports, railroads,  
7 transit systems, and so forth. So your funding  
8 that comes here, I'm typically the one that gets to  
9 sign the joint participation agreement for those  
10 funds to come here. So Gene Lamp is our  
11 representative for this area and coordinates most  
12 of his activities here with Ed. But again we  
13 provide a lot of funding through different airports  
14 throughout this district as well.

15 And we do some off-system projects as well.  
16 Off-system means off the state system. These are  
17 typically federally funded projects. There are a  
18 few state-funded programs that we can spend off the  
19 state system. There's only a few of those  
20 particular type of programs.

21 We start soliciting projects, as you mentioned  
22 earlier, that we're asking for the list of priority  
23 projects from each county by July 1st. By  
24 statutes, we need it by -- you've got to have it to

25 us by October 1st or else we don't have to consider

79

1 it. We ask for it for -- by July 1st so that we  
2 have a little bit more time to program and balance  
3 our work program.

4 But again, we also do some other solicitations  
5 with the enhancement program. Small county road  
6 assistance programs. SCOP, SCRAP, TRIP, different  
7 programs that we have, I won't bore you with the  
8 acronyms. Some counties are eligible for these  
9 because they have certain type of eligibility  
10 restrictions based on populations and densities and  
11 things for some of these programs.

12 We look at -- on major projects, they go  
13 through five phases from planning, through the  
14 project development and environmental studies,  
15 through design, right-of-way, acquisition, and  
16 finally construction. So, a lot of our projects  
17 don't go through all of these phases.

18 If you're looking at a resurfacing or a  
19 preservation-type project, you don't need to go  
20 through P D and E. You still have to do the design  
21 work. But many of those projects doesn't include  
22 right-of-way as well. So many of the projects will  
23 only have design and construction phases. But if  
24 you're looking at a major project, a big

25 capacity-type project, it goes through many

80

1 processes before it ever gets to construction.

2 The reason I show you these acronyms is  
3 because as I start to go through some of the slides  
4 for the projects, a couple of these acronyms are  
5 important.

6 PE is the preliminary engineering. That is  
7 the phase for design. If you see PE, it's  
8 typically that's the design phase of the project.  
9 ROW is right-of-way. That's acquiring any type of  
10 real estate interest, whether it's actual fee  
11 simple real estate or whether it's easements that  
12 may be needed for the project. And CST is the one  
13 that everybody wants to see because that's the  
14 construction. Everybody wants to see construction.  
15 Okay?

16 Let's talk about some of the counties -- some  
17 of the projects in the counties. I highlighted a  
18 few more here in St. Johns County because I thought  
19 that might be a little bit more of interest to you.  
20 I do have some projects in the surrounding counties  
21 as well to help you get a bigger picture overview  
22 for the northeast Florida area.

23 I always have to start off talking about the  
24 First Coast Outer Beltway. That project has been



25 going on for some time. It's actually composed of

81

1 two corridors. One is the Branan Field-Chaffee  
2 corridor, which is -- starts at I-10 and goes south  
3 into Clay County down to State Road 21 or Blanding  
4 Boulevard.

5 The second one is the river crossing, which  
6 picks up there, continues south with a brand new  
7 roadway, new alignment, comes south down just  
8 beyond Green Cove Springs, turns east, crosses  
9 adjacent to the Shands Bridge, and finally  
10 continues in a more easterly direction over to make  
11 a connection back to I-95.

12 What you see on here is the pink corridor,  
13 because that is what is known as the locally  
14 preferred alternative. If you ask a resident, is  
15 that their preferable alternative, you may get yes,  
16 you may get no. The reason we define it as the  
17 locally preferred alternative is because this is  
18 what the St. Johns County Commission as well as the  
19 Clay County Board of County Commissioners voted to  
20 be each one of their preferred alternatives. Let  
21 me back up. Hit a little too quick.

22 One thing to keep in mind with the First Coast  
23 Outer Beltway, it's about a 43 and a half mile new  
24 interstate-type facility that would be a fully

25 tolled facility, fully electronic tolling. You

82

1 would have no toll booths. You would have a little  
2 transponder in your vehicle that you would drive  
3 through at 70 miles an hour and cha-ching, you get  
4 to pay a toll. But it would be fully automatic,  
5 fully electronic tolling. No funding from the  
6 State of Florida put in the project to bring the  
7 project to construction. We're estimating  
8 approximately \$1.8 billion for this project.

9 Some other projects of interest. The State  
10 Road 313 project. We have funding provided on that  
11 in the right-of-way phase from 2011 all the way  
12 through 2014. You can see the funding levels that  
13 we have programmed on that project to continue  
14 acquiring rights of way. This is not all the  
15 right-of-way that's needed, but this is what we  
16 have available to program now.

17 State Road 16 is going to be resurfaced. It  
18 starts from Green Acres Road, goes out to State  
19 Road 5, which is San Marco Avenue, programmed in  
20 2013 at just over \$6 million for that resurfacing  
21 project.

22 County Road 210 at U.S. 1. We've been dealing  
23 with that project for quite some time. Twin Creeks  
24 DRI had some improvements required as part of that.

25 I'm not sure whether that DRI will ever stay afloat

83

1 or move forward.

2 What we do have programmed is some additional  
3 right-of-way. You can see we've got right-of-way  
4 programmed in 2011 as well as follow up in 2012 in  
5 the neighborhood of about nine and a half million  
6 dollars of right-of-way funded. Part of that is  
7 funds provided by the North Florida TPO through  
8 their what's called SU funds, their particular type  
9 of funds that they get to decide how to be  
10 expended.

11 We continue to look at the interchange at I-95  
12 and County Road 210. We have additional funding  
13 programmed in 2 -- 2013, at \$6.67 million to  
14 continue to make additional improvements at that  
15 interchange.

16 We've got a little bridge in downtown, 2011.  
17 Funding for the State Road 5/U.S. 1 San Sebastian  
18 Bridge is only \$33 million to do it. It is funded  
19 in next year, which means it's coming up in the  
20 first year of our tentative work program as soon as  
21 it's adopted come July 1st.

22 We also have a bridge painting project  
23 programmed in 2013 at \$1.7 million on State Road  
24 312 at Matanzas River Bridge. A lot of folks think

25 that we paint bridges to make them look pretty. We

84

1 don't paint them to make them pretty. That's a  
2 side benefit. We paint them for preservation to  
3 make sure they stay like they're supposed to.

4 A little work along the coast. We have a  
5 project on State Road A1A from just north of the  
6 Flagler County line up at Summer Haven. This is a  
7 storm surge protection project where we have it  
8 programmed in 2012 at \$10.3 million. We have been  
9 making some modifications to our tentative work  
10 program. This may have moved out since I prepared  
11 this presentation.

12 A little bridge culvert on State Road 13 at  
13 State Road 16. It's a replacement there at Wards  
14 Creek. We have some right-of-way programmed in  
15 2012. Environmental is -- permitting is what you  
16 see there. And finally we have some construction  
17 programmed in 2014. Again, close to \$6 million for  
18 that small bridge replacement.

19 Another project here on State Road 206. We  
20 have a bridge painting there. State Road 206 to  
21 Crescent Beach at Matanzas River Intracoastal  
22 Waterway, that was let this past December. It is  
23 programmed. It was \$2.35 million for that bridge  
24 painting.

25 Two years, later we're going to come back and

85

1 touch up on some mechanical work. This is some --  
2 some work for the bascule span to continue to  
3 raise. Two separate types of working activities.  
4 You'll get a different type of contractor doing the  
5 mechanical work over the painting work. That's why  
6 it's separated into two. As well as funding  
7 becomes an issue as well when you're looking at \$4  
8 million, and we didn't have \$4 million in one year.

9 We've got a bridge replacement on County Road  
10 13 at Deep Creek. That was last this -- let this  
11 past August. The \$3.4 million was what it come in  
12 at when we let it.

13 Up in the Ponte Vedra area, we have a bridge  
14 replacement on Pablo Road over the Ponte Vedra  
15 canal. That was let this past February. The  
16 estimate at the time I prepared this was \$1  
17 million. We're actually seeing a lot of our  
18 estimates coming in 25 to 30 percent lower than the  
19 estimates -- the bids are coming in lower than the  
20 estimates because of the competitive nature of the  
21 construction industry right now.

22 We have a resurfacing program in 2013 for  
23 State Road A1A from County Road 203 up to the  
24 beginning of the four lane. Again, just under \$2

25 million for that resurfacing.

86

1 207, this is one I think was mentioned earlier  
2 by the county commissioner, this is a bike path.  
3 We have funding programmed in 2012 at just under a  
4 million dollars for that bike trail.

5 A little time later, we have a project  
6 proposed in 2015 for almost another \$2 million to  
7 continue that bike trail down to the Put -- down to  
8 the Putnam County line. So it will make a  
9 connection all the way up to Spuds.

10 Some of the other projects in the outlying  
11 areas. Over in Clay County, again, 2011, we've got  
12 \$3.36 million programmed for resurfacing a section  
13 of State Road 100. We've got a section up in  
14 Middleburg area, 2014, looking at doing some --  
15 adding some capacity on this section of roadway.

16 One thing to keep in mind with this one, it  
17 shows \$14 million. Half of that will be local  
18 funds where they match it. That's a program we  
19 have called the Transportation Regional Incentive  
20 Program by which it does require 50/50 local match  
21 for the construction.

22 State Road 21. Blanding Boulevard's always a  
23 hot topic whenever we're presenting. If you look  
24 further south, we've got a section proposed in

25 design that started last year. Now keep in mind

87

1 the three key phases is design, right-of-way, and  
2 construction. So this one's in its first phase.  
3 The next section up is already past the first  
4 phase. It's in its second phase, where we're  
5 requiring rights-of-way from 2011 to 2013, almost  
6 \$13 million along that corridor. And finally the  
7 third section is under construction, \$14 million  
8 there.

9 So you can see the first one is in phase 1.  
10 The second one's already completed phase 1, so  
11 we're doing the second phase of that. The third  
12 one has completed the first two phases, in the  
13 third one. The point I'm trying to make is we are  
14 progressively making our way further south where  
15 the demand continues to go.

16 State Road 16, a little bridge culvert  
17 replacement out on the two-lane section. Almost \$6  
18 million programmed in 2014. The thing I wanted to  
19 point out with this is when you're driving along  
20 the roadway, you see something like that. You  
21 would think it's no big deal to run out there and  
22 replace that little -- that culvert.

23 A lot of the cost is maintaining the traffic,  
24 keeping the road open. You can't simply close down

25 that two-lane road when there is no place to detour

88

1 folks. So, often our project costs are driven very  
2 high dealing with the maintenance of traffic and  
3 keeping the road open for the public. So again,  
4 looks like a nice easy thing there, no big deal,  
5 but again, \$6 million to replace that culvert.

6 Some other projects, State Road 15 from Green  
7 Cove county -- excuse me, Green Cove city limits at  
8 the Black Creek, we have programmed for a bike  
9 trail there, just under \$2 million. Moving further  
10 north along U.S. 17, we have some resurfacing  
11 programmed in 2013, \$3.6 million.

12 Continuing on north, when you hit the  
13 interchange at I-295, we're looking at programming  
14 some -- a project there to improve there in front  
15 of the dog track, goes all the way up to the ramps  
16 getting onto I-295. We actually have a little bit  
17 more money programmed than what you see here.  
18 These are local dollars. I too am trying to match  
19 this with the Transportation Regional Incentive  
20 Program dollars here to do some improvements there  
21 as well. Clay County usually gets -- asks us some  
22 questions.

23 If you jump a little bit further north, go up  
24 to Nassau County, one of the biggest corridors that



25 we have in Nass -- the key corridor in Nassau

89

1 County from their perspective is the State Road 200  
2 section from I-95 all the way out to the  
3 Intracoastal Waterway. It's the only east/west  
4 movement that you can go in and out of Fernandina  
5 Beach on and cross the Intracoastal Waterway. It's  
6 a key corridor for those folks.

7 So we're looking at adding capacity. What  
8 we're doing right now is we're proposing  
9 right-of-way activities between 2012 and 2013, just  
10 under \$3 million on the first section. When you go  
11 through Yulee, we've got another \$11 million of  
12 right-of-way programmed there. As you move --  
13 continue on out to the Intracoastal Waterway, we've  
14 got \$26 million programmed for right-of-way there.

15 A lot of right-of-way. If you look at the  
16 corridor, it looks very similar to U.S. 1. You  
17 would think, well, why would you need additional  
18 right-of-way? It's not for the mainline. It's for  
19 water retention. We have a lot of retention ponds  
20 that we'll have to acquire along the corridor to  
21 meet all of the water quality requirements now,  
22 especially with DEP and the potential changes of  
23 adding the requirements for the nitrogen treatment.  
24 However, you never saw construction programmed on

25 any of that; only right-of-way.

90

1 We -- while I'm there, I've got another little  
2 project to look at adding some capacity there.  
3 Some SU funds are programmed on this as well.  
4 If you look at the State Road 200/301 corridor  
5 coming up from Duval County up from Baldwin, while  
6 we have already acquired all of the rights-of-way  
7 for this section, we already have the plans, we  
8 already have most of the environmental permits, we  
9 just don't have the money to six-lane it and to  
10 construct it. But we've got to preserve it. So  
11 we've got to spend about five and a half million  
12 dollars on resurfacing that section to preserve it  
13 until someday that we do get some money to six  
14 lanes. Bridge replacement there is included as  
15 well. \$6 million for that little bridge  
16 replacement.

17 If you look at that same corridor that I just  
18 spoke of a while ago where we had, you know,  
19 30-plus million dollars of right-of-way funded, you  
20 can see here we're about to spend \$8.6 million just  
21 to preserve the roadway for that corridor. No  
22 sense in letting it go to pieces if we don't have  
23 construction funded for the capacity. Doing a  
24 little bit of bridge work there. Again, you can

25 see bridge work becomes very expensive, almost \$4

91

1 million to do some fender work at that bridge.

2 A1A corridor, I clicked twice. We actually

3 have a resurfacing project that has just been let.

4 Almost \$12 million running up from A1A from Nassau

5 Sound Bridge up to Atlantic Avenue. Also

6 include -- includes a roundabout at the

7 intersection at Girvin Road. Separate from that,

8 coming up in a couple of years later, we have a

9 bike path to continue that corridor for a bike

10 path.

11 In Duval County, and I'll speed up on some of

12 these so I don't bore you, I-10 is a big project we

13 have. We're starting the design work to go from

14 Baldwin basically into the new interchange there at

15 State Road 23. But while we may be designing and

16 looking at trying to buy right-of-way, we need to

17 preserve it, \$15 million for resurfacing that

18 section.

19 We've got a new interchange that's coming up

20 in 2014. If you're on I-10, you're coming into

21 Jacksonville and you approach Marietta where I-295

22 comes in, if you happen to come through there every

23 morning, you will know what the nightmare it is

24 with traffic trying to get on at Marietta

25 interchange onto I-10 eastbound. At the same time,

92

1 traffic is trying to get from I-10 over to 295.

2 It's an extremely bad weave section.

3 We are going to close the exit at Marietta and

4 the entrance at Marietta and move it back about a

5 mile to the -- back to the west. So you'll get the

6 traffic getting off and on in the Marietta area to

7 go to Coastal Springs Road to go to Trinity School.

8 That whole area will have a new interchange about a

9 mile to the west. Therefore, that traffic getting

10 off and on will be completely separate from the

11 traffic getting to and from I-95. Much needed

12 improvement. You can see it's 71 and a half

13 million dollars estimated for that.

14 When you look at the Jacksonville area, you

15 see the red is the interstates or major roadways.

16 You can really see the loop around Jacksonville

17 being the State Road 9A, the 295 loop.

18 Another project is a -- the Blanding/Collins,

19 CD systems or collector distributor road system.

20 It's just inside Duval County, but it will really

21 have the most benefit to Clay County. It's a brand

22 new interchange at \$140 million. We're expecting

23 to go out for design/build in June. So in just

24 another month or two, we will go out for that.

25 It will actually change that entire operations

93

1 at 295 and Blanding considerably. Will be a new  
2 interchange back to the west or north, however you  
3 want to say it, on 295 at Collins Road. So as  
4 you're coming southbound on 295 and you want to get  
5 off at Blanding, you will make that decision back  
6 before you get back to Collins Road.

7 So it's just creating a collector distributor  
8 road system that goes through Blanding, through --  
9 through Collins, through Blanding, will tie back in  
10 before you get to U.S. 17. But a big project. It  
11 will help with the capacity there a considerable  
12 amount and make the overall mainline safer.

13 We have a little project we continue to try to  
14 buy some right-of-way from I-10 up to Commonwealth  
15 Avenue. Again, no construction, just right-of-way.  
16 But if you continue north around the loop of  
17 Jacksonville, in 2013, we have \$13.6 million  
18 programmed for resurfacing that section of State  
19 Road 9A, which is I-295, from Commonwealth up to  
20 the Trout River.

21 Trying to get more out of our system, we're  
22 starting to look at adding what's called IST,  
23 Intelligent Transportation Systems, freeway  
24 management systems along the loop. These are your

25 cameras. These are things that help emergency

94

1 responders react whenever there's an accident to  
2 get out there, get the traffic cleared, and get the  
3 freeway opened back up quicker.

4 We got \$6.8 million programmed in next year  
5 for the first section. If you come on around the  
6 loop, we have another \$9.6 million programmed for  
7 that segment. Continuing further south, we have  
8 another \$10.9 million programmed for that in 2013.

