

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, November 15, 2010

6 from 4:04 p.m. to 6:23 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

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

12 * * * * *

13 ALSO PRESENT:

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

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

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1 PROCEEDINGS

2 CHAIRMAN BARRERA: Thank you all for coming.

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

7 (Pledge of Allegiance.)

8 APPROVAL OF MINUTES

9 CHAIRMAN BARRERA: Thank you. Have a -- have
10 all the board members had the opportunity to review
11 the minutes of our last board meeting? Do we have
12 any additions, deletions to the minutes?

13 (None.)

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

16 FINANCIAL REPORT

17 CHAIRMAN BARRERA: Financial report
18 acceptance, Jim?19 MR. WERTER: I've reviewed it over the past
20 couple of times. Everything's in order and seems
21 okay. Checks are signed and in the mail.22 CHAIRMAN BARRERA: Okay. Our financial report
23 will stand as approved.

24 AGENDA APPROVAL

25 CHAIRMAN BARRERA: Meeting agenda approval.

4

1 Do we have any additions, deletions, or revisions
2 to the meeting agenda? Carl?

3 MR. YOUMAN: Is -- Congressman Mica's letter
4 that came out, I believe it came out to everybody
5 about the -- hello, hello. Am I on the air?

6 MR. GEORGE: Yes.

7 CHAIRMAN BARRERA: You are.

8 MR. GEORGE: Turn it off.

9 MR. YOUMAN: Congressman Mica sent out a
10 letter, at least it came from me as a board member,
11 about the TSA from -- whenever we require the TSA
12 to be here, there's a privatized program, and he
13 would like to have the airport and board look at it
14 when the time comes.

15 CHAIRMAN BARRERA: Do we want to add that to
16 the housekeeping items then for today to discuss
17 that?

18 MR. YOUMAN: Whatever's appropriate.

19 CHAIRMAN BARRERA: I think that would be the
20 best spot. So let's add that to the housekeeping
21 items for discussion. Do we have any further
22 additions or deletions to the agenda?

23 (None.)

24 CHAIRMAN BARRERA: Then the agenda will stand

25 as revised.

5

1 COMMITTEE REPORTS

2 CHAIRMAN BARRERA: On to committee reports.

3 TPO, Carl?

4 MR. YOUMAN: TPO, I'm on the legislative
5 support committee, I guess you'd call it, and I
6 made some copies of their recommendations for
7 everybody just to look at. It's not been approved
8 by the TPO. I didn't bring enough copies.

9 MR. GEORGE: All right. I'll pass.

10 MR. YOUMAN: You can show it around. I
11 thought I had a few more. Here's a couple more.
12 These have not been approved by the TPO, but
13 they're recommended for consideration for the TPO's
14 requested legislative gifts from the Tallahassee
15 people, what it amounts to.

16 There was a selection of a vendor for a
17 commuter services program. There was discussion on
18 that because there's no local vendors. It's one of
19 those types of things that it's so specialized,
20 that there's only about four or five in the country
21 that do this, and it's matching riders to the
22 commuter system.

23 There was FDOT request amending the four-year
24 2011 through 2015 Transportation TIP Program that

25 was approved. I won't go into the detail unless

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1 somebody wants to have me go into it.

2 And there was a resolution passed supporting
3 the strategic multimodal system designation of
4 Cecil Field's Spaceport. And this is just to
5 enable them to proceed with whatever they need to
6 do to establish the Spaceport out there. And the
7 North Florida Freight, Logistics, and Intermodal
8 Plan Kickoff. And everything else was fairly basic
9 after that.

10 CHAIRMAN BARRERA: Very interesting. Thank
11 you. Jim?

12 MR. WERTER: Can I ask one? What do they mean
13 by Spaceport?

14 MR. YOUMAN: It's going to be a designated
15 landing and takeoff for vertical, not horizontal
16 spacecraft for private concerns going out in space
17 and research.

18 CHAIRMAN BARRERA: Go ahead, Jack. Do you
19 have a --

20 MR. GORMAN: Actually it's horizontal, not
21 vertical. The plan, I find it amusing -- sorry.
22 It -- is that they have to take this -- these
23 spacecraft off, they have to fly them horizontally,
24 and then when they get to a certain area over the

25 ocean, then they become vertical.