9 When you really look at it, you're looking at about  
10 \$30 million of ITS system along that loop to help  
11 get more traffic flow out of that same section of  
12 roadway.

13 A project that we added this past cycle around  
14 is a \$46.8 million project to add additional lanes.  
15 This is capacity, we call it auxiliary lanes, in  
16 2015 along 295 from State Road 13 down to I-95.  
17 This will help traffic getting off and on at those  
18 interchanges all the way down to the new  
19 interchange that we have built there.

20 If you run up the I-95 corridor, we have some  
21 what's called concrete rehab or rigid pavement  
22 rehab. For asphalt roadways, we mill and  
23 resurface. If you've got concrete, you can't just  
24 run out and remill and resurface it. You have to

25 crack the concrete, break out portions of it and

95

1 replace it. It's called rigid pavement removal.

2 You can see the first section there is \$42.2  
3 million to go up to JTB. We've got another \$30  
4 million to go on up to Atlantic Avenue. So \$70  
5 million to rehab that section I-95, and that's no  
6 capacity.

7 A little project in downtown called the  
8 Overland Bridge. That project's programmed in  
9 2012, \$157 million to replace the mainline of I-95.  
10 Right where you see the King Street garage in that  
11 photo, there's also a hotel next to it now, but  
12 that main section of -- of I-95, just south of the  
13 Fuller Warren Bridge, that mainline bridge has to  
14 be replaced. It's again \$150 million ballpark  
15 number to look at doing that.

16 Tremendous amount of additional work to  
17 maintain traffic. The Federal Highway  
18 Administration wasn't too keen on the idea of us  
19 closing down I-95 for five years while we replaced  
20 that bridge. So, as a matter of fact, we will  
21 spend a tremendous amount to maintain traffic  
22 during the construction period of five years. Yes,  
23 that was right, five years.

24 We're looking now to see if there's ways we

25 can cut it down. We're coming up with some other

96

1 alternatives that we may -- that we believe may  
2 provide additional improvements and cut the  
3 construction time down by a year to a year and a  
4 half. So we're looking at some other alternatives  
5 now. But it's a major project.

6 I won't bore you with some of these other  
7 resurfacing projects. 9B is real important to St.  
8 Johns County. Last year, I had to tell everybody  
9 that the funding for 9B moved outside of our work  
10 program. A few months later, I got to tell them it  
11 come back in.

12 With -- due to economic stimulus or the  
13 American Recovery and Reinvestment Act of 2009, we  
14 actually got the first phase funded from -- that  
15 connects 9A down to U.S. 1. It was funded -- our  
16 original estimates was \$142 million. We end up,  
17 as -- as we continued to develop the project, it  
18 was estimated at about \$86 million. The project  
19 come in at \$68 million. So that was great.

20 MR. YOUMAN: Wow.

21 MR. BENNETT: We'll --

22 MR. GEORGE: We'll borrow some money and do  
23 all of your projects.

24 MR. BENNETT: Well, unfortunately we didn't



25 get to keep any of that. That was -- northeast

97

1 Florida, we actually got a little bit more than our  
2 share of funding.

3 The way it worked with the economic stimulus  
4 is we got a certain allocation for projects that  
5 the Department of Transportation got to select.

6 And our estimates was about \$102 million worth of  
7 projects. Our bids come in at about \$70 million.

8 So we had about \$30 million left on the table.

9 That was in addition to the \$45 million for  
10 District Two, the 18 counties that were provided to  
11 local governments for projects we ensured that we  
12 did at least one project in every county.

13 So we delivered a project in every single  
14 county. Some counties had several projects based  
15 on their share of the funding. But the end of the  
16 day, we delivered all of those projects. We had  
17 \$30 million left on the table. That went back to a  
18 statewide pot of money.

19 We were successful in getting the State Road  
20 9B project funded from that pot of money. So not  
21 only did we get our \$30 million back, we got an  
22 additional \$36 million out of that pot. So  
23 northeast Florida did okay this go-round with the  
24 economic stimulus funds. So that's good for us.

25           It's under -- it's currently in the process

98

1     now. It is what's considered full federal  
2     oversight, which means every step of the way, we  
3     have to get the Federal Highway Administration's  
4     approval on every step.

5           We're currently developing the typical section  
6     package which tells you the laneage of the roadway,  
7     final details, the pavement design thickness, the  
8     maintenance and traffic plan, and so forth. We  
9     hope to have some construction starting in the  
10    next, you know, four to six months. We will  
11    actually have bulldozers working if not sooner.

12          All right. And that's it for me. I'll be  
13    glad to take any questions or whatever. My  
14    entire -- my purpose today is I present this at a  
15    various number of locations. I presented it to  
16    TPO. Your board member asked that I may come down  
17    and just kind of share with y'all the projects not  
18    only in St. Johns County, but kind of the bigger  
19    picture.

20          If you have questions on specific projects, if  
21    I don't answer them today, I'll be glad to go back  
22    and get the answers. I have a great staff that  
23    doesn't even report to me, but I can get  
24    information pretty quickly from those.

25 CHAIRMAN BARRERA: Thank you. We're going to

99

1 open it up for public comment. I just have one

2 public card on this. Reba, did you have --

3 MS. LUDLOW: No comment. Thank you.

4 CHAIRMAN BARRERA: Okay. We'll open it up for

5 board and questions and answers. Jack?

6 MR. GORMAN: I'd like to thank you for coming

7 down. It really does clarify in a very brief

8 speech what the TPO does. I mean, now you know. I

9 mean, that's it. And you can see a lot of the

10 money goes into the beltway, too. I didn't say

11 that, but I did.

12 I have one thing I'd like you to clarify for

13 the board. Have we or is it down on paper now

14 where 312/313, where this is going to be? Because

15 that decision is so key to what this airport does

16 with its land use, its 10-year plan, and many other

17 aspects. So --

18 MR. BENNETT: Let me answer that in two parts.

19 We have broken the project into two segments. The

20 section that goes from 207 up to State Road 16, we

21 have that section where we have an alignment

22 established and we are now pursuing acquiring the

23 rights-of-way. We had a federal earmark for the

24 project. When you get federal earmarks, you have

25 no choice but to spend them there. And that's what

100

1 we're doing now.

2 The north section, to answer your question,  
3 no, sir, it is not tied down in stone what's going  
4 to take place. We have been continuously  
5 coordinating with the Cordova Palms DRI. My office  
6 does have coordination oversight of the growth  
7 management sections, so we've met with them a  
8 number of times.

9 A lot of discussions about which alignment it  
10 should go on. Because of crossing the conservation  
11 area, that -- the original alignment, when it  
12 was -- the original alignment was selected, the  
13 conservation area was not there. It was not  
14 established. So, I think you're very aware that  
15 Cordova Palms has proposed some other locations as  
16 well.

17 But as far as close -- finalizing that, no,  
18 sir, the Department has not finalized that. Right  
19 now, we are still coordinating the activities. But  
20 we will not set a final location ourselves. It's  
21 going to have a lot of input from Cordova Palms  
22 because we do not anticipate right now having  
23 funding on that northern corridor.

24 What we -- what the Department is very

25 concerned about is that the function of that

101

1 roadway served what the original intended purpose  
2 was, which 312/313 was supposed to be a bypass  
3 around city of St. Augustine to help the flow of  
4 traffic.

5 If that corridor is not going to be one such  
6 that it serves for a bypass, if it's going to  
7 simply become another arterial roadway, then the  
8 Department is -- it has reservations about that  
9 becoming a state road. And we have continuously  
10 expressed that concern.

11 The section from 207 up to 16, we continue to  
12 pursue it with more of a controlled access type.  
13 It's not limited access. Limited access only  
14 applies to interstate-type systems. But we are  
15 very concerned about the controlled access to  
16 ensure that it has high mobility for the corridor  
17 and not just simply another arterial roadway  
18 serving the county.

19 MR. GORMAN: Do you -- one more question,  
20 then. Do you have any -- I'm putting you on the  
21 spot, and I know I am --

22 MR. BENNETT: That's okay.

23 MR. GORMAN: You know, you're used to it. Do  
24 you have any kind of a time line as to what -- when

25 you think Cordova Palms, all of this are going to

102

1 be able to come to fruition as far as this layout?

2 And everybody has --

3 MR. BENNETT: Because again, since the  
4 Department does not have any funds in that northern  
5 section, since it's not something that we are  
6 actively pursuing or pushing or trying to bring to  
7 resolution because we have no money programmed on  
8 that northern section.

9 MR. YOUMAN: What -- what make --

10 CHAIRMAN BARRERA: Go ahead.

11 MR. YOUMAN: What makes the difference between  
12 arterial and a bypass in -- for this section that  
13 y'all are concerned about?

14 MR. BENNETT: When I talk about arterial, I'm  
15 talking about a roadway that has multiple  
16 driveways, developments along it, that allows a  
17 considerable amount more access along the corridor.  
18 The more driveways you have, the more people slow  
19 down and speed up, things like that, which creates  
20 more conflicts and overall reduces the capacity of  
21 that type of roadway.

22 MR. YOUMAN: Are you foreseeing that this is  
23 going to have a lot of driveways? Why can't you  
24 plan it -- why can't it just be planned to be

25 limited access? I mean, where is this -- where is

103

1 these -- where is these driveways coming from?

2 MR. BENNETT: It can be planned that way. We  
3 would like for it to be planned that way. But the  
4 Department of Transportation, unless it is our  
5 facility, does not control the permits or the  
6 driveways along the corridor.

7 If it's going to be built privately by a  
8 developer, which is a development order approved by  
9 the local government; i.e., the St. Johns County  
10 Board of County Commissioners and it's built by  
11 them, the right-of-way is acquired by them, the  
12 developer or the county, not the Florida Department  
13 of Transportation, it is not a DOT system and as  
14 such, we do not have say-so nor control of the  
15 permits by which are granted for access or anything  
16 else.

17 MR. WUELLNER: Or money.

18 MR. YOUMAN: Interesting.

19 MR. BENNETT: So unless it's our facility,  
20 they don't have to permit them through the  
21 Department. And that's why I expressed the concern  
22 that we remain concerned that if it is ever to be  
23 on the state system, we need to ensure that it  
24 meets the intent of the bypass and it serves that

1 MR. YOUMAN: Nothing's free, is it? One other  
2 question, if I may. Are most of the bicycle paths  
3 old railroad right-of-ways, or is it all new -- new  
4 right-of-ways?

5 MR. BENNETT: It's both. It's a -- it's mixed  
6 on both -- on those. The -- obviously the  
7 Department had a program called the Rails-to-Trails  
8 program, in which a lot of those abandoned railroad  
9 corridors had been converted over to trails and  
10 continue to see some of those things. But there is  
11 no guarantee or no requirement that it must be on  
12 an existing railroad line.

13 MR. YOUMAN: Thank you.

14 CHAIRMAN BARRERA: Do we have any more board  
15 questions for Mr. Bennett?

16 (None.)

17 CHAIRMAN BARRERA: Thank you, Mr. Bennett.  
18 Thank you.

19 MR. GORMAN: I'd just like to thank him again.  
20 It's just that -- it's so clear now. It --

21 MR. YOUMAN: From -- may I make a comment?

22 CHAIRMAN BARRERA: Yes.

23 MR. YOUMAN: From my perspective as TPO, you  
24 sure made my job easier. Thank you.



25 MR. BENNETT: Any time. Thank you, sir.

105

1 CHAIRMAN BARRERA: You were very clear in your  
2 presentation. Very concise.

3 MR. YOUMAN: Thank you.

4 CHAIRMAN BARRERA: Do we have any more board  
5 discussion on this agenda item? This is not  
6 something that we'll be voting on amongst  
7 ourselves. Okay. Let's move on to the next agenda  
8 item.

9 MEETING POLICY REVIEW

10 MR. WUELLNER: All right. The next item that  
11 I have for you is the meeting policy review. You  
12 were sent an advanced copy several weeks ago of  
13 proposed wording that hopefully reflects the  
14 discussion of the last meeting.

15 Primary areas of concern primarily had to do  
16 with including language or -- or additional  
17 specificity related to how agenda items are moved  
18 forward relative to having a time for presentation  
19 and questions of presenters ahead of a formal  
20 motion being -- being proffered.

21 MR. BURNETT: That's on page 7.

22 MR. WUELLNER: Thank you. I'm thumbing  
23 through it myself trying to find out where I was.

24 Also, we had added a section on page 6 -- not

25 to go backwards, but that's the way it's working,

106

1 consent -- adding some clarification relative to  
2 what a consent item is and what it would mean  
3 relative to passing it in a single motion and items  
4 that might otherwise be -- be covered in there.

5 Maybe a few word changes here and there to  
6 help -- help clarify. When reading it through, it  
7 was a policy that hasn't been really looked at in  
8 detail, especially from wordsmithing for a number  
9 of years. So a few -- maybe a word change here or  
10 there, but nothing intended to change the meaning  
11 or content of it.

12 So it's really up to you at this point whether  
13 you continue changes -- with changes, adopt what's  
14 been proposed, or whatever.

15 CHAIRMAN BARRERA: Okay. We'll open it up for  
16 board -- for public comment. Reba, you're the only  
17 one who had something on this. Did you want to  
18 speak on this --

19 MS. LUDLOW: No comment. I might, though.

20 CHAIRMAN BARRERA: Now we'll come back for a  
21 board question and answer of Ed and staff. Go  
22 ahead, Buzz.

23 MR. GEORGE: Ed, thank you for putting in -- I  
24 think you -- in addition to kind of clarifying

25 the -- the thing, you've defined some

107

1 responsibilities that the chairman has been doing  
2 that wasn't down in black and white, and it --  
3 somebody's got to do them. So it's good to get  
4 them down in black and white.

5 I've got three points I'd like to make. In  
6 most government documents that I see, and we are  
7 the government, I see paragraph headings, like  
8 Roman number I and stuff. That way, when you get  
9 down to the last one, it's, "Oh, my God, does  
10 this -- does this go with consent or does this go  
11 with action items or something like that?" So,  
12 I -- I would suggest that we do that. I don't know  
13 how everybody else feels about it.

14 On page 8, on the distribution list of the  
15 action items that are coming up, you presently have  
16 it going to the chairman. I would like it to go to  
17 all board members. And my main reason there is if  
18 something -- if a decision is made to postpone that  
19 by 30 days or so and the board was the one who set  
20 that time period, then the board ought to be aware  
21 of it.

22 MR. WUELLNER: Okay. Do you have a wording,  
23 suggested wording change, or is it --

24 MR. GEORGE: Just add -- page 8, where it

25 talks about the "The list will be distributed to

108

1 the chairman" --

2 MR. YOUMAN: Where -- under which heading is  
3 that?

4 MR. WUELLNER: This is exactly why he wanted  
5 the other change.

6 MR. GEORGE: Old business.

7 MR. YOUMAN: Huh?

8 MR. GEORGE: Old business. Last sentence. I  
9 think it should be "A running calendar" instead of  
10 "And running calendar of these items will be  
11 maintained by staff and periodically communicated  
12 to the chairman to assure that old business items  
13 are addressed in a timely manner." I would like to  
14 say "the chairman and all board members."

15 MR. YOUMAN: I agree.

16 MR. WUELLNER: Well --

17 MR. GEORGE: And now that I reread it again,  
18 do we want to leave it up to you -- for the staff  
19 to define periodic communications, or do we want to  
20 say, as -- as a minimum quarterly?

21 CHAIRMAN BARRERA: Minimum quarterly is fine  
22 with me.

23 MR. WUELLNER: We're okay with it either way.  
24 Whatever you want to --

25 MR. GEORGE: I'd say quarterly unless

109

1 something else comes up.

2 And the third item is on page 6, under the  
3 Consent Agenda, I was not really clear about where  
4 the discussion opportunities came, you know, for  
5 even pulling one of the items out of the consent to  
6 have it as a separate action item. In other words,  
7 if I've got five items in the consent, when does  
8 this board get to discuss item number -- you know,  
9 I don't have any problem with any of them. I've  
10 got a question on number two, you know.

11 CHAIRMAN BARRERA: Doug?

12 MR. BURNETT: Typically, the way that's  
13 handled is when you get to the stage of where  
14 you're going to move to approve the consent agenda,  
15 one of the board members would say, "I have a  
16 question about number two, we need to pull that and  
17 put on it the regular agenda."

18 And so, in the same meeting -- the way it's  
19 written right now, in the same meeting, it would go  
20 to an agenda item. And so then, for example, you  
21 would make it the first or make it the last item on  
22 the agenda, and it would become a regular item for  
23 discussion.

24 MR. GEORGE: Okay. I understand what you're

25 saying.

110

1 MR. WUELLNER: He wants to know when.

2 MR. GEORGE: My point was --

3 MR. BURNETT: When --

4 MR. GEORGE: -- that I might have a question

5 about I need further explanation of agenda item --

6 of consent item number 2 that I don't want to pull

7 it, I just want to know. You know, you can put a

8 bullet down or one sentence about it, and there

9 might be five pages behind it. I just don't see a

10 place where we can ask those questions.

11 MR. BURNETT: Got you. Usually if there's any

12 discussion about a consent agenda item, because of

13 how -- because you could have ten items, it becomes

14 a free-for-all trying to deal with them, and "Which

15 one were you actually asking about?"

16 You know, you had two consent agenda items for

17 releasing retainage for two different construction

18 jobs, "Which one was Mr. George actually talking

19 about?" So if there's any discussion about a

20 consent agenda item, normally it's just pulled and

21 put on as a regular item. That that's the way most

22 government entities would do it.

23 MR. WUELLNER: They -- they wouldn't entertain

24 it in the context of consent agenda.

25 MR. BURNETT: Yeah.

111

1 MR. WUELLNER: If you have any question,  
2 issue, whatever, it would just come off the consent  
3 immediately and just go to a regular agenda item  
4 right there.

5 MR. BURNETT: It doesn't delay it another  
6 meeting; it just does it right then and there in  
7 that same meeting.

8 MR. WUELLNER: It just -- just allows you to  
9 have the discussion in the normal process.

10 MR. GEORGE: Okay. So what you're saying is  
11 that anything that has to be discussed, has to come  
12 off.

13 MR. BURNETT: Yes, sir.

14 CHAIRMAN BARRERA: Basically.

15 MR. BURNETT: I mean, unless you want to do it  
16 a different way. But typically that's the way it  
17 is. Because it -- once it needs discussion, then  
18 it's no longer something that's --

19 MR. WUELLNER: Just --

20 MR. BURNETT: -- a consent -- in a consent;  
21 it's something that actually needs discussion.

22 MR. GEORGE: Well, you're -- you're limiting  
23 what this board can do to talk about it.

24 MR. WUELLNER: No. You -- you can structure

25 it any way you want. He's just referring saying at

112

1 the county agenda, that would be how it would be  
2 done.

3 MR. BURNETT: Or city.

4 MR. WUELLNER: They wouldn't -- they wouldn't  
5 entertain discussion on individual consent agenda  
6 items. If you had a question, you had a concern,  
7 just needed more detail, whatever the -- whatever  
8 the case, it would just go right to the regular  
9 agenda and would be dealt with there in the normal  
10 motion standpoint as a stand-alone item.

11 MR. BURNETT: So -- so what would happen  
12 functionally if I might, when you get to the  
13 consent agenda on the agenda, you'd say, "I've got  
14 a question about item number 2. It needs to go on  
15 the regular agenda." And the -- and any member who  
16 else, has a comment and otherwise the board  
17 would --

18 MR. GEORGE: Even though the question might  
19 be, "What part of May is this going to start?"

20 MR. WUELLNER: It doesn't have to be that way.

21 MR. BURNETT: Yeah, it doesn't have to be form  
22 over function.

23 MR. WUELLNER: I think that's what I'm trying  
24 to say. That's -- those -- those consent agendas



25 for the city and the county tend to be tens of

113

1 items, you know, sometimes 40, 50 items that are  
2 approved in one fell swoop. So they'll pull it off  
3 rather than bog down the discussion with a consent  
4 agenda.

5 Our consent agendas tend to be a couple of  
6 items at best. I think last month was three or  
7 four. There's -- I have -- personally, I don't  
8 have any issue if you want to get a question  
9 answered like -- like you just threw at us.

10 MR. GEORGE: Well, my personal feeling is I  
11 would like to see the question and answer, and if  
12 you get an objection from somebody, the chairman  
13 say, "Okay, we're going to put this as a separate  
14 item."

15 MR. WUELLNER: I think if you want to  
16 materially modify what's been recommended, then I  
17 think you -- you're right, you would pull it  
18 immediately and put it on the agenda.

19 MR. GEORGE: But there could be questions we  
20 don't want to modify; we just --

21 MR. WUELLNER: Exactly. And I -- it's really  
22 up to you guys. I have no problem. We could add a  
23 sentence in there that lets you get a question  
24 answered or something like that. But at the point

25 I think it changes the recommendation, it needs to

114

1 go a regular agenda and be vetted.

2 MR. YOUMAN: Are you saying you leave it to  
3 the discussion of the chairman whether to put it  
4 to -- pull it and put it to an agenda item once the  
5 first question is raised?

6 MR. GEORGE: The guidelines for the chairman  
7 would be each -- each member of the board,  
8 chairman, too, could ask a question for  
9 clarifications. If you got into a discussion that  
10 somebody else on the board has a different view on  
11 it, then she would say, "Okay, we'll put that and  
12 handle that separately."

13 MR. YOUMAN: So we leave it to her discretion.

14 MR. GEORGE: When two members disagree, yes.

15 CHAIRMAN BARRERA: I would -- and this would  
16 be an example of it. We've kind of had a  
17 presentation, and we have questions and answers of  
18 staff right now and we're going into a discussion.  
19 So, if it's -- one question usually brings on more  
20 questions. So my thought on this is let's go ahead  
21 and pull it at that point to an agenda item. It --  
22 at that point, because one question usually brings  
23 up other questions.

24 MR. GEORGE: Well, that's the way you say the

25 county did it, you know --

115

1 MR. BURNETT: Or -- or even -- I mean, I'm the  
2 attorney for the beach as well, and the agenda  
3 there is -- you know, they have five items, the  
4 consent agenda. They -- they pull things if  
5 they've got to discuss them. Because that is a  
6 good point. Once -- once one person comments,  
7 somebody else, you know, has comments as well  
8 oftentimes.

9 MR. WUELLNER: It's not a big deal. It --  
10 they're efforts to just streamline it. It's not a  
11 big deal to throw it on as a regular item.

12 MR. GORMAN: The -- the point to the matter is  
13 you've got a board member and they want to discuss  
14 something, I mean, you -- I mean, common sense to  
15 me would dictate that you may put it at the end of  
16 the meeting if you want to continue a -- you know,  
17 a lengthy discussion about it.

18 But any bureaucratic, you know, conundrum that  
19 requires that a board member not discuss something,  
20 like Buzz is talking about, you want to discuss  
21 something, then it shouldn't be allowed. I mean,  
22 if you've got to put it to the end of the agenda to  
23 allow time or make it go to the next meeting, so be  
24 it. But, I mean, anything that's going to quell a

25 discussion can't be. It can't -- it can't be

116

1 allowed. In other words --

2 MR. WUELLNER: Yeah. The intent is --

3 MR. GORMAN: -- like says, these discussions  
4 get lengthy because, you know --

5 MR. YOUMAN: Then it goes into an agenda item.

6 MR. GORMAN: Exactly. And so --

7 CHAIRMAN BARRERA: There are things that we do  
8 that are just -- you know, some of these  
9 resolutions, some of these things are just, you  
10 know, cut and dry.

11 MR. GEORGE: Absolutely.

12 CHAIRMAN BARRERA: So if it's cut and dry,  
13 it's in a consent. The minute it doesn't become  
14 cut and dry, we move it to an action item or agenda  
15 item.

16 MR. WUELLNER: At the same meeting.

17 CHAIRMAN BARRERA: And that way we can discuss  
18 it.

19 MR. GORMAN: At the same meeting if time  
20 allows or --

21 CHAIRMAN BARRERA: And any board member can  
22 move it.

23 MR. GORMAN: Okay. That's clear.

24 CHAIRMAN BARRERA: It doesn't need to be the

25 chairperson. Any board member can decide to move

117

1 that item, right, as a part of the agenda.

2 MR. GEORGE: That would probably be the  
3 cleanest way of handling it --

4 CHAIRMAN BARRERA: I think so.

5 MR. GEORGE: -- because I can see that we're  
6 going to push something to the agenda, and it's  
7 going to be a dumb question like, "Well, how much  
8 has that individual or that company been receiving  
9 funds from us, you know, from everything this  
10 year?" Not that I want to stop it or anything; I  
11 just want to know. That's fine. If it looks -- if  
12 it looks cumbersome, then we can change it.

13 MR. WUELLNER: And you always -- as always  
14 have the opportunity to get ahold of us ahead of  
15 the meeting, too, if there's something that just  
16 don't know what -- what's going on with the item.

17 CHAIRMAN BARRERA: What other questions do we  
18 have as far as this?

19 MR. GORMAN: As far as policy -- this policy  
20 thing, let me, because it's going to -- it's kind  
21 of a -- lately, it's come to light.

22 Let's go to page 8. It's not labeled as page  
23 8. But since it's just before page 9, we can find  
24 it. And let's go to Board Members' Statements to

1 And I certainly agree that it's of paramount  
2 importance that a board member that speaks to the  
3 media, or their comments represent their own  
4 opinion and are not necessarily the opinion or  
5 position of the entire Authority. And that's very  
6 important for a board member to understand and to  
7 actually portray. For instance, I've talked to  
8 the -- the paper, in other words, to make that very  
9 clear.

10 But -- but I'd also make -- you know, I'd like  
11 this board at least for my own feelings to make it  
12 understand that we're elected by constituents to  
13 have an opinion. And so it does not necessarily  
14 have to be opinion, that is -- and again, let's let  
15 me tangle with the director -- that is cleared by  
16 the director.

17 It can be an opinion that, for instance, might  
18 be somewhat of a radical opinion, but it may be an  
19 opinion that -- that you feel as a board member is  
20 reflected by constituents. That's -- you've been  
21 elected to represent. So, in other words, I'd like  
22 to make it clear that a board member can have an  
23 opinion. They do need to make it clear that it is  
24 their own opinion, but they've been elected to do

25 that.

119

1 And -- and not to be -- take this tongue in  
2 cheek. I'm not being acidic, but we're the board  
3 of directors, not the board of directed. We do not  
4 need to have our opinions cleared before we have  
5 them. They are sacrosanct. But they -- as long as  
6 they are -- as you do identify them as your own  
7 opinion.

8 I also think that as a board and as a policy,  
9 if a board member has an opinion, that it should  
10 not be -- again, this is a tongue-in-cheek  
11 comment -- should not be criticized by a  
12 round-robin e-mail to the rest of the board  
13 members.

14 If that criticism wants to be made, it should  
15 be -- it should be brought up as -- as a board  
16 agenda item, not as a round-robin criticism that is  
17 published, for instance, by the director. You may  
18 disagree with a board member's comment, but that  
19 should not be brought up as a singular criticism  
20 and distributed to the rest of the board.

21 CHAIRMAN BARRERA: I think that the --

22 MR. GORMAN: It should -- could be brought up  
23 as an item, "Hey, what do you think about this?"  
24 That's fine.

25 CHAIRMAN BARRERA: I think that there's a

120

1 couple of distinctions that need to be made.

2 MR. GORMAN: That's fine.

3 CHAIRMAN BARRERA: Number one, an opinion

4 versus a -- a statement of fact.

5 MR. GORMAN: Oh, sure.

6 CHAIRMAN BARRERA: The fact is, "We're getting

7 \$4.5 million for this."

8 MR. GORMAN: Right.

9 CHAIRMAN BARRERA: "It is my opinion that that

10 money will be utilized in the best possible way."

11 MR. GEORGE: "It's my understanding," yeah.

12 CHAIRMAN BARRERA: "It's my personal --"

13 MR. GEORGE: Right.

14 MR. GORMAN: Right.

15 CHAIRMAN BARRERA: "It's my personal opinion

16 that this is a -- this is -- this is much needed."

17 The statement of fact of the process is one thing.

18 Your opinion of the process as an individual board

19 member is another.

20 MR. GORMAN: I --

21 CHAIRMAN BARRERA: And that's what I think

22 the -- that that needs to be clarified.

23 MR. GORMAN: I agree.

24 CHAIRMAN BARRERA: Because when we speak, we



25 sometimes are giving different entities

121

1 information, but that's what we need to get from  
2 the director so that we're not misspeaking.

3 MR. GORMAN: Right.

4 CHAIRMAN BARRERA: We want our opinions to be  
5 separate from the facts and not muddled in  
6 together. And that's where our clarity needs to  
7 be.

8 MR. GORMAN: For instance -- and I agree  
9 totally. For instance, there was an opinion that,  
10 for instance, this mitigation that I've talked  
11 about, waxed so -- so long would be \$1.5 million.  
12 That was somewhat cavalier, because now it's -- by  
13 the time we get done with the shell game, it's  
14 going to be about \$6 million. It was my opinion  
15 that it was going to be between four and five.

16 So, I -- your point's well taken that these  
17 all have to be clarified. But again, you know, my  
18 opinion initially that it was going to be 4 -- \$4  
19 or \$5 million is my own opinion. And the opinion  
20 that it was 1.5, I don't know where that came from,  
21 but that's an opinion that was thrown out during a  
22 board meeting. So, I --

23 CHAIRMAN BARRERA: My suggestion is --

24 MR. GORMAN: It's well taken. I just want to

25 make sure that --

122

1 CHAIRMAN BARRERA: -- is that when you're  
2 contacted by the press as a board member, ask the  
3 person from the press, have they gotten the facts  
4 from the executive director and then I'll give you  
5 my opinion on those facts.

6 MR. GORMAN: I --

7 CHAIRMAN BARRERA: Because I think what  
8 happens sometimes is that the two are getting  
9 muddled.

10 MR. GORMAN: Was the -- for instance, was the  
11 \$1.5 million for mitigation a fact? Was that ever  
12 published?

13 CHAIRMAN BARRERA: That would be your question  
14 for the executive director.

15 MR. GORMAN: That's fine. In other words,  
16 I -- the problem is, is that, yeah, I don't like to  
17 see this criticism of -- by the director directed  
18 at a single board member's opinion unless it is  
19 going to be brought up in an entire board meeting.  
20 I think that's important. But I think it's equally  
21 important for you -- for each board member, myself,  
22 to be able to identify whether it is an opinion or  
23 a fact that has been presented to him. And I  
24 agree.

25 CHAIRMAN BARRERA: And -- and that would be

123

1 where the clarification needs to be. Carl?

2 MR. YOUMAN: Before this meeting's over, I  
3 have to clarify something about the AMTRAK issue  
4 brought up by this so I can make sure what I'm  
5 saying is correct for the board. Because I made a  
6 statement which I think was wrong.

7 MR. GEORGE: You made two. Just kidding.

8 CHAIRMAN BARRERA: That's something we can  
9 keep in the housekeeping or in the Authority  
10 Members comment.

11 MR. YOUMAN: Thank you.

12 MR. GORMAN: So, just in summary, I think this  
13 needs to be rewritten. In other words, it --  
14 there -- there's portions of it that are absolutely  
15 clear that it's of paramount importance. But it  
16 also needs to be clear that "Individual Authority  
17 members shall not speak in behalf of the  
18 Authority," they can speak to anyone they want as  
19 long as they identify that it is not in consensus  
20 of the Authority.

21 MR. WUELLNER: Okay.

22 MR. GORMAN: A little -- well --

23 MR. WUELLNER: I think that's what it says.

24 MR. WERTER: Jack, can I tell -- can I tell

25 you something over the past experience of the past

124

1 month?

2 MR. GORMAN: Go right ahead.

3 MR. WERTER: You know, you can word it any  
4 which way you want and be as strict as possible  
5 with giving your opinion to the press, but having  
6 seen what I've seen over the past month or so with  
7 those shows, they're going to take it and make it  
8 sound -- any which way you want, they'll take any  
9 opinion and they'll make it a fact, true or not.

10 So we can rewrite this a hundred times, but  
11 you're not going to control the media as to what  
12 they print. And they will take your opinion and  
13 print it as fact even though you say it five times  
14 to them, you know. Or, if you give them the fact,  
15 they'll turn it around and make it a different  
16 fact. That's what I've seen in the past month.

17 MR. GORMAN: And their point is taken. I  
18 mean, your -- even if you identify yourself as  
19 "This is just my own opinion," they don't have to  
20 include that in a soundbite. That's true.

21 CHAIRMAN BARRERA: That's why we want to get  
22 that -- the educated facts to them and then we can  
23 give them --

24 MR. WERTER: And that may not make a

25 difference. That's what I'm saying.

125

1 MR. GORMAN: When the facts change, though,  
2 radically, then they're not facts anymore.

3 CHAIRMAN BARRERA: They're revised.

4 MR. GEORGE: Do you want this changed?

5 MR. GORMAN: I'm not real happy with it. I  
6 wish it was -- it was more clear. I suppose it's  
7 clear to everybody but me then? I'm not sure.

8 It is -- let's compartmentalize it. In other  
9 words, a board member has to make sure that he  
10 is -- that he is -- he is identifying his opinion.  
11 I can see Jim rolling his eyes because he doesn't  
12 think it's going to make much difference. And but  
13 the two that -- that once that's clarified, that  
14 there is no criticism by the director of individual  
15 statements made by board members, unless it is done  
16 in the form of the board. There you go.

17 MR. WERTER: In rereading this, this is really  
18 actually a precautionary which should be common  
19 sense anyway. If you're speaking on behalf of  
20 yourself, you're speaking on behalf of yourself.  
21 If the board asks an individual to make an official  
22 statement, then you make it as an official  
23 statement.

24 But to -- to rewrite it to try and get

25 specific guidelines and checks and balances and

126

1 stuff like that would be over -- I don't want to  
2 use the word litigious, overly micromanaged to  
3 no -- to no avail. Basically -- basically this is  
4 a guideline for how we should have been doing it  
5 all along or what we allege ourselves to be doing  
6 all along.

7 The press gets ahold of me, "What do you think  
8 about getting an airline in here?" "I think we'll  
9 have one soon." And re -- and mind you it's just  
10 my opinion, "I hope we have one in here soon."  
11 They're going to take it and say, "Jim Werter has  
12 committed that we are getting an airline in the  
13 next two months."

14 And to overwrite it and overwrite it just  
15 doesn't make -- you know, it won't make a bit of  
16 difference and it's just getting into needless  
17 micromanagement on paper. I mean, it's just not  
18 going to happen. It's just a matter of using your  
19 common sense when you talk to the public.