7

1 MR. WERTER: Oh. Kind of like the Virgin

2 Atlantic --

3 MR. GORMAN: Exactly.

4 MR. WERTER: Oh, okay.

5 MR. YOUMAN: That's what it's --

6 MR. WERTER: Oh.

7 MR. YOUMAN: -- part of.

8 MR. GORMAN: It just seems a bit different.

9 Not sure how practical it is.

10 MR. YOUMAN: But it's private money, not

11 government.

12 CHAIRMAN BARRERA: Before we go any further,

13 let me take a moment to welcome both Joe Ciriello

14 and Bob Cox to the board and to the table with us.

15 And both of you please feel free for any

16 discussion. Of course voting will be limited to

17 the current board that's seated, but your

18 participation is welcome.

19 MR. COX: Thank you.

20 MR. CIRIELLO: Thanks.

21 MR. YOUMAN: I have one more thing I'd like to

22 mention.

23 CHAIRMAN BARRERA: Certainly.

24 MR. YOUMAN: There was a memorandum that the

25 planning director gave to Jeff Sheffield, the

8

1 executive director. And one of the things of
2 interest, it said if the Republicans win -- since
3 they won, this would be of interest -- Congressman
4 Mica will chair the transportation and
5 infrastructure committee. He plans to draft a
6 transportation bill that is built from the ground
7 up and based on a national strategic plan similar
8 to Florida's SIS.

9 Congressman Mica also wants to streamline
10 project delivery, stabilize the Highway Trust Fund,
11 and adequately fund a national infrastructure bank.
12 He doesn't believe it is sufficiently funded the
13 way it has been proposed. He invites stakeholder
14 input. And if there's no transportation bill by
15 August, it's unlikely to have a bill until 2013
16 after the 2012 presidential election. I just
17 thought that would be of interest.

18 CHAIRMAN BARRERA: Certainly. Okay. Hearing
19 nothing else on the TPO subject, EDC, Jim?

20 MR. WERTER: EDC, the last meeting a few weeks
21 ago I missed because of a legal emergency in the
22 office, but caught up with Nick Sacia and really it
23 was a discussion about Amendment 4 regarding master
24 plan approval going to the general public. But

25 since that got voted down, it's a moot point. So

9

1 that's all for EDC.

2 CHAIRMAN BARRERA: Okay. Great.

3 Intergovernmental?

4 MR. GEORGE: There was a meeting last week and

5 I didn't make it for Jack, so sorry about that.

6 CHAIRMAN BARRERA: Okay. Did we have anybody

7 from the airport attend?

8 (No reply.)

9 CHAIRMAN BARRERA: What about from staff?

10 MR. GEORGE: There was a big mixup on where

11 the meeting was going to be, which meeting room,

12 and I'm not sure that many people if any attended.

13 CHAIRMAN BARRERA: What can we do from a staff

14 perspective to try to get that so that we don't

15 have those gaps?

16 MR. WUELLNER: Well, we need -- we need to

17 hear from you if you're not going to the meetings.

18 I mean, that's first and foremost. We can't help

19 solve it till then.

20 CHAIRMAN BARRERA: With our -- could we send

21 out a confirmation e-mail to both the board member

22 and also to the different group of the date, the

23 time, and the locations so that we can send a staff

24 person in a board member's absence?

25 MR. WUELLNER: Yeah.

10

1 MR. GEORGE: Kelly, this was a matter of Jack
2 followed protocol and got with Cindy or Ed and they
3 went out, you know, "Can anybody attend?" And I
4 said I could attend, but I just didn't make it,
5 so...

6 CHAIRMAN BARRERA: Right. Well, if -- if a
7 board member's not able to make it, though, we want
8 to be able to get a staff person in their place so
9 that there is somebody at least who can report --

10 MR. GEORGE: Okay.

11 CHAIRMAN BARRERA: -- from the Airport's
12 standpoint so that we'll know what's been
13 discussed.

14 It's not a matter of -- you know, we all have
15 emergencies, and certainly I think anybody on this
16 board will understand that, as Jim just spoke about
17 with the EDC. But we want to be able to -- to try
18 to get representation if at all possible. And if
19 it's not from a board standpoint, from a staff
20 standpoint. Jack?

21 MR. GORMAN: I'm going to take the liberty to
22 editorialize just for a moment. I've been to
23 several of those, and it's amazing how -- oh, how
24 little attendance there are.