20 MR. GEORGE: Well, understanding your point of  
21 view and -- and I think having this in black and  
22 white, we can all work accordingly, you know, to  
23 this.

24 MR. WERTER: That codifies it.

25 MR. GEORGE: And in the event that it does get

127

1 blown up --

2 MR. WERTER: Yeah.

3 MR. GEORGE: -- then that would be a -- you  
4 know, a statement from you that "I told them it was  
5 my opinion." Okay. We all know he's going to  
6 write what he wants to write anyway --

7 MR. WERTER: Yeah.

8 MR. GEORGE: -- or she's going to write. But  
9 at least you're aware of this and if it does come  
10 up, hopefully you told him, "Hey, this is my  
11 opinion."

12 MR. WERTER: This -- this is a good basic  
13 guideline for what we should be doing as common  
14 sense. And to try and outline step by step, "Well,  
15 then let's get the facts from Ed," and dah, dah,  
16 dah, dah, it doesn't make a difference. It will  
17 not make a difference with the media. We cannot  
18 control what the media does.

19 CHAIRMAN BARRERA: We cannot -- I agree that  
20 we can't control what the media does, but as  
21 elected representatives, we want to be able to put  
22 out the facts in the media separate from the  
23 opinions.

24 MR. WERTER: Oh, no, that's understood and

25 that's how it's written.

128

1 CHAIRMAN BARRERA: And that's where -- that's  
2 where the muddling happens. And then this is not  
3 the first time this board has dealt with this.  
4 I've been on this board and we've dealt with this  
5 before.

6 So what -- that -- that's why when something  
7 comes up and we're asked for comments, we want to  
8 make sure they have the facts for us to offer our  
9 opinions on. Because what will happen is that when  
10 we're offering our opinions and then they go and  
11 rewrite it, when you look at this, the whole story  
12 changes. But if they've gotten the facts first and  
13 then the opinion, then they're able to balance the  
14 facts against the opinion.

15 MR. WERTER: You know the only way you can  
16 ensure that, and that's not even insurance, is any  
17 time they want to talk to you, they get a letter  
18 from you in black and white, "Here's my opinions.  
19 Here are the facts that are of public record --"

20 MR. GEORGE: They still will use --

21 MR. GORMAN: That's true.

22 MR. WERTER: -- and they'll -- they'll do  
23 whatever they're going to do. And -- but at  
24 least -- if you want to be that protective of



25 yourself, at least you've got it in writing, this

129

1 is what I sent those people. I caught myself for a  
2 second. But this is what -- and it's just beating  
3 your head against the wall.

4 MR. GEORGE: Speaking of that, I think that  
5 this accomplishes something by getting it down in  
6 black and white and into policies. And we don't  
7 need to beat our heads against the wall.

8 MR. WERTER: Yeah.

9 MR. GEORGE: You know, this is what we've -- I  
10 think we all --

11 MR. WERTER: I'm just avoiding -- you know, I  
12 try to work -- I'm in the wrong field, but I try to  
13 work on the kiss principle, you know, and --

14 MR. GEORGE: You are in --

15 MR. WERTER: I'm sorry? But, you know, to --  
16 like to get in a bunch of rules and stuff as to --  
17 I just think it's a waste of ink. But as -- as to  
18 the ultimate goal, I think it's a waste of ink.

19 MR. GORMAN: It may be, because the paper may  
20 print what they want anyway.

21 MR. WERTER: Yeah. I mean, that's the bottom  
22 line. The media's going to do what they're going  
23 to do regardless on how many rules you put in on  
24 how you communicate to the media as an individual.

25 As an individual, if you say something to the

130

1 media, that -- you know, that causes problems, then  
2 you've just got to fess up and face it as the  
3 individual who provided that information and either  
4 say, "It's not what I said to them," you know,  
5 "They did what they did," or, "Maybe I said it  
6 wrong," or, "Maybe I said something I shouldn't  
7 have said." You know, one of the three basic  
8 categories. But to try to codify it, it's -- it's  
9 cumbersome and unenforceable and ineffective when  
10 it comes to talking to the media.

11 CHAIRMAN BARRERA: Doug?

12 MR. BURNETT: I was just going to comment. If  
13 you go into too much detail on this section -- I  
14 think everybody understands the purpose. If you go  
15 into too much detail, I hate to say this, but you  
16 get to the point where you might wind up at some  
17 future meeting in years to come where you have the  
18 type of result going on like what went on with the  
19 Anastasia Mosquito Control District and one of  
20 their board members. I think the folks realize the  
21 intent of this.

22 And I think the other -- the added thing is  
23 once you're an Authority member, and you've been  
24 around, even once you've been around for a year,

25 you get it, you understand it. It's more of a

131

1 thing of this is what the executive director can  
2 hand a new board member and say, "Here's -- Here's  
3 what you -- you should be aware of."

4 You obviously, all five of you, know to  
5 comment that, "This is just my personal opinion."  
6 Things that are factual, you can certainly speak to  
7 those because they're not your personal opinion;  
8 they're the facts.

9 The -- the point of this policy also is to  
10 make sure that there's some guidance that the  
11 executive director, he's -- he's the spokesman to  
12 tell people, "These are the facts related to the  
13 airport." If the news media comes up, shows up, he  
14 can certainly answer, "These are the facts that are  
15 going on related to the airport." So that's part  
16 of the purpose in here.

17 And you -- you're all dead-on accurate.  
18 You're never going to get reported correctly in  
19 every word that you say when it comes to the news  
20 media. It's human nature.

21 The -- the added thing that I'd say is,  
22 Mr. Gorman, and this isn't a -- I don't mean this  
23 directed solely to you in this response, but if the  
24 executive director or the chair con -- if it comes

25 to their attention that an Authority member were to

132

1 be saying something that was inappropriate, he's  
2 got a duty to inform the board and bring it to the  
3 Authority of, "This is what I've learned." And so,  
4 you all need to know that.

5 And I'm not sure that the Mosquito Control  
6 District went about it the correct way. Obviously  
7 we know they don't in hind -- didn't in hindsight,  
8 but their manager had a duty to say, "Hey, here's  
9 what's going on and you need to know these comments  
10 were made outside of the meeting."

11 So, anyways, the policy really in some ways  
12 contemplates some direction to the chairperson or  
13 the executive director of what to do in certain  
14 circumstances. But, you know, we're fortunately  
15 blessed I guess at the Airport Authority to not be  
16 dealing with some of those issues.

17 MR. GORMAN: My point being that if the  
18 director does have a problem with an individual  
19 board member, that he needs to put that in the form  
20 of a board meeting so that it can be discussed  
21 openly rather than just, you know, published. I'll  
22 just leave it like that.

23 MR. WUELLNER: The only thing I'd point out is  
24 that this hasn't changed.

25 MR. BURNETT: Yeah.

133

1 CHAIRMAN BARRERA: Yeah, this part of the  
2 meetings thing --

3 MR. WUELLNER: This is the same as it was in  
4 2001.

5 CHAIRMAN BARRERA: -- has -- hasn't changed  
6 through the years. This board member's statement  
7 to the public, this is the same --

8 MR. GORMAN: No. That's common sense.

9 CHAIRMAN BARRERA: -- as -- no, but there's  
10 been no wording changes on this portion of this  
11 meeting policy.

12 The other thing about it is, is as a reminder  
13 to everybody that if you're going to be speaking on  
14 behalf of yourself, make sure you clarify it's on  
15 behalf of yourself and your opinion. That would be  
16 the only other thing. But this part of the policy  
17 really had no revisions.

18 So that wasn't -- it may have hit a -- you may  
19 have been sensitive to it, but it wasn't changed.

20 The only part that was changed was the consent  
21 agenda and the motions, seconds, and discussions,  
22 votes on this. But it's always a good thing to  
23 bring up as a reminder because this is something  
24 that happens from time to time. Carl?

25 MR. YOUMAN: I'd like to make a motion.

134

1 CHAIRMAN BARRERA: Go ahead.

2 MR. YOUMAN: I'd like to make a motion that we  
3 accept Policy 2001-01, Airport Authority Meetings  
4 and Conduct as presented. Over.

5 CHAIRMAN BARRERA: Do we have a second?

6 MR. WERTER: I second it.

7 CHAIRMAN BARRERA: Do we have further board  
8 discussion on this?

9 MR. GEORGE: Yes. I totally object to it. I  
10 thought I brought up some very clear changes that  
11 need to be made, and you haven't addressed those.  
12 You know, you just said approve it as is.  
13 That's -- tell me your reasons for not wanting to  
14 get a copy of the action items on a quarterly  
15 basis. Tell me your --

16 MR. YOUMAN: May -- may I revise the motion?

17 MR. GEORGE: Please.

18 MR. YOUMAN: I'd like to make a motion to  
19 accept Policy 2001-01, Airport Authority Meetings  
20 and Conduct, with the three revisions brought by  
21 board member Wayne Buzz George.

22 MR. GEORGE: I second that.

23 CHAIRMAN BARRERA: And -- and for  
24 clarification, I need to know exactly what those --

25 those three points were as a part of your motion.

135

1 MR. BURNETT: It was the typographical error.

2 "Periodically" should be "quarterly." And then  
3 after "chairman," the words "and all board members"  
4 would be inserted.

5 MR. GEORGE: Right. That was one.

6 MR. BURNETT: Okay.

7 MR. GEORGE: The other was to add paragraph  
8 headings, you know, get to the numbering scheme on  
9 it. And that's basically it.

10 CHAIRMAN BARRERA: So, again, Carl, if you  
11 could restate the motion with the two additions,  
12 because you mentioned three.

13 MR. YOUMAN: Is it just two?

14 MR. WUELLNER: The revisions under old  
15 business and add formatting to include numbers and  
16 paragraph references.

17 MR. YOUMAN: I make a motion that we accept  
18 Policy 2001-01, Airport Authority Meetings and  
19 Conduct, with the two revisions which are --

20 MR. WUELLNER: We're almost there. It's --  
21 you're replacing 2001 with Policy 2010.

22 MR. YOUMAN: As what Mr. Wuellner has just  
23 stated.

24 MR. BURNETT: Yes. We're going to call it --

25 CHAIRMAN BARRERA: Doug, we need some --

136

1 MR. BURNETT: Let me help if I could.

2 CHAIRMAN BARRERA: -- guidance on the --

3 MR. BURNETT: It would be to accept what's  
4 been presented before you, which is the 2001-01  
5 policy as revised by staff, which would now become  
6 Policy 2010 with the two changes from Mr. George.

7 One, the formatting change, that we change the  
8 formatting of this so that it's at -- each  
9 paragraph is identified in an outline-type form, so  
10 it would have headings.

11 And then under old business, the second change  
12 for Mr. George would be that the typographical  
13 error "and" would be "a." "Periodically" would be  
14 changed to "quarterly." And after "chairman" in  
15 the last sentence it would read, "and all board  
16 members."

17 MR. YOUMAN: My motion is exactly as  
18 Mr. Burnett has stated.

19 MR. WUELLNER: And it will become upon  
20 adoption Policy 2010-02.

21 MR. YOUMAN: And it will become policy after  
22 revisions of being 2010-01.

23 MR. WUELLNER: 02.

24 MR. GEORGE: 02.



1 CHAIRMAN BARRERA: Is that an adequate motion?

2 MR. GEORGE: I second.

3 CHAIRMAN BARRERA: Do we have any further  
4 board discussion on the motion?

5 MR. WERTER: Just -- just procedurally, if  
6 we're going to put in the -- don't look at me like  
7 that. You know, the headings and things of that  
8 nature, shouldn't that be subject for review before  
9 we actually vote on it, to make sure it's all  
10 proper? Or do we just rest on Doug's ability to --  
11 to put that in properly? I mean, I would trust  
12 him.

13 CHAIRMAN BARRERA: They were very specific  
14 changes.

15 MR. WERTER: Okay.

16 CHAIRMAN BARRERA: Unless you're concerned  
17 those aren't going to take place.

18 MR. WERTER: No. I'm not talking about the --  
19 the changes that Buzz alluded to as far as the  
20 scrivener's errors. I'm talking about like,  
21 section 1, subsection 8, that kind of enumerating,  
22 should they be reviewed before entered, you know?  
23 Or is -- or am I missing the point one of Buzz's  
24 corrections there?

25 MR. GORMAN: You want see the wording, you're

138

1 saying, the exact wording?

2 MR. WERTER: No, just that the --

3 MR. GEORGE: Some paragraph gets moves out of  
4 consent?

5 MR. WERTER: It ends up in the wrong section,  
6 if you put a -- if you put the numerals in the  
7 wrong section or the -- you know, whether it gets  
8 out of order or something like that.

9 MR. GEORGE: And it would be your point to  
10 bring it to our attention that we could go through  
11 another change or an amendment.

12 CHAIRMAN BARRERA: In the quarterly review.

13 MR. WERTER: I'll pass.

14 CHAIRMAN BARRERA: Any further board  
15 discussion?

16 MR. GEORGE: I had one. I'm willing to accept  
17 what's there, but the original idea about the  
18 timing was periodically not longer than quarterly.  
19 In other words, if something comes up, we don't  
20 need to wait until the quarter to find out about  
21 it.

22 MR. BURNETT: Will the maker of the motion  
23 accept that change?

24 MR. YOUMAN: The change is accepted. The

25 motion still remains with the change in effect.

139

1 MR. GEORGE: Second still remains.

2 CHAIRMAN BARRERA: All in favor, aye.

3 MR. GEORGE: Aye.

4 CHAIRMAN BARRERA: Aye.

5 MR. YOUMAN: Aye.

6 MR. WERTER: Aye.

7 CHAIRMAN BARRERA: Motion passes. Any

8 opposed? I'm sorry, Jack.

9 MR. GORMAN: I'll lawyer it. Nay.

10 CHAIRMAN BARRERA: Motion passes. Excuse me.

11 MEETING ROOM USE POLICY

12 MR. WUELLNER: Well, since policy seems to go

13 easy tonight, the policy -- proposed Policy 2010-01

14 is the meeting room use policy, and we provided you

15 a draft of that as a starting point, not

16 necessarily where it will end. We circulated that

17 among members as well as Doug's had a shot at it.

18 Doug's made a couple of changes. I'll let him go

19 over those with you, but it's -- they're minor in

20 some respects.

21 Would really like to get opinion or input on

22 it at this point and see if we can't get -- get

23 something to where we can either approve it at this

24 meeting or certainly have it in good shape for the

1 CHAIRMAN BARRERA: Doug?

2 MR. BURNETT: If I might comment. Just  
3 related to the policy itself, my personal feeling  
4 or opinion related to this matter is you're not  
5 going to get it right the first time. This is  
6 going to be something that you tweak as it is used  
7 over the coming --

8 MR. GEORGE: Situations.

9 MR. BURNETT: -- months, years. It's no  
10 different than any community club or civic  
11 auditorium or those types of meeting places that  
12 are open to the public that people may use for even  
13 a wedding or wedding reception or anything like  
14 that. They're always modifying those -- those  
15 meeting room policies. So it's going to be one of  
16 those things that will come back to you from time  
17 to time and you'll add more definition or  
18 explanation to deal with whatever situation came  
19 up.

20 One thing that -- that is in here that your  
21 staff drafted is a reservation request form. And  
22 the thing that I've added to it is an indemnity  
23 provision so that when people are signing up to use  
24 this facility, they're signing that they're going

25 to, and it's the tightest language I could come up

141

1 with, to indemnify the Airport Authority from  
2 whatever may go on; slip and fall or anything else,  
3 damage to property.

4 A couple of comments that go beyond the legal  
5 comment, I guess, and there's been some language  
6 that's been put in here related to it, is to put  
7 your thinking caps on related to this. We all  
8 assume that -- and think of the users at the  
9 Airport Authority as being professionals,  
10 professional folks. But we're going to have  
11 potentially social events using the meeting rooms  
12 that may not be the same type or nature or  
13 character as the professional events.

14 So there's -- it may be that, you know,  
15 there's -- there's some language that's been added  
16 to it, for example, to require a security deposit  
17 and those sorts of things. So it starts leaning  
18 towards adding some protections to make sure the  
19 Airport Authority's protected. Yes, sir?

20 MR. GORMAN: Just real quick, that brings up a  
21 security issue. In other words, access to the --  
22 do we have any, I have not read it thoroughly,  
23 access to the airfield to be denied for nonpilots,  
24 or have we addressed that?

25 MR. WUELLNER: Currently, it's isolated.

142

1 You -- without having badged access or an access  
2 card that's been authenticated for that location,  
3 you wouldn't be able to get airside without --

4 MR. GORMAN: So you've just addressed that  
5 with the badge issue?

6 MR. WUELLNER: Yes.

7 MR. GORMAN: Okay.

8 MR. WUELLNER: That's our intent, is to extend  
9 that.

10 MR. WERTER: Technically speaking, how is that  
11 accomplished? Because, I mean, the only way they  
12 can walk through the building is through this --  
13 the school, but if they have access upstairs to the  
14 meeting room, can't they get out on the balcony,  
15 walk down the staircase and --

16 MR. WUELLNER: Yes, but it dumps on land side.  
17 It does not dump inside the fence.

18 MR. WERTER: And is there -- I don't remember.  
19 Is there locking gates there?

20 MR. WUELLNER: You can only get to the --  
21 short of jumping over the rail or climbing a fence,  
22 which you'd have anywhere.

23 MR. WERTER: Sure. Sure.

24 CHAIRMAN BARRERA: Let me open this up for

25 public comment and then we can bring it back to the

143

1 board for Q and A. I have no public comment. Now

2 we're back to the board Q and A. Carl?

3 MR. YOUMAN: My -- my two concerns with the

4 policy liability, I guess as long as we're clear of

5 liability like you were talking about, the

6 nonprofessional groups, that's where my real

7 concerns are, where somebody, you know, point blank

8 starts a riot at a wedding for some reason and they

9 half destroy the place.

10 When we have this signed waiver of liability,

11 does that make the name of responsible organization

12 or individual totally responsible for any and all

13 costs no matter what they are?

14 MR. BURNETT: It -- the -- the way this is

15 written right now, if it's John Smith getting

16 married and John Smith signs this reservation, then

17 he's going to be personally liable. If it's the

18 Pilots Association and it's the president of the

19 Pilots Association signing on behalf of the Pilots

20 Association, it's the Pilots Association that's

21 liable.

22 MR. YOUMAN: Okay. Now, John Smith --

23 MR. GEORGE: Which paragraph is that?

24 MR. YOUMAN: John Smith, there's \$20,000 worth

25 of damage caused.

144

1 MR. WUELLNER: It's on the form.

2 MR. YOUMAN: John Smith earns \$10,000 a year  
3 and could never pay it in his lifetime.

4 CHAIRMAN BARRERA: Last page.

5 MR. YOUMAN: Is there any insurance provisions  
6 that we will require for John Smith to be able to  
7 cover substantial damages?

8 MR. BURNETT: That's not in here right now.  
9 And that is a -- a good question as to, you know,  
10 what -- a combination of things. What your fees  
11 would be. I mean, whether you have a separate set  
12 of fees for -- or higher fees for social type  
13 events. I don't know. That's something that you  
14 could address, whether you have a -- if it's a  
15 social type event, whether or not you have --  
16 require them to have an insurance policy.

17 MR. YOUMAN: Is that done -- is that done in  
18 other instances from your practice, from your  
19 knowledge?

20 MR. BURNETT: You take the -- because I'm the  
21 attorney for the City of St. Augustine Beach. If  
22 you take the beach, and something that's a regular  
23 thing is for private nonprofit organizations in  
24 particular to use the pier and to rent the



25 facilities at the pier to have this, that, or the

145

1 other event. Beach Blastoff is one of their  
2 events, for example.

3 They sign an indemnity agreement and they  
4 provide a policy insurance that names the air --  
5 the city as an additional insured. That's going to  
6 be a big hurdle, though, for some events you want  
7 to have. It may be that you draw a distinction  
8 between types of events. I -- I'm not sure.

9 MR. WERTER: I'm sorry.

10 CHAIRMAN BARRERA: As somebody who's -- who's  
11 signed lots of meeting room contracts, usually if  
12 it -- you're working with a government entity and  
13 you are going to have a large social event, you do  
14 have to -- required to provide your own insurance.  
15 You have to show that you are insured and you have  
16 an umbrella. But on smaller events like business  
17 meetings and those type of things, those are not  
18 required.

19 MR. YOUMAN: Okay.

20 CHAIRMAN BARRERA: But if you were to have  
21 something large, for instance, like a large wedding  
22 reception --

23 MR. GORMAN: Well, define large. Over 75?

24 MR. WERTER: Oh, God. Less than that, I would

25 imagine.

146

1 CHAIRMAN BARRERA: That would be up to the  
2 board, what we wanted to decide.

3 MR. BURNETT: Can I tell you from experience?  
4 If I could just make this one quick comment, which  
5 is a lot of your insurance companies, a lot of your  
6 local insurance companies, even take a Herbie  
7 Wiles -- I mention them because we all know who  
8 those folks are -- they do this routinely for  
9 helping nonprofits get insurance for special  
10 events. So, I mean, it's apparently pretty common  
11 to be able to get that kind of insurance.

12 MR. WUELLNER: Which insurance are we talking  
13 about? Are we talking about covering the --

14 MR. WERTER: General liability.

15 MR. WUELLNER: -- facility or covering injury  
16 or --

17 MR. WERTER: How about both?

18 MR. GORMAN: Physical damage or liability.

19 MR. WERTER: How about both? Question.

20 MR. GEORGE: Madam Chairman, we -- we went to  
21 a lot of trouble with people around the airport to  
22 go with an avigation easement on their -- their  
23 communities, if you will.

24 I think that we'd be remiss if we didn't at

25 least specify in this document that they

147

1 acknowledge that they are operating on or around an  
2 airport, which has unique dangers and those -- to  
3 get that identification that, oh, I didn't know  
4 there was airplanes right outside the door. There  
5 are going to be. What -- what do you think?

6 MR. BURNETT: The invited -- unless they put  
7 it on the -- well, let's say we have a wedding  
8 reception there. Unless they put it on the  
9 invitation for the wedding reception, the  
10 individual people coming to the reception aren't  
11 going to know --

12 MR. GEORGE: I'm trying --

13 MR. BURNETT: -- or the folks coming to the  
14 event, unless they put it on the -- the invitation  
15 aren't going to know. It would just be the person  
16 who signed the form, unless we require then  
17 otherwise.

18 MR. GEORGE: I'm thinking it's the -- it  
19 should go in the form. You know, like the  
20 acknowledgment person, as "I acknowledge that we're  
21 using facilities on or around the airport and  
22 airports do -- inherent dangers and I am  
23 responsible for any damages, personal or property,  
24 that could occur there." I just think that when

25 you get to court, somebody's going to say, "Well,

148

1 nobody told us that the airplanes were actually  
2 going to be moving."

3 MR. GORMAN: What do you mean? Are you  
4 talking about throwing a beer bottle at an  
5 airplane?

6 MR. WERTER: He's talking about  
7 unforeseeabilities.

8 MR. GEORGE: Yeah, right. That's why --

9 MR. WERTER: But, you know, you're coming to  
10 an airport.

11 MR. BURNETT: Are you talking about --

12 CHAIRMAN BARRERA: One at a time.

13 MR. BURNETT: Are you --

14 MR. GORMAN: Sorry.

15 MR. BURNETT: -- for example, saying that they  
16 couldn't hear the band from the band they hired  
17 inside the facility because there's a -- a  
18 piston-driven aircraft right outside the back door?  
19 Because it -- or is it because an aircraft may land  
20 on -- you know, accidentally crash into the  
21 building? I'm not sure we can get them to release  
22 liability of an aircraft.

23 MR. WERTER: And the thing is under law --

24 CHAIRMAN BARRERA: Wait.

25 MR. WERTER: I'm sorry.

149

1 CHAIRMAN BARRERA: Buzz still has the --

2 MR. GEORGE: Talking to me. Yeah. We did the  
3 avigation easement to get to the new property owner  
4 some way of saying that new property owner has been  
5 legally on notice that there's an airport here.

6 And all I'm saying is because this airport and this  
7 operating of airplanes, et cetera, et cetera, pose  
8 a unique haz -- potential -- potentially unique  
9 hazard, one sentence in here just to make them  
10 aware of it as they're signing this --

11 MR. WERTER: An extra layer.

12 MR. GEORGE: -- that they're responsible.

13 MR. WERTER: Just an extra layer.

14 MR. BURNETT: I understand.

15 CHAIRMAN BARRERA: Jim -- just one second.  
16 Are you guys finished?

17 MR. GEORGE: I'm done.

18 CHAIRMAN BARRERA: Okay. Now Jim's been --

19 MR. WERTER: Yeah. What you're basically  
20 talking about is the foreseeability of an -- of an  
21 incident which is a -- a defense to negligence or,  
22 you know, being a victim of negligence. And, yeah,  
23 the one line wouldn't hurt. It just adds an extra  
24 layer. Darn. I had a different thought and now,

25 Buzz, it just went right out the window. Give me a

150

1 second here.

2 The insurance issue. Okay. We have general  
3 liability for the property, you know, if someone  
4 slips and falls, something like that. Do we have  
5 damage liability for -- from malfeasance of an  
6 outside party? For instance, let's say you have a  
7 crazy Greek wedding, you know, and besides plates  
8 being smashed, a window being smashed, do we have  
9 insurance that covers that kind of thing for the  
10 smaller events?

11 MR. WUELLNER: I would suspect, while the big  
12 picture event is -- would be a normal hazard, the  
13 issue you're talking about, you know, the odds are  
14 the tripping a threshold or a deductible threshold  
15 or something of that line, you know, unless it was  
16 just phenomenal damage is probably not going to be  
17 there. So if there's a -- you know, if there's  
18 indeed a gap there that we need to plug --

19 MR. WERTER: Could that be in our umbrella?

20 MR. WUELLNER: -- or we're asking somebody  
21 else to plug --

22 MR. WERTER: I'm assuming we have an umbrella  
23 type of policy. Am I fair to say that?

24 MR. WUELLNER: Yeah. I mean, you're

1 MR. WERTER: Could it be in there that -- that  
2 there's some sort of insurance against structural  
3 damage or damage to airport property? Do we have  
4 any kind of coverage like that in the -- in the  
5 policy?

6 MR. WUELLNER: You have an all risk kind of  
7 property policy, but again, you're -- you're not  
8 necessarily going to trip the thresholds for a  
9 deductible for a \$5,000 --

10 MR. WERTER: Oh, yeah. No, I'm not talking  
11 about that. I'm talking about the drunk guy who  
12 drives into the front of the building or something  
13 like that.

14 MR. WUELLNER: Yes.

15 CHAIRMAN BARRERA: Carl? The other  
16 question --

17 MR. WUELLNER: There's also sovereign immunity  
18 pieces.

19 MR. YOUMAN: I'm sorry. The other question I  
20 had, the prices we're charging, has a comparison  
21 been made with other organizations to see if we're  
22 in line, too high or too low?

23 MR. WUELLNER: No. In fact, many of the  
24 numbers are kind of just placeholders, trying to

25 get to the next level.

152

1 MR. YOUMAN: Can we do that?

2 MR. WUELLNER: Yeah. Absolutely.

3 CHAIRMAN BARRERA: Okay. A couple -- are you  
4 finished?

5 MR. YOUMAN: I'm finished.

6 CHAIRMAN BARRERA: Okay. A couple of things.

7 Usually in the contract of carriage protects on  
8 airlines, it protects from acts of God, and I would  
9 assume that we would have that same protection.

10 And unforeseen events. And that would be your  
11 situation of a plane coming through, which would be  
12 different than Buzz's situation of the band -- you  
13 can't hear the band because of the airplane.

14 And that -- that distinction should be two  
15 different things. You know, you can't -- you can't  
16 foresee acts of God, but you could foresee not  
17 hearing the band because you've got airplanes  
18 because it's a unique property.

19 MR. WERTER: Or airplanes crashing.

20 MR. GEORGE: Point of clarification. That  
21 wasn't my example, so I don't know how that came  
22 in, you know. I would --

23 CHAIRMAN BARRERA: That was in -- in your  
24 conversation.



1 like that, there's going to be alcoholic beverages  
2 and at some point in the night, some soul two years  
3 from now, five years from now is going to want to  
4 go out on the balcony, and he's going to jump off  
5 the balcony and get down there where the flight  
6 school's airplanes are and he's going to say, "I  
7 flew one of these one time, let's crank it up."  
8 And the -- and the propeller hits four people. All  
9 I'm trying to do is just make sure that the person  
10 that's signing this, that he's responsible that he  
11 understands that --

12 MR. WERTER: He would be in that --

13 MR. GEORGE: -- that's --

14 MR. WERTER: He would be in that. I mean, it  
15 would be clear. He would be liable for that. The  
16 airport wouldn't have a liability in that. Am I  
17 right or wrong?

18 MR. GEORGE: We're not adding --

19 MR. WERTER: That's an individual getting  
20 drunk and -- and going beyond safety. If the  
21 balcony meets the codes of construction and this  
22 guy gets drunk -- you know, gets drunk and jumps  
23 off, I don't think any hotels in Panama City are  
24 getting sued when the drunk guy tries to jump from

25 one balcony to the other.

154

1 MR. WUELLNER: There is a presumption of  
2 nonliability if you're deemed to be inebriated.

3 MR. BURNETT: Yes.

4 MR. WUELLNER: We found that out the hard way.

5 MR. BURNETT: From a practical standpoint,  
6 though, the personal injury lawyers, and this isn't  
7 a slight on any particular person, but the -- we  
8 all hear the comment of anybody can bring a lawsuit  
9 for anything.

10 MR. WERTER: Yeah. That's about it.

11 MR. BURNETT: It's -- and I -- I can't say  
12 that the Airport Authority wouldn't be a named  
13 party. I can't -- you know --

14 MR. WERTER: Oh, no. I'm not saying that.

15 MR. BURNETT: Obviously when John Smith, you  
16 know, doesn't -- doesn't have any assets, well,  
17 they're going to go past John Smith that signed the  
18 form to look to the Airport Authority. So, yeah,  
19 that is a --

20 MR. WERTER: But once it's on the record, it's  
21 called a summary judgment. Yeah you're right. We  
22 deal with that everyday. People sue everybody for  
23 anything, but it's -- it's then in the court's hand  
24 once they get all of the information and they do

25 the summary judgment that the guy was a jerk, he

155

1 got drunk and did what he did, dismissed. You  
2 know, but that's the unfortunate reality of the  
3 legal system as opposed to the liabilities.

4 MR. WUELLNER: I guess it's sort of  
5 summarizing it, you need to decide whether you're  
6 going to insure it or not, is really -- is that --  
7 is that gap.

8 MR. WERTER: You're talking about --

9 MR. WUELLNER: You know is it something we're  
10 going to either insure in a blanket way or we're  
11 going to be looking to individual groups that meet  
12 certain tests, be it size or consumption of  
13 alcoholic beverages or whatever the test is,  
14 provide their own insurance.

15 MR. WERTER: Make two groups, two categories.

16 MR. WUELLNER: Whichever way.

17 MR. WERTER: Yeah. Either they need it or  
18 they don't need it depending on the circumstances,  
19 but outline -- outline what the parameters of each  
20 group is. Large parties or parties with alcohol,  
21 give us insurance. General business meeting, don't  
22 give us insurance.

23 MR. GEORGE: And then they slip in large  
24 amounts of alcohol.

25 MR. WERTER: Well, then again, that's

156

1 negligence and contrary to use. Violation of --  
2 breach of contract.

3 CHAIRMAN BARRERA: As far as the airport  
4 meeting fee schedule goes, the -- the meeting fee  
5 per -- if you're going to rent a community center,  
6 a senior community center over in Ponte Vedra, the  
7 \$50 per event for the first five -- first three  
8 hours is right on target for price.

9 If you were going to -- when you're looking at  
10 the combining the meeting room, \$125 per event for  
11 the first three hours, that's right on. But if you  
12 were going to rent a Holiday Inn meeting room,  
13 banquet room, where our prices are low is on the  
14 rental of the audio and visual equipment, as far as  
15 the projector and screen and laptop. The telephone  
16 charge is fine. So you're fine on that. Carl?

17 MR. YOUMAN: Are you saying you went out and  
18 made a comparison?

19 CHAIRMAN BARRERA: I'm telling you I have  
20 about eight years' worth of experience in  
21 comparisons.

22 MR. YOUMAN: Thank you.

23 CHAIRMAN BARRERA: That is my educated  
24 knowledge.

25 MR. WUELLNER: What do they need to be?

157

1 MR. GORMAN: Exactly.

2 CHAIRMAN BARRERA: For the projector, you need  
3 to move that -- and the screen, you need to move  
4 that to \$25 per -- per day. And for the laptop, I  
5 would move that to \$25, also.

6 MR. WUELLNER: Okay.

7 MR. BURNETT: If --

8 MR. GEORGE: Now as a point --

9 CHAIRMAN BARRERA: That was the end of my --  
10 my comment time. My part. Now, Buzz.

11 MR. GEORGE: Okay. If you went to -- to rent  
12 the facilities at the Gun Club, which is on the  
13 north end of our property, you're looking at \$300,  
14 \$400, \$500 for the night. So we're way under that.  
15 But I don't know what -- how much we want to get  
16 use of this.

17 CHAIRMAN BARRERA: If you're going to rent the  
18 Holiday Inn at UCF in Orlando's meeting room for  
19 the day, you're going to pay \$125 for half a day  
20 rental, and \$250 for a full day rental. And that  
21 will accommodate 60 people.

22 MR. WUELLNER: Yeah, I guess that's kind of  
23 the point, is qualifying it based on the size.  
24 Because this -- the maximum for that upstairs is

25 going to be at about 185 people. At that level, I

158

1 mean, I don't know what the Gun Club physical size  
2 is, but I'm sure it's more than 185 people from  
3 what I remember of it. Cindy pointed out the Yacht  
4 Club is more like \$1,200.

5 MR. GEORGE: Is that right?

6 MR. WUELLNER: But it probably doesn't quite  
7 accommodate that number. So, you know, we probably  
8 are low on the big meeting room use for private  
9 events. Now, I don't know about -- you know, I  
10 think the other's probably in line. No?

11 CHAIRMAN BARRERA: No. It depends on -- on  
12 the real estate value and what you're going to use  
13 it for. If you're going to rent a meeting room at  
14 Don Shula's hotel in Miami, the minimum you're  
15 going to pay is \$350. Okay. If I'm going to go  
16 over to Tallahassee and rent a meeting room, I'm  
17 not paying more than \$200 that day for that meeting  
18 room use at a hotel.