25 I mean, it's not an excuse for the airport

11

1 here, because -- but it's -- it is -- we are not
2 the only entity that does not attend these things.
3 And I just find that disconcerting, because I've
4 been to several where I was the representative from
5 the airport and there were -- there were at least a
6 third or more of the people missing. And it's just
7 these people in government, they get in fiefdoms
8 and they just don't care. They're not interested
9 in really interacting; they just do their own
10 thing.

11 CHAIRMAN BARRERA: That is concerning.

12 MR. GORMAN: That's my own editorial. Sorry.

13 CHAIRMAN BARRERA: That's concerning. Any
14 further discussion on this?

15 (None.)

16 CHAIRMAN BARRERA: Let's move on to the AMTRAK
17 item.

18 MR. YOUMAN: Let me see. Okay. I'm back on.

19 AMTRAK is a moot issue at this point, as it
20 was not funded and just the high speed rail was
21 funded, as I understand. So everything's on a hold
22 status right now. And Ed is recommending that we
23 push forward a -- a commuter side, and I tend to
24 agree with him.

25 And I was in a meeting with another project

12

1 that was at JTA, and it's nothing do with the
2 board, but I mentioned it while I was there, that
3 we are still pursuing the commuter side of the
4 issue, and they were very receptive to that.

5 CHAIRMAN BARRERA: Wonderful. Jack?

6 MR. GORMAN: I also think that this board, and
7 I won't be on here, should try to pursue the other
8 segments of the intermodal capability. In other
9 words, of course my background and interest would
10 be in the -- in the intracoastal and the dredging
11 of the area to allow access for barges to be able
12 to bring in fuel for aircraft.

13 CHAIRMAN BARRERA: I think this board's
14 already decided that intermodal is a priority, and
15 I think everybody has communicated that, both from
16 a staff perspective and from a board perspective.

17 Buzz, do you have any information as far -- I
18 know from the AMTRAK's aspect we're not pursuing
19 the legislative, but do you have any thoughts on
20 that from intermodal?

21 MR. GEORGE: At the last meeting, we talked
22 about setting up a support group so that we could
23 start bombarding this, that, and the other. And
24 with the latest tran -- correspondence that came

25 about, it looked like the whole thing was on a

13

1 hold.

2 So to set up a support group now and not have
3 it appear again for four years, I think it's a
4 little ridiculous. I talked to Ed about trying to
5 crisply summarize some of the PR, you know,
6 handouts that we had so that if and when it comes
7 up, we'll have some good talking points there. But
8 that's what we've done.

9 CHAIRMAN BARRERA: But that probably won't
10 affect the commuter rail aspect of it and the
11 intermodal from -- from being able to bring in
12 ships to occasionally come in. And obviously it
13 wouldn't be highly frequent. Would that be worth
14 asking Buzz to pursue from legislative contacts?

15 MR. WUELLNER: I -- I'm not what -- sure what
16 legislatively there is to be done. I -- it would
17 seem to me that we probably just need to focus on
18 not only building our own plan relative to the
19 intermodal, but probably more importantly we can go
20 ahead and continue outreach to DOT, to JTA, to the
21 FIND district, to all of the entities that have
22 some jurisdiction or even funding and -- and
23 continue to pursue opportunities there.

24 Because I -- I think one of the next things

25 that would be helpful for us is to revisit the

14

1 intermodal plan that was done ten years ago, update
2 that. As I said, put the new data in it, look at
3 developing options that are on the table.

4 A lot has changed just at the airport, let
5 alone the other modes and how those interact. A
6 lot's changed in ten years. And a fresh look at
7 that would revitalize the ammunition, if you will,
8 in support of intermodal.

9 It would also get -- perhaps get a better
10 community buy-in or a larger community scale buy-in
11 because you'd have time to do that education
12 without the pressure of upcoming funding of a
13 particular mode. You can be doing that ahead of
14 those decisions.

15 So I think it -- it's not a time to let down
16 the guard or go to sleep on the topic completely,
17 but now it -- but now we have some -- we have a
18 little bit of breathing room to really get the
19 proverbial ducks in a row and have a well
20 thought-out well-developed plan complete, not only
21 how it would develop, but the funding, the elements
22 that would be served, all of those kinds of things.