19 MR. WUELLNER: Okay.

20 MR. GORMAN: Can I make a suggestion? Let's  
21 just go with Kelly's expertise for the moment and  
22 if it doesn't book, lower the price and if it does  
23 book tremendously, then raise the prices. Just to  
24 see exactly. She -- she has the expertise in what

25 this costs.

159

1 MR. WUELLNER: It's as good a litmus test as  
2 any, I guess.

3 MR. GORMAN: If it doesn't book --

4 MR. GEORGE: Would that become an action item?

5 MR. WUELLNER: I guess you've got to decide on  
6 where the insurance piece plugs in. That's  
7 probably the -- you know, at what point or what --  
8 what are the triggers that require the party to  
9 provide that?

10 MR. GORMAN: Over 50 with alcohol requires  
11 insurance?

12 MR. WUELLNER: Expected attendance of more  
13 than 50.

14 MR. GEORGE: I think it's over 50. Well, how  
15 much is Herbie going to charge for that? We only  
16 charge \$100 for the room. Is he going to charge  
17 \$600 for the policy?

18 MR. BURNETT: I'll bet it's every bit of \$500.

19 MR. GORMAN: Really?

20 MR. GEORGE: That's to talk to you. He's  
21 worse than lawyers.

22 MR. GORMAN: Actually, Doug, could you say  
23 that again? In other words, you actually think per  
24 event, it would be \$500 for liability?

25 MR. BURNETT: I'm thinking so.

160

1 MR. GORMAN: Okay.

2 MR. BURNETT: I don't know, but I'm thinking  
3 that's a good number.

4 MR. GORMAN: That's a good guess?

5 CHAIRMAN BARRERA: I think the -- probably the  
6 determining factor there is probably whether or not  
7 it's a -- it's an alcohol or not.

8 MR. GORMAN: That's about what --

9 CHAIRMAN BARRERA: Because when I go to sign a  
10 meeting room contract at -- for the Holiday Inn, I  
11 don't have to provide any proof of insurance.

12 MR. WERTER: May I?

13 CHAIRMAN BARRERA: Yes.

14 MR. WERTER: It may be beneficial to see how  
15 much it would cost to add that into our umbrella  
16 policy for the year as opposed to per -- per event,  
17 you know, just to have a blanket -- you know, to  
18 get that inclusion into our umbrella policy. It  
19 might be cheaper, especially if we have -- you  
20 know, if we are successful in having more than just  
21 a few social events over there. So...

22 MR. BURNETT: And -- and then just charge a  
23 little bit higher rate for the social event.

24 MR. WERTER: Yeah, prorate it. You know, take



25 a guess at how many you might book for the year and

161

1 prorate it into the rate of the hotel -- the  
2 rental.

3 MR. WUELLNER: If I could throw this out, I  
4 think -- I think we really probably need to just  
5 focus on the individual rental for a private  
6 function. Because in most cases, if we're renting  
7 to a business, whether there is alcohol involved or  
8 not, they typically using their venue's insurance,  
9 meaning their -- wherever their home office's  
10 insurance can provide a certificate of coverage  
11 that doesn't usually cost them anything to include  
12 it as a part of their workplace for purposes of --  
13 of liability.

14 But when you deal with individuals, you'd  
15 still request a certificate of insurance, but --  
16 that way, you're covered. But it's really not an  
17 upcharge to them. It's an upcharge -- it's  
18 certainly an upcharge to somebody trying to do a  
19 private party if you're going to insure it.

20 MR. WERTER: Or we can --

21 MR. WUELLNER: I don't disagree with insuring  
22 them. I'm just saying --

23 MR. WERTER: I'm sorry. We can forget about  
24 that part of the insurance and just, you know, rely

25 on Doug as our in-house counsel, insurance defense

162

1 counsel.

2 MR. GORMAN: Can I say something? It's -- I  
3 think it's a disincentive to rent it if you have to  
4 go get an individual liability policy. I know it  
5 would be a disincentive to me.

6 MR. WUELLNER: Why don't we check it --

7 MR. GORMAN: Yeah, exactly. Just check it out  
8 and see.

9 MR. WUELLNER: -- and see what the number is.

10 MR. WERTER: Can I give you an example on  
11 that, though? It can be arranged. Like, for  
12 instance, you know, on the simplest level when I  
13 had my wedding in the backyard and I had to put  
14 down a deck from -- I forgot what the name of that  
15 big tent place rental place, Kirby's. Okay.

16 But my yard at the time was always somewhat  
17 under water when it would rain. So I had to put  
18 down a deck. And as part of their service, there  
19 was an insurance charge right built into the  
20 leasing agreement for the floor and the tent, you  
21 know, and they did it that way.

22 MR. WUELLNER: Well, let's -- we'll do a  
23 little research on it and see what it is. I don't  
24 I -- I don't think we've got any events quite like

25 that scheduled at this point, so...

163

1 MR. BURNETT: And -- and that's one of those  
2 things that, you know, you've got a policy to work  
3 from, you can approve this evening and then those  
4 are the kind of things that can be tweaked going  
5 forward.

6 If I might, just to go back to your -- your  
7 comment earlier, Mr. George. And now I just want  
8 to say this language out loud so you can hear it  
9 and tell me whether this fits the concern you had.

10 In the acknowledgment, aside from acknowledging  
11 that they're going to indemnify the Airport  
12 Authority, but also "The undersigned acknowledges  
13 that the facility is located on property where an  
14 active airport is operated and there may be  
15 vibrations, noise, or other airport-related  
16 interruptions and intrusions."

17 MR. GEORGE: Sounds good.

18 MR. WUELLNER: Well, did you not want to  
19 include the unique hazard or whatever it is?

20 MR. GEORGE: You get the airport in there --  
21 you're talking about the airport operations, you  
22 know, you could --

23 MR. WUELLNER: Okay.

24 CHAIRMAN BARRERA: Say "hazards and

25 inclusions."

164

1 MR. BURNETT: Okay.

2 MR. GEORGE: Yeah.

3 CHAIRMAN BARRERA: "Incursions."

4 MR. WUELLNER: Well, that's -- because I think

5 your point's real good about that. Just making

6 sure there's some -- something that's being

7 acknowledged that just recognizes they're on an

8 airport.

9 MR. GEORGE: Yeah.

10 CHAIRMAN BARRERA: We'll open it up for a

11 motion.

12 MR. GEORGE: I make a motion that we accept

13 staff's recommendation for Policy 2010-01 with the

14 exception that internal to the acknowledgment

15 section of the rental form --

16 MR. WUELLNER: Reservation request, yeah.

17 MR. GEORGE: -- that an acknowledgment that

18 they are operating on an airport with unique

19 hazards be added by our attorney.

20 MR. WUELLNER: And rental changes, any --

21 the --

22 MR. GEORGE: And second one is that the rental

23 changes be changed -- the rental rates be changed

24 as follows.

1 equipment cost be reassessed. The projector now be  
2 at \$25, the screen at \$25, and the laptop at \$25.

3 MR. YOUMAN: I second it.

4 MR. GEORGE: End of the motion.

5 CHAIRMAN BARRERA: All in favor, aye?

6 MR. YOUMAN: Can we have a discussion?

7 CHAIRMAN BARRERA: Yes, we can. I'm sorry.

8 MR. YOUMAN: I just want to ask one question.

9 CHAIRMAN BARRERA: I apologize.

10 MR. YOUMAN: Just to clarify, the insurance  
11 issues or anything, this is a live document that we  
12 can reintroduce as an agenda item at any time for  
13 revisions, is that correct?

14 MR. GEORGE: Yes.

15 MR. YOUMAN: Thank you. That's my last  
16 question.

17 CHAIRMAN BARRERA: Jim?

18 MR. WERTER: Yeah, the question or the issue I  
19 have is, are we clear enough on the insurance  
20 issues that we may proceed and enact this policy  
21 and start renting it out, or do we more  
22 clarification? I would think we need more  
23 clarification as to the liabilities and the  
24 requirements of insurance before we get operating.

25 MR. WUELLNER: Well, I -- my question would be

166

1 are we -- is the -- really the core issue when we  
2 get to the use of alcohol at this point?

3 CHAIRMAN BARRERA: I -- I agree that most  
4 businesses have their own insurance. I think that  
5 when you start getting into the individual, that's  
6 where the insurance question comes up.

7 And I think that's pretty much what -- what  
8 you were saying, Doug, is that it become more --  
9 more of the individuals that don't have the  
10 insurance, or that we might have a question about  
11 the insurance. And I think the risk is what my  
12 other fellow board members were talking about,  
13 tends to be higher when alcohol's introduced.

14 MR. WUELLNER: Well, as a -- as a stopgap,  
15 maybe -- maybe we not -- because I'm not aware of  
16 anybody as an individual at this point that's on  
17 the list trying to rent it, we'll look at the  
18 insurance issue between now and the next Authority  
19 meeting and have some direction related to private  
20 individual use of it with regard to insurance.

21 As at least a stopgap is that if it's a  
22 business use at this point and they can provide a  
23 certificate of insurance covering the facility,  
24 then we can move forward at this point. Because I

25 know we have some business-related groups that

167

1 would like to use it, and I don't feel like the  
2 insurance certificate at this point would be an  
3 issue for them. And we'll deal with the individual  
4 at the next meeting.

5 CHAIRMAN BARRERA: Are you comfortable with  
6 that, Jim?

7 MR. WERTER: So, just to clarify, that we go  
8 ahead with the policy as is with the stopgap that  
9 it's only to be leased to people who can  
10 demonstrate an insurance certificate and to address  
11 at the next meeting other additional insurance  
12 requirements, I am good with that.

13 MR. WUELLNER: Or direction, yes.

14 CHAIRMAN BARRERA: Do we have any further  
15 board discussion on this agenda item? Carl?

16 MR. YOUMAN: Does the motion have to be  
17 amended to take into consideration what he said or  
18 is it --

19 CHAIRMAN BARRERA: Doug?

20 MR. GEORGE: By me nodding my head, I  
21 acknowledge that that is a good addition. So  
22 that's what I meant.

23 MR. YOUMAN: I second your addition.

24 CHAIRMAN BARRERA: Okay. We'll call it for a

25 vote. All in favor, aye.

168

1 MR. GEORGE: Aye.

2 CHAIRMAN BARRERA: Aye.

3 MR. GORMAN: Aye.

4 MR. YOUMAN: Aye.

5 MR. WERTER: Aye.

6 CHAIRMAN BARRERA: Motion passes.

7 MR. WERTER: In 17 months, I haven't voted nay

8 yet, and I've been dying.

9 PARK NAMING SUGGESTIONS

10 MR. WUELLNER: Okay. Next -- next item, which

11 is probably going to get even weirder I have a

12 feeling, anyway, I asked a gentleman we use

13 frequently to help us with our marketing. He's

14 done quite a bit with us, especially related as we

15 go after airline stuff and developing things. And

16 he does all of the art-related things pretty well.

17 So we asked him to come up with some ideas or

18 a few concepts related to coming up with a name or

19 a concept that we could use in the Araquay Park

20 area, or the park area I should say. Dan Bagan --

21 why don't you come on up, Dan, to the mic and that

22 way everybody can quiz you because you -- you kind

23 of get that whole marketing thing better than I do.

24 But suffice it to say, we -- they've come up



25 with some ideas that may or may not like any of

169

1 them, and we can keep going back at it. But bottom  
2 line is we were hoping to come up with something  
3 that we can carry as a theme throughout the park  
4 part of it.

5 You may or may not want to consider carrying  
6 it into the limited building development that's  
7 there, too, to include the multipurpose building.  
8 You know, that's really up to -- up to you guys,  
9 more of a policy decision. But maybe explain what  
10 these kind of represented, at least as you were  
11 thinking.

12 MR. BAGAN: My name's Dan Bagan. I'm with the  
13 Bagan & Company Creative Media -- and are we all  
14 right?

15 MR. BURNETT: This is a test.

16 MR. BAGAN: This is a test. I've set off some  
17 kind of an alarm.

18 MR. WUELLNER: We think it might be a battery  
19 issue.

20 MR. GEORGE: Your name is on the no-fly list.

21 MR. BAGAN: Oh.

22 MR. BURNETT: That just means you can fly  
23 anywhere but Washington or New York.

24 MR. GEORGE: That's right.

1 Bagan & Company Creative Media. When Ed asked me  
2 to take a look at this, he really didn't give me  
3 any constraints. He just said, you know, "Give me  
4 some ideas on what we might do with this area."  
5 And I -- I looked -- I thought about the name  
6 Araquay and, you know, it's unique and it's an  
7 identifier that the community is familiar with.  
8 It's been there for a long time. And to me, it --  
9 it didn't make sense to change that.

10 Now, one of the things that you'll see in the  
11 upper left-hand corner is one that says Andar.  
12 "Andar" in Spanish means "walk" or "way." And  
13 trying to be consistent with a -- with a Spanish  
14 theme with an Indian name, what you have there  
15 is -- is a remake of a Spanish crest with a -- with  
16 a Spanish name and Indian names that identifies  
17 that this area is going to be, you know, a walking  
18 path. It includes wildlife, water fowl, and  
19 amphibians and water.

20 You have to -- you have to keep in mind that  
21 this is going to be used primarily as signage, not  
22 as a -- as a logo that's very small on a piece of  
23 paper. So, there are several representations  
24 there.

25 The ones on the left are much more detailed,

171

1 but they give you the advantage of moving the  
2 pictures or changing the pictures within that. If  
3 you were to want to use that -- that type of  
4 signage in relation to your commercial space,  
5 whether it be signs in the building or on the  
6 building or that whole area of development. So  
7 I've given you sort of two looks, one extremely  
8 complex and one much simpler.

9 The term Andar Araquay or -- or Araquay Park  
10 is another option, to just call it Araquay Park.  
11 So, is there any questions I can answer?

12 MR. YOUMAN: Go ahead. You were first.

13 CHAIRMAN BARRERA: We will -- we have no  
14 public comment on this, so we can open it up for  
15 board question and answer. Jack?

16 MR. GORMAN: Oh, I have to be my -- I have to  
17 be a bit acidic and say, sir, did you get hired or  
18 is this part of your -- I'm just curious as to -- I  
19 know Ed's -- obviously done a nice job. I kind of  
20 like your ideas. But is -- was this a contract of  
21 yours?

22 MR. BAGAN: Yes, I'm paid to do this.

23 MR. GORMAN: All right. Thank you. I like  
24 the simple one at the bottom on the right-hand

25 side. I'm done. Thank you.

172

1 CHAIRMAN BARRERA: Carl?

2 MR. YOUMAN: I'm going to have to plead

3 ignorance. What does Araquay stand for?

4 MR. WUELLNER: No one knows.

5 MR. GORMAN: That's a --

6 MR. GEORGE: Araquay Park was this whole area

7 here.

8 MR. BAGAN: The closest interpretation I could

9 get or the only interpretation I've ever got is, it

10 either means birth or rebirth in Native Indian

11 dialect.

12 MR. YOUMAN: Was this -- was this named -- I

13 mean, did the Indians name this area Araquay? Is

14 that --

15 MR. GORMAN: It was named that as a

16 neighborhood.

17 MR. YOUMAN: Oh, okay.

18 MR. WUELLNER: As a development.

19 MR. GEORGE: Yeah, it's a synonym for taking

20 property. When we start doing something like this,

21 you know, eminent domain's going to pop up to the

22 top of everybody's --

23 MR. GORMAN: What you're saying it means

24 eminent domain in Indian?

25 MR. GEORGE: Eminent domain in English, right.

173

1 CHAIRMAN BARRERA: Buzz?

2 MR. BURNETT: The only comment I have related  
3 to it is there is some part of Araquay Park that is  
4 still there and existing.

5 MR. GEORGE: That's right.

6 MR. BURNETT: And that is --

7 MR. GEORGE: On the other side of North  
8 Street.

9 MR. BURNETT: Yeah, there's -- the western  
10 portion of Araquay Park is still there intact  
11 largely. The Airport Authority owns sporadic lots,  
12 but there's still -- Mary Tarver Willis's home, for  
13 example, who you know comes here. There's a number  
14 of homes still there.

15 (Mr. Gorman leaves the room.)

16 MR. YOUMAN: Are we limited then in -- I'm  
17 sorry.

18 MR. WERTER: No, go ahead.

19 MR. YOUMAN: Are we then limited in using the  
20 name in any way?

21 MR. BURNETT: No, sir.

22 CHAIRMAN BARRERA: I have something I would  
23 like to ask. Bryan, you're -- you're on this park  
24 committee. Could you come up here? I have a

25 question, a direct question for you.

174

1 MR. WUELLNER: Is this your fault?

2 CHAIRMAN BARRERA: Bryan, on your park  
3 committee, have you-all discussed naming of the  
4 park?

5 MR. COOPER: No.

6 CHAIRMAN BARRERA: Okay. That's my question.

7 MR. WERTER: If I may.

8 CHAIRMAN BARRERA: Jim.

9 MR. WERTER: Okay. How about that upper  
10 left-hand on the right side, the right bunch of  
11 patterns, the upper left-hand one which has some  
12 semblance of Florida colors in it, Araquay  
13 Reserves. Or, we -- we always talked about naming  
14 things after people who have been important to this  
15 airport. Have we considered that?