23 How it would be managed. How it would be --
24 you know, where the costs were and the revenues,

25 those kinds of things. It would give us the

15

1 opportunity to do that without the pressure of this
2 has -- you know, this has got to be running in 13
3 months. We don't -- we've got that time right now.

4 CHAIRMAN BARRERA: Do we think we could do
5 that at the December 13th meeting --

6 MR. WUELLNER: Well --

7 CHAIRMAN BARRERA: -- or is that too soon?

8 MR. WUELLNER: Yeah. I mean, we could talk
9 through the elements we want to look at, but I
10 think the next in a -- in a financial step would be
11 to pursue some intermodal planning money, which I
12 think would be fairly easy to get from DOT, in
13 support of having that looked at.

14 And then of course that plan would be
15 developed interactively, somewhat similar to the
16 master plan -- not nearly that scope -- but
17 somewhat interactively with board members and the
18 public so that, you know, the opportunity to kind
19 of get -- get us all on the same page of what --
20 what we mean when we say intermodal -- intermodal
21 center, get those kind of things vetted now.

22 CHAIRMAN BARRERA: Great. So we'll take a
23 first -- a first look at that in December on the
24 13th, and then look at ways to pursue it further.

25 MR. WUELLNER: Okay.

16

1 CHAIRMAN BARRERA: December 13th. Carl?

2 MR. YOUMAN: It would appear to me at this

3 point in time, too, that a lot of things would be

4 on hold or standstill till they select another

5 Secretary of Transportation, because that's --

6 that's up now, too.

7 MR. WUELLNER: Yeah. She has announced she

8 will not continue.

9 MR. YOUMAN: Oh, she did?

10 MR. WUELLNER: Yeah, she did just last week, I

11 believe.

12 MR. YOUMAN: Oh, I didn't hear that.

13 MR. WUELLNER: Yeah, I was surprised, too.

14 But that -- that's somewhat typical. It doesn't

15 mean she won't. What it does mean is that as is

16 always the case when a new governor comes in,

17 senior staff submits resignations and it's up to

18 his discretion whether he continues with those

19 individuals or fills it with other people. So

20 that's kind of classic. So I -- you know, she said

21 that. Doesn't necessarily mean anything yet. And

22 it's usually serve till replaced in those offices.

23 MR. YOUMAN: Uh-huh.

24 CHAIRMAN BARRERA: Okay. Let's move on to the

25 Aerospace Academy. Do we have a report on that?

17

1 MR. YOUMAN: Nothing to report. There hasn't
2 been any meetings.

3 CHAIRMAN BARRERA: Okay. Thank you.

4 REPORTS

5 CHAIRMAN BARRERA: On to reports.

6 Mr. Sanchez?

7 COMMISSIONER SANCHEZ: Thank you, Madam Chair.

8 I would first like to congratulate the two -- two
9 new members that will be joining you I guess after
10 the first of the year.

11 There's a lot of things going on, but it's not
12 anything really major at this point with the
13 county. We -- we're moving along with our
14 business. And the delegation meetings, state
15 delegation will be December 10th in our auditorium
16 at 9 o'clock. And that -- that would be -- you
17 know, anyone who wants to come in and state their
18 request or whatever, I think you need to get on the
19 agenda.

20 But we will have the same list, mostly
21 transportation items that are there. Except we
22 have added the -- asking the legislators to abolish
23 the Mosquito Control District and turn it over to
24 the county.

25 That is a local bill, and that's something

18

1 they can decide themselves, and then it goes to
2 the -- the entire legislature in Tallahassee. But
3 someone said that's very seldom ever of any
4 importance to the rest of the people because it's
5 just a local bill. So usually it's -- it's
6 approved if the level delegation approves it.

7 So nothing will change with the Mosquito
8 Control if we do take it over. It will stay exact
9 same way. You will see the patches on the sleeves
10 change from Mosquito Control to St. Johns County.
11 We can save an additional up to half a million
12 dollars or better.

13 And that is a county-wide service. It's not
14 like the airport in any way, shape or form. And
15 you know, the airport is -- has already become
16 self-sustaining, so you have other ways of income.
17 They have none. They have to charge the taxpayers
18 for their service.

19 And that's why with all the questions asked
20 about that, we really felt like that should be
21 under county control, because we -- I don't know
22 about the rest of you, I got tired of hearing about
23 the helicopter purchase and back and forth about
24 ten times. And then they did the same thing with

25 the \$3 million complex. And now that's still being

19

1 talked about. The -- in reality, the helicopters
2 are still being talked about. So, maybe we can put
3 an end to all that.