16 MR. GEORGE: That was brought --

17 CHAIRMAN BARRERA: Buzz?

18 MR. GEORGE: That was brought up last time  
19 about, you know, Moser, what he's done, you know,  
20 for the airport. I also think that Mary Willis  
21 brought up part of the original land grant for this  
22 property, and it didn't -- I don't remember her  
23 saying it was Araquay, but it had a -- to me a  
24 higher meaning, you know, than zeroing back to, you

25 know, something that could have a bad connotation.

175

1 We are -- we built the park so people could come  
2 and see airplanes. I don't see an airplane on any  
3 of those designs up there.

4 MR. WERTER: Well -- hmm. Anyway.

5 MR. GEORGE: I think this is important enough  
6 that we need to kick this around. I -- I think we  
7 need to postpone decisions on this to another time  
8 and get some other ideas down in black and white  
9 and get them sent out, rather than just being hit  
10 one -- on one day and we've got to make a decision  
11 it's going to be --

12 MR. WUELLNER: It wasn't designed to do that,  
13 either.

14 MR. GEORGE: Okay. Fine.

15 MR. WERTER: I agree.

16 MR. GEORGE: I'm through.

17 MR. WUELLNER: Yeah. Either -- I guess --

18 CHAIRMAN BARRERA: One of the things -- the  
19 reason I pulled out the minutes is so that I could  
20 pull out exactly what Mary Willis' suggestion at  
21 the last meeting was, and the word that you were  
22 looking for, Buzz, was Sabate.

23 MR. GEORGE: Is what?

24 CHAIRMAN BARRERA: Sabate, S-a-b-a-t-e. And

25 the historical significance of this area was a part

176

1 of that Sabate land grant, Spanish land grant from  
2 the King of Spain. And so I for one am not  
3 comfortable making a decision on the park name  
4 today.

5 And secondly, I would agree that there should  
6 be some type of a -- of an aviation theme within  
7 whatever logo we come up with. At -- at least in  
8 one quarter of a crest, if we went with a crest  
9 or --

10 (Mr. Gorman enters the room.)

11 CHAIRMAN BARRERA: -- in the design, because  
12 it is a unique aviation park facility. Jim? Jim's  
13 been waiting.

14 MR. WERTER: No. I was just resting here.  
15 No -- but, no, I like that. I like Sabate. I  
16 guess the -- you know, to me, I don't think -- it's  
17 nice to indicate that we're doing this by having an  
18 aviation crest -- symbol in there somehow.

19 I don't know if that's determinative, but  
20 Sabate was a nice -- Sabate Reserves make it sound  
21 a little fancier. You know, we reserved this area  
22 for the general public, so Sabate Reserves. I say  
23 Sabate because that's a French name I know. How do  
24 you say it?



25 CHAIRMAN BARRERA: I just say Sabate.

177

1 MR. WERTER: Sabate.

2 CHAIRMAN BARRERA: I know somebody by that  
3 last name. That's how they say it.

4 MR. WERTER: Okay.

5 CHAIRMAN BARRERA: Carl?

6 MR. YOUMAN: If we use an airplane logo of  
7 some type, should we not consider maybe using the  
8 similar logo we keep using to keep the -- like the  
9 same brand so anybody sees that same airplane logo,  
10 they think of the Northeast Florida Regional  
11 Airport at St. Augustine? Just a thought.

12 MR. GEORGE: Uh-huh.

13 MR. WERTER: A tie-in, that's not bad.

14 CHAIRMAN BARRERA: Buzz?

15 MR. GEORGE: I'd like to make a suggestion. I  
16 mean, not a -- not a motion, but a suggestion that  
17 why don't we give the assignment to the park  
18 committee, but give them a deadline of two weeks to  
19 have some document that comes to Ed that he  
20 distributes to us and then we can add our thoughts  
21 to it, pass it on to David -- is that right? Dan.  
22 And maybe get his thoughts, but then we all have  
23 two weeks to get on the same page and maybe we can  
24 make a decision.

1 only the park committee, but also the PR committee.

2 I think that we should open it up for them.

3 MR. GEORGE: Good point. Yeah.

4 MR. WUELLNER: Well, if you think about the  
5 design, not the name right now --

6 (Mr. Burnett leaves the room.)

7 MR. WUELLNER: -- but think of the design  
8 piece of it. What are things you would like to see  
9 in the graphical representation of it? I mean,  
10 what -- what are things that are important to you  
11 beyond with regards to the name? I mean -- it  
12 helps cull, if you will, the -- you know, the  
13 graphic, if you will. There's so much you could do  
14 with --

15 CHAIRMAN BARRERA: Do -- do you guys like the  
16 crest idea in theme with the old -- with the  
17 historical aspect of our county? What's your  
18 feedback on that? Carl?

19 MR. YOUMAN: Well, if we keep the crest, then  
20 we can incorporate the airplane logo type thing  
21 with the other presentations. But if we have just  
22 the single, like Araquay Park with the -- what is  
23 that bird called?

24 MS. ANDERSEN: It's an ibis.

25 MR. WUELLNER: Looks like an ibis, yeah.

179

1 MR. GEORGE: It's a railroad term.

2 MR. YOUMAN: It would be kind of hard to  
3 incorporate an airport design with that design on  
4 the right side. At least that appears to me. That  
5 was just a thought again.

6 CHAIRMAN BARRERA: Buzz?

7 MR. GEORGE: Jim used the term the kiss  
8 technique earlier. You know, I am a -- personally,  
9 my personal opinion is that I am a big believer in  
10 keeping them simple. When I look at that crest  
11 with all sorts of different things --

12 MR. WERTER: It's busy.

13 MR. GEORGE: -- I have to stop and look at it  
14 and tell me, what in the devil are they trying to  
15 say, you know?

16 MR. WERTER: It's busy.

17 CHAIRMAN BARRERA: Bryan, we've had a  
18 suggestion by Buzz that we open this up for the  
19 park committee, and also I -- I threw in a  
20 suggestion to include the PR committee. What is  
21 your feedback?

22 MR. COOPER: I agree with that, and I don't  
23 have a problem with that. I -- one thing that came  
24 to mind when you're talking about the different

25 parts of the graphics, if you remember right, the

180

1 park had four functions.

2 One of them is not relevant to this, as being  
3 a border between the airport and our neighbors.

4 The other three functions were an observation deck  
5 for people that want to watch airplanes take off  
6 and land, and then a wellness aspect to it, and  
7 then environmental education aspects.

8 So there you've got three things that if you  
9 were going to have multiple graphics, I would  
10 suggest -- and I would suggest this to the park  
11 committee, since I'm the chairman of that  
12 committee, that -- that we at least consider those  
13 three things; the wellness function, the  
14 environmental education, and something to do with  
15 the observation deck for airplanes.

16 (Mr. Burnett enters the room.)

17 CHAIRMAN BARRERA: I -- I think there's also  
18 the opportunity to bring in that fourth element  
19 with the community, because that's really --  
20 although it's a buffer, it's -- it's a community  
21 park. It's a public park for the community. And I  
22 think that that buffer is being provided as a part  
23 of the airport trying to work with the community,  
24 to be community sensitive to the neighbors. So I

25 think there is an opportunity for that. Jack?

181

1 MR. GORMAN: Does anyone like the idea of  
2 Araquay Aviation Park? In other words, because it  
3 is a uniquely aviation park? I -- just to throw  
4 the word aviation in there, I -- my own conception,  
5 it's an aviation park, because it's -- you know,  
6 it's got a runway and -- that's all.

7 MR. WERTER: Park, natural thing. Aviation,  
8 very unnatural thing. So, I don't know.

9 MR. GORMAN: I mean, I just threw that out.

10 MR. WERTER: That's knee jerk on my part.

11 CHAIRMAN BARRERA: Carl?

12 MR. YOUMAN: Or just plain old Airport Park.

13 CHAIRMAN BARRERA: I think my concern with  
14 that would be is that if I thought somebody was  
15 interested, if they told me they were going to the  
16 aviation park, I would not realize that that was  
17 public. I would think it was secure. I  
18 wouldn't -- I would be concerned about whether or  
19 not there was access, how are they going to get on  
20 there. That's -- that's my knee jerk.

21 MR. WERTER: I mean, in time -- if I might say  
22 in time, a few years down the road, it will be like  
23 going to -- what's the name of that big open field  
24 where they pitch up the tent and have concerts and

1 MR. GEORGE: Stonehenge.

2 MR. WERTER: They'll go, "I'm going to Sabate  
3 or Araquay Park," you know, and they'll go, "Oh,  
4 you know, the one by the park." It will come to  
5 that.

6 MR. GORMAN: I'll give one more and I'll give  
7 up. Araquay Aviation Nature Park. I'm done. And  
8 I'll leave it to the experts.

9 MR. WUELLNER: And all of that may be  
10 difficult to incorporate in a graphic.

11 MR. GORMAN: Yeah, that's true, too.

12 MR. WUELLNER: You know, the idea -- your  
13 point about keeping it simple is --

14 MR. GEORGE: Madam Chairman, I'd like to make  
15 a motion that we assign this project to the PR and  
16 park committee for a written response within two  
17 weeks to be submitted to the board and then the  
18 board to bring their ideas back to this board at  
19 the next meeting.

20 CHAIRMAN BARRERA: So that we can narrow it  
21 down.

22 MR. WERTER: I second.

23 MR. GEORGE: In the event that the board  
24 member wants somebody to -- the PR committee to

25 consider Air Park or whatever, then give it to

183

1 them. They have two weeks.

2 CHAIRMAN BARRERA: Okay. We have a motion and  
3 we had a second.

4 MR. WERTER: Second.

5 CHAIRMAN BARRERA: Do we have any further  
6 board discussion on the motion? Carl?

7 (No further discussion.)

8 CHAIRMAN BARRERA: All in favor, aye?

9 MR. GEORGE: Aye.

10 CHAIRMAN BARRERA: Aye.

11 MR. GORMAN: Aye.

12 MR. YOUMAN: Aye.

13 MR. WERTER: Aye.

14 CHAIRMAN BARRERA: Motion passes.

15 MR. WERTER: Too late. Asked and answered.

16 RESOLUTION 2010-02

17 MR. WUELLNER: Okay. Last -- last business  
18 item I have is -- would be for your consideration  
19 adopting Resolution 2010-02, which essentially  
20 facilitates the FDOT participation at 2.5 percent  
21 of the total runway rehabilitation project.

22 This will bring the Airport Authority's share  
23 down to 2.5 percent of 6 -- just under \$6.5  
24 million. So total Airport Authority share will be

25 \$16 -- approximately \$162,000.

184

1 CHAIRMAN BARRERA: Okay. We have no public  
2 comment on this agenda item, so we'll open it up  
3 for board question and answer. Jack?

4 MR. GORMAN: Is there any downside to this?

5 MR. WUELLNER: Free money.

6 CHAIRMAN BARRERA: Buzz?

7 MR. GEORGE: Ed, do we have something in our  
8 presently approved plan for this project? And what  
9 was the budget for that compared to what it's going  
10 to be with the 2.5 percent?

11 MR. WUELLNER: Yes. We do have it in the  
12 plan. It is a programmed budgeted project for the  
13 year, but I don't recall the numbers off the top of  
14 my head. I'm not trying to be vague; I just  
15 don't --

16 MR. GEORGE: Okay. Because would you have had  
17 to bring it to us if it was already approved in the  
18 budget?

19 MR. WUELLNER: The --

20 MR. GEORGE: I'm just trying to get procedures  
21 now. We approved a budget last year and we had a  
22 program in there for reconditioning the -- the  
23 runway, and at that time, we identified capital  
24 expenditures on our part.



25 MR. WUELLNER: Uh-huh.

185

1 MR. GEORGE: Now, if that's already been  
2 approved, would you have to come to us for  
3 resolution number whatever this is?

4 MR. WUELLNER: Yeah -- I would -- we wouldn't  
5 be to approve the project or inclusion of the  
6 project in the budget. What we do have to come  
7 back to you for is in order to execute the FDOT  
8 grant document that secures FDOT's portion of the  
9 money requires adoption of a resolution.

10 MR. BURNETT: The joint participation  
11 agreement from DOT requires this.

12 MR. GEORGE: Okay.

13 MR. WUELLNER: This really is particular to  
14 the FDOT portion, not the --

15 MR. GEORGE: In -- in the future, it would  
16 help me, and I don't know if the rest of the board  
17 members want it, but I'd like to know, instead of  
18 two and a half percent, I'd like to have a  
19 number --

20 MR. WUELLNER: Okay.

21 MR. GEORGE: -- you know, and what we have  
22 already in the budget.

23 MR. WUELLNER: Okay.

24 MR. GEORGE: What is our reserve fund going to

25 be at the end of the year, \$5 million? We keep

186

1 throwing another -- that's my concern.

2 MR. GORMAN: Question, one more.

3 MR. WUELLNER: Good point.

4 CHAIRMAN BARRERA: Jack?

5 MR. GORMAN: Will adopting this compromise in

6 any way us getting off the tax rolls in October?

7 MR. WUELLNER: No, sir.

8 MR. GORMAN: Thank you.

9 MR. YOUMAN: Question.

10 CHAIRMAN BARRERA: That's a great question.

11 Carl?

12 MR. YOUMAN: Is this -- is this just

13 procedural?

14 MR. WUELLNER: It is -- to the effect if you

15 want to take their money, it is procedural.

16 MR. YOUMAN: Shouldn't these numbers be

17 similar to what's in the budget --

18 MR. WUELLNER: They are -- they are the

19 numbers.

20 MR. YOUMAN: -- already?

21 MR. WUELLNER: Well, they are only in that the

22 actual numbers are reflective of having bid the

23 project.

24 MR. YOUMAN: Right.

25 MR. WUELLNER: When the budget's prepared,

187

1 they're based on estimates long before.

2 MR. YOUMAN: But there -- but this should be  
3 in the ballpark of the budget plus or minus  
4 something.

5 MR. WUELLNER: Yes. I -- I believe the  
6 Authority's share is less than what is budgeted.

7 MR. GEORGE: Great.

8 MR. WUELLNER: But I -- I need to look, you  
9 know, to give you a hundred percent accuracy on  
10 that. I just don't remember what it is.

11 CHAIRMAN BARRERA: Buzz?

12 MR. YOUMAN: I make a --

13 MR. GEORGE: I'm sorry. You're not through.  
14 Go ahead.

15 MR. YOUMAN: I make a motion that we accept  
16 Resolution 2010-02 as presented.

17 CHAIRMAN BARRERA: Do we have a second?

18 MR. GEORGE: One exception. I'm sorry.

19 CHAIRMAN BARRERA: I'll second it and then we  
20 can open it up for discussion.

21 MR. GEORGE: Okay. Fine. We already used  
22 2010-02.

23 MR. WUELLNER: That was policy.

24 MR. GEORGE: That's what you said this was.

25 MR. WUELLNER: That's policy. This is

188

1 resolution.

2 MR. GEORGE: Ah. Fine. Okay.

3 CHAIRMAN BARRERA: Do we have any further  
4 board discussion on Resolution 2010-02?

5 (No further discussion.)

6 CHAIRMAN BARRERA: Okay. Hearing no further  
7 board discussion, we'll put it a vote. All in  
8 favor, say aye.

9 MR. GEORGE: Aye.

10 CHAIRMAN BARRERA: Aye.

11 MR. GORMAN: Aye.

12 MR. YOUMAN: Aye.

13 MR. WERTER: Aye.

14 CHAIRMAN BARRERA: Motion passes.

15 HOUSEKEEPING

16 CHAIRMAN BARRERA: Housekeeping. We have one  
17 agenda for housekeeping that Carl wanted to bring  
18 up in relation to the AMTRAK. Can we bring it up  
19 here or does he have to wait till the board  
20 member --

21 MR. WUELLNER: I think you -- you can do it  
22 here or board member time. I don't think it  
23 matters. You're not doing --

24 CHAIRMAN BARRERA: It's just cleaning up

25 something from an earlier statement in the meeting.

189

1 MR. YOUMAN: Okay. I -- I made a statement to  
2 the meetings twice that we would not hinder the  
3 AMTRAK application if it was approved that it would  
4 be St. Augustine. I did not say that was me. I  
5 said it in general.

6 So, most people took it as a board  
7 affirmation, I would think, and I think I was in  
8 grave error there. And so what I'm asking is, if I  
9 can make that statement or not. I will not make  
10 that statement in the future.

11 CHAIRMAN BARRERA: That's definitely a  
12 housekeeping item. Buzz?

13 MR. GEORGE: Not.

14 MR. YOUMAN: Not what?

15 MR. GEORGE: You cannot make that statement.

16 MR. YOUMAN: Okay. Unless the board approves  
17 it.

18 MR. GEORGE: That's right. That's what I  
19 mean.

20 MR. YOUMAN: What I'm asking is --

21 MR. GEORGE: I'm sorry. I thought you were  
22 asking the board to approve that so that you could  
23 make the statement that the board will not object  
24 to so and so. Because that's not --

25 MR. YOUMAN: That's what I'm asking.

190

1 MR. GEORGE: -- necessarily true.

2 MR. WERTER: I would object to that anyway  
3 because you never know what unforeseen illegality  
4 or impropriety that maybe our competitors might  
5 take. So I would leave that one open.

6 MR. YOUMAN: Okay.

7 MR. WERTER: I mean, if they do something  
8 that -- which causes the AMTRAK or FDOT to do  
9 something in an arbitrary and capricious situation,  
10 I say let the injunctive relief fly, okay?

11 CHAIRMAN BARRERA: Jack?

12 MR. GORMAN: I wouldn't agree with that,  
13 either, Carl --

14 MR. YOUMAN: That's fine.

15 MR. GORMAN: -- only because I don't want to  
16 kill the deal yet.

17 MR. YOUMAN: That's fine.

18 MR. GORMAN: In other words, I want them to  
19 know that we are still certainly open to being a  
20 real multimotive -- multimodal facility.

21 MR. WERTER: We might even include carriages,  
22 too.

23 MR. GORMAN: And carriages.

24 MR. YOUMAN: I apologize to the board for my

25 error and wanted to clarify it and I will not make

191

1 that statement in the future.

2 CHAIRMAN BARRERA: You can certainly make a  
3 statement that you will not be opposed to it.

4 MR. YOUMAN: Yes, I can.

5 MR. GEORGE: Or that it's your opinion --

6 MR. YOUMAN: It's my opinion. Correct.

7 MR. GEORGE: -- that the board might not have  
8 a problem with it. But you've got two disclaimers  
9 in there, might and --

10 MR. YOUMAN: You might, right. Thank you.

11 CHAIRMAN BARRERA: Okay. Going on with  
12 housekeeping, old business, Ed?

13 MR. WUELLNER: Do not currently. We didn't  
14 know whether we had an old business item until  
15 after you passed the policy, but it's in there now  
16 for -- that's where it will show up in future  
17 meetings.

18 CHAIRMAN BARRERA: On to the planning  
19 workshop?

20 MR. GEORGE: I have two items that I brought  
21 up in a previous letter that we discussed, you  
22 know, that --

23 MR. WUELLNER: Okay.

24 MR. GEORGE: -- that we've got, you know, a

25 procedure. I don't know how it's going to be

192

1 handled. But we still need some old business on an  
2 annual evaluation of the executive director, which  
3 did not happen last July. I think it's July, isn't  
4 it, Ed?

5 MR. WUELLNER: Somewhere around there.

6 CHAIRMAN BARRERA: September.

7 MR. GEORGE: Okay. September?

8 MR. WUELLNER: I think it is later now, yes.

9 MR. GEORGE: And we did not come to a board  
10 vote that -- allowing a member to take an option to  
11 substitute conferences other than the two that have  
12 been historically approved. And I have no problem  
13 in bringing those up next week -- next month as old  
14 business.

15 CHAIRMAN BARRERA: Okay.

16 MR. GORMAN: I agree with Buzz.

17 MR. WUELLNER: Okay.

18 CHAIRMAN BARRERA: You don't agree? I'm  
19 sorry.

20 MR. WERTER: No, I'm fine.

21 MR. YOUMAN: I love it, Buzz. And I -- and I  
22 agree.

23 CHAIRMAN BARRERA: I agree with the caveat  
24 that if we're going to take -- if we're going to --



25 that if we're going to do the evaluation in

193

1 September, that we all be prepared ahead of time  
2 for it.

3 MR. GEORGE: The way it's been handled in the  
4 past, even when I was chairman, it was not much  
5 participation by the members of the board. I think  
6 the way it was handled, we're going to discuss it  
7 next week -- I mean next month.

8 MR. GORMAN: And I have a caveat to that.  
9 Normally this evaluation of the performance has  
10 been a check the box, you know. And to be tongue  
11 in cheek, it was good, better, or great. In other  
12 words, you could check any of the boxes.

13 MR. WUELLNER: They let me build the form.

14 MR. GORMAN: Yeah. Ed made the form, by the  
15 way. So -- but without being further facetious, I  
16 just -- I would like an open discussion of the  
17 performance of the -- of the director, rather than  
18 just a -- just a let's fill in the forms and turn  
19 them in on time; in other words, turning them in on  
20 time being the caveat of you're prepared. I don't  
21 agree with that.

22 I think we need an open discussion. Even if  
23 it's -- you know, we can -- and I would prefer it  
24 without the director here. I mean, I don't like

25 embarrassing him. I like him. He's very

194

1 effective.

2 MR. WERTER: But that would be --

3 MR. GORMAN: But I would -- but it does create  
4 a problem discussing it openly with him here. I'm  
5 sorry.

6 MR. WERTER: However, he is part of the  
7 general public and that would be a sunshine  
8 violation.

9 MR. BURNETT: You're --

10 MR. YOUMAN: Can --

11 CHAIRMAN BARRERA: I think Doug needs to speak  
12 before you do, Carl.

13 MR. BURNETT: I just wanted to comment. Let's  
14 not encourage him to unionize, okay? That's the  
15 only way that we could have it in the shade, is if  
16 we have a collective bargaining agreement on  
17 negotiating. Let's not encourage him to unionize.  
18 It has to be done in the public, for better or for  
19 worse.

20 MR. YOUMAN: The TPO had a workshop session on  
21 evaluation and I was part of that workshop process.  
22 Would that be a recommendation, to make a workshop  
23 so that -- or does it have to be -- I guess -- you  
24 know, I guess a workshop has to be publicized, too,

25 doesn't it?

195

1 CHAIRMAN BARRERA: Uh-huh.

2 MR. YOUMAN: So it really doesn't mean much,  
3 does it?

4 CHAIRMAN BARRERA: I think it's definitely  
5 something we need to talk about more on old  
6 business for the next meeting, because I -- I don't  
7 think that every point on an evaluation needs to be  
8 belabored in public. So I would have some concerns  
9 with that.

10 Having administered evaluations through the  
11 years, I think that -- that, you know, certainly  
12 there would be a point, just certain points. But I  
13 think that that may need to be discussed. But I  
14 think that that needs to be looked at in a broader  
15 sense than just put a blanket on it and say we want  
16 to do that. I -- I don't know that I'd be in favor  
17 of that at all.

18 MR. GORMAN: Kelly, if you've got a -- if  
19 you've got a member and he has both positive and  
20 negative things to say and you can't say the  
21 negative things, then what type of an evaluation is  
22 that?

23 CHAIRMAN BARRERA: I think any time you do an  
24 evaluation --

25 MR. GORMAN: Believe me, most of my --

196

1 CHAIRMAN BARRERA: -- you have the opportunity

2 to say anything negative --

3 MR. GORMAN: -- for instance, my own personal,

4 most of mine are positive.

5 MR. WERTER: Tell you what if I may. May I?

6 CHAIRMAN BARRERA: I don't know. Buzz was

7 next, really.

8 MR. WERTER: Oh, Buzz, go ahead.

9 MR. GEORGE: I think that the reason it was

10 done the other way in the past was to get around

11 that. In other words, everybody got their comments

12 in through the chairman and then the chairman

13 summarized it and went over all of the -- you know,

14 the appraisals with the executive director, but

15 because we're not in the room, they can have their

16 closed-door session.

17 So your feelings can get across by putting it

18 down in black and white, and it's leaving it to the

19 discretion of the chairman, you know, to get that

20 message across. I'm just saying that's the way it

21 was probably -- the reason.

22 CHAIRMAN BARRERA: Jim?

23 MR. WERTER: No, he just -- Buzz just took

24 away my thunder. I was going to tell Jack, he

25 knows me for 7 -- well, longer than 17 months now.

197

1 You can just give all of your bad comments to me.

2 I'll gladly say it.

3 MR. GEORGE: He can't, because that's a  
4 violation of the sunshine law.

5 CHAIRMAN BARRERA: With that -- with that,  
6 that's definitely stuff to keep for the old  
7 business. Let's move along to the planning  
8 workshop. Airline service.

9 MR. WUELLNER: Yeah. It's not about airline  
10 service. I think it was about financial impact --  
11 it was actually.

12 MR. GEORGE: Yes, right.

13 CHAIRMAN BARRERA: The budget.

14 MR. GEORGE: Yeah, the budget which it can be  
15 done at budget time.

16 CHAIRMAN BARRERA: And forecasting.

17 MR. GEORGE: Yeah.

18 CHAIRMAN BARRERA: And these are the potential  
19 workshop dates. June 28th, if you guys could all  
20 look at your calendar.

21 MR. YOUMAN: I think June the 28th is in the  
22 week of June the 22nd, and --

23 MR. WUELLNER: No. It's the Monday of the  
24 following week.

25 MR. YOUMAN: Okay.

198

1 MR. WUELLNER: It's your regular meeting --

2 MR. YOUMAN: Okay. I should be back.

3 MR. WUELLNER: -- that you may have at this  
4 point.

5 (Mr. George leaves the room.)

6 MR. WUELLNER: You do have a workshop at 2:00  
7 already that day and the meeting at 4:00.

8 MR. WERTER: What's the workshop on that  
9 again?

10 CHAIRMAN BARRERA: It's the sustainability.

11 MR. WERTER: I thought we moved it.

12 CHAIRMAN BARRERA: That's the public portion.  
13 Our airport portion's on the --

14 MS. ANDERSEN: No, that's the Authority  
15 portion.

16 (Mr. George enters the room.)

17 CHAIRMAN BARRERA: Oh the 16 -- yeah, on the  
18 28th. But on the 16th is --

19 MS. ANDERSEN: Is the public.

20 CHAIRMAN BARRERA: Right. That's what I was  
21 saying.

22 MR. WERTER: Airport workshop.

23 CHAIRMAN BARRERA: So the 28th, we already  
24 have a --

25 MR. WERTER: 12 o'clock.

199

1 CHAIRMAN BARRERA: On the 16th, we have a  
2 public visioning sustainability from 5:30 to 7:30.

3 MR. WERTER: That one, I've got. Correct.

4 CHAIRMAN BARRERA: And on the 28th is our  
5 Airport Authority visioning, sustainability  
6 visioning workshop --

7 MR. WERTER: Oh, I see.

8 CHAIRMAN BARRERA: -- prior to our meeting  
9 starting at 2:00. We have a 4 o'clock meeting that  
10 day.

11 MR. YOUMAN: There's a -- a high --

12 MR. WERTER: This would be at 2:00? This says  
13 12:00 or at noon.

14 CHAIRMAN BARRERA: Carl?

15 MR. YOUMAN: There's a high probability that  
16 the last week in June, I'll be taking off for a  
17 project which will encompass the entire month of  
18 July. But it's not definite yet.

19 MR. WERTER: Is that at 12:00 or is that 2:00  
20 on the 28th?

21 CHAIRMAN BARRERA: The -- up there is wrong.  
22 It's at 2:00.

23 MR. WUELLNER: No, no.

24 CHAIRMAN BARRERA: It's at 12:00?

25 MR. WUELLNER: She's suggesting -- the date is

200

1 up there as a workshop.

2 CHAIRMAN BARRERA: Additional.

3 MR. WUELLNER: An additional workshop.

4 CHAIRMAN BARRERA: What we already have  
5 scheduled is at 2:00.

6 MR. WUELLNER: Correct.

7 CHAIRMAN BARRERA: But right now as an  
8 additional day, we can go from noon until 8:00. We  
9 can have an eight-hour meeting marathon.

10 MR. WUELLNER: That's one alternative.

11 MR. YOUMAN: Can we have a break every once in  
12 a while?

13 MR. WERTER: Okay. You're killing me here.  
14 12:00 or 2:00?

15 CHAIRMAN BARRERA: Right now, you're committed  
16 for 2:00. We're discussing whether or not we want  
17 to start at noon that day, on the 28th. Or we have  
18 these other dates to look at to do our budget and  
19 our forecasting, financial forecasting. Buzz?

20 MR. GEORGE: Would it help to know how far  
21 along your budgeting pro -- your process is for  
22 next year, to include that in this discussion,  
23 or --

24 MR. WUELLNER: It --



25 MR. GEORGE: -- this is to give you guidance

201

1 and direction --

2 MR. WUELLNER: It would be very well along for  
3 any of those dates.

4 MR. GEORGE: Okay. Fine.

5 CHAIRMAN BARRERA: Jack?

6 MR. GORMAN: Here we go again. Can I ask in  
7 all candor what it will take to change these dates,  
8 as this date was changed before, and I had no  
9 notice of it? In other words, what is the  
10 procedure to change these dates should they change?

11 CHAIRMAN BARRERA: The -- what we want to do  
12 is we want to be able to have as many board members  
13 at our meetings as possible. And if you know in  
14 advance that you have work and that that's going to  
15 take you out of town, we would want you --

16 MR. GORMAN: Don't you need to contact the  
17 board members before you change the meeting?

18 CHAIRMAN BARRERA: We did it at the meeting,  
19 at the last meeting. It was at the last meeting.

20 MR. GORMAN: Oh.

21 CHAIRMAN BARRERA: We -- we didn't -- we did  
22 it publicly at the last meeting when we actually  
23 realized that there was going to be a problem with  
24 the 24th.

25 MR. GEORGE: I need to change July dates.

202

1 MR. GORMAN: I'll leave it.

2 CHAIRMAN BARRERA: All the July dates?

3 MR. GEORGE: And the August dates are fine.

4 MR. YOUMAN: Are we trying to pick one date

5 for this? Is that what we're trying to do?

6 CHAIRMAN BARRERA: We are.

7 MR. YOUMAN: Just one date out of all of these

8 choices?

9 CHAIRMAN BARRERA: Uh-huh.

10 MR. YOUMAN: Oh.

11 CHAIRMAN BARRERA: For a workshop. Do these

12 dates work for you, Jack, up here?

13 MR. GORMAN: My schedule can be modified,

14 should the date not change, to make the date.

15 CHAIRMAN BARRERA: Doug, does -- did you have

16 anything you wanted to add?

17 MR. GEORGE: I am not available for the July

18 dates, nor September the 20th. Any of the other

19 ones are fine with me, June, and either one of

20 those.

21 MR. YOUMAN: The June date should work for me.

22 CHAIRMAN BARRERA: June 28th?

23 MR. WERTER: June 28th works for me.

24 CHAIRMAN BARRERA: Is that good for you?

25 MR. GORMAN: Like I said, I'll modify my

203

1 schedule to meet it.

2 CHAIRMAN BARRERA: All right. Then June 28th,  
3 it is, starting at noon.

4 MR. WERTER: Serious? Before I hit this  
5 thing?

6 MR. WUELLNER: Pass out some peanuts or  
7 something during the meeting.

8 MR. WERTER: Okay. Got it.

9 MR. WUELLNER: Okay.

10 CHAIRMAN BARRERA: Do we expect this workshop  
11 to take two hours, or is this something that can be  
12 accomplished in an hour and we can start at 1:00?

13 MR. WUELLNER: I -- I don't know what entirely  
14 the scope is.

15 MR. GEORGE: I think it can start at 1:00.

16 CHAIRMAN BARRERA: Okay. So let's -- let's  
17 look at doing that before you hit -- finalize that  
18 at 1:00.

19 MR. WERTER: And then we have a board meeting  
20 that same day, right?

21 CHAIRMAN BARRERA: We're going to be here from  
22 1:00 till 6:00.

23 MR. GEORGE: Whenever.

24 CHAIRMAN BARRERA: I guess we're going to have

25 the short board meeting.

204

1 MR. WERTER: Can I hit the okay button?

2 MR. YOUMAN: Okeydoke. Everything will be on  
3 a consent agenda, huh?

4 CHAIRMAN BARRERA: We'll just all be  
5 motivated.

6 MR. WERTER: Who's ordering pizza?

7 CHAIRMAN BARRERA: You.

8 MR. WERTER: That's my Rotary day.

9 CHAIRMAN BARRERA: Okay. So June 28th at 1  
10 o'clock. So that is our housekeeping items.

11 MR. GEORGE: Speaking of housekeeping, are we  
12 serving lunch that day?

13 CHAIRMAN BARRERA: Jim's getting pizza.

14 MR. WERTER: Papa John's, whatever.

15 MR. WUELLNER: We'll figure it out.

16 PUBLIC COMMENT

17 CHAIRMAN BARRERA: Okay. Moving on with the  
18 board meeting, public comment?

19 (No public comment.)

20 AUTHORITY MEMBERS

21 CHAIRMAN BARRERA: Being that we have no  
22 public comment, we'll move on to Authority Members'  
23 comment. Jim?

24 MR. WERTER: No comment. I'm talked out.

25 CHAIRMAN BARRERA: Jack?

205

1 MR. GORMAN: Unfortunately, I agree with Jim.

2 I'm -- all of the comments, I've made. Thank you.

3 CHAIRMAN BARRERA: Buzz?

4 MR. GEORGE: Ditto.

5 CHAIRMAN BARRERA: Carl?

6 MR. YOUMAN: I'm going to be a copycat and say

7 let's get out of here.

8 CHAIRMAN BARRERA: Okay. And the last thing I

9 would like to mention is, again, how grateful

10 everybody here is to the pilots who participated in

11 the Aerospace Academy family fun day, what a

12 successful event that was.

13 And I'd like to reiterate that if you're

14 planning on attending either the FAC or the ACI

15 conferences, that you get that information to Cindy

16 as soon as possible.

17 NEXT MEETING

18 CHAIRMAN BARRERA: Our next meeting will be on

19 June 28th, with the workshop starting at 1 o'clock.

20 And -- with that, our meeting will be adjourned.

21 (Hearing concluded at 7:43 p.m.)

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## 1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA )

4 COUNTY OF ST. JOHNS )

5

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

7 that I was authorized to and did stenographically report

8 the foregoing proceedings and that the transcript is a

9 true record of my stenographic notes.

10

11 Dated this 28th day of May, 2010.

12

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

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