4 And just for your own sake information-wise,
5 there are plenty of companies -- one of them has
6 mailed me information. We have no intention of
7 changing anything with Mosquito Control right now,
8 but there are companies that are actually doing
9 seven or eight different states running mosquito
10 control in different areas. And I've gotten their
11 folder and I'll tell you what, I am very impressed,
12 because right on the front says "You can't do it
13 cheaper than we can." So keep that in mind.
14 Anyway, that's about it, unless anyone has any
15 questions.

16 By the way, there is a lot of information out
17 there on the administrator's contract. Believe me,
18 99.9 percent of it is not true what is out there.
19 One person kind of got that started with a letter
20 and then someone else picked up on it and now
21 everyone in the county is, you know, wanting to
22 complain and raise cane about it. And what they're
23 wanting to complain about never happened. So I
24 don't know, but anyway, we'll take care of that,

25 too. Any questions, I'll be glad to answer them.

20

1 CHAIRMAN BARRERA: Ron, from -- from the
2 legislative delegation that's going to leave on
3 December 10th, but if our board would like to
4 pursue transportation, intermodal transportation,
5 what would we need to get to you or to that
6 legislation?

7 COMMISSIONER SANCHEZ: Well, you would need to
8 send a representative. You could come yourself and
9 present it on behalf of the airport. I -- I don't
10 know exactly.

11 I think you would need to call into -- you
12 could call into any one of the offices and ask them
13 how you can get on the agenda, but I think you need
14 to do that so they'll have you listed. And then
15 they will allow public comment also. So you could
16 even come in under that. But it's best if someone
17 from your board or yourselves can make a
18 presentation, and then that would be a lot better
19 for them to hear that.

20 CHAIRMAN BARRERA: Is that something that the
21 rest of the board members would like to pursue,
22 trying to get in on the agenda for the legislative
23 delegation to Tallahassee? Carl?

24 MR. YOUMAN: Will you be making the

25 presentation?

21

1 CHAIRMAN BARRERA: I think that's open for
2 discussion, whether it would be myself, Ed, or
3 another board member.

4 MR. GEORGE: Well, I think the chairman of the
5 board would carry a little influence. I think it
6 would be a good idea that you did do that.

7 CHAIRMAN BARRERA: I certainly -- certainly
8 would if requested.

9 COMMISSIONER SANCHEZ: If she does it as well
10 as she did at the one meeting, I'll be standing up
11 cheering for her.

12 MR. YOUMAN: I'm sorry.

13 CHAIRMAN BARRERA: Thank you.

14 MR. YOUMAN: We were talking over each other.

15 CHAIRMAN BARRERA: Thank you. We can
16 certainly do that. If the board thinks that that
17 would be a priority, to ask the legislation -- the
18 legislative delegation to carry forth that to
19 Tallahassee, I'd be glad to present and have Ed
20 there with me.

21 MR. YOUMAN: Yeah. I was not picked up, so
22 I'll say what I want to say again. Is that you did
23 such a fine job with Mr. Mica's group, that I think
24 you well represented us. That's my opinion.

25 CHAIRMAN BARRERA: Thank you, Carl.

22

1 COMMISSIONER SANCHEZ: I agree with that
2 totally.

3 CHAIRMAN BARRERA: Thank you. Thank you both.
4 Then we'll -- I'll have Ed follow up with the
5 county to try to get that ball rolling.

6 COMMISSIONER SANCHEZ: Okay. And I do have to
7 slip out of here in just a little while. I'm
8 sorry, but it's kind of my last day as chairman
9 and, you know, I have -- there's a lot of things I
10 have to get done and signed today because after
11 today, I'm not chairman anymore. So anyway, thank
12 you very much.

13 CHAIRMAN BARRERA: Thank you, Ron.

14 MR. COX: Thanks, Ron.

15 CHAIRMAN BARRERA: Mr. Slingluff?

16 MR. SLINGLUFF: Nothing to report.

17 CHAIRMAN BARRERA: Mr. Nehring?

18 MR. NEHRING: We have nothing.

19 CHAIRMAN BARRERA: Harry?

20 MR. RUHSAM: I'm going to be -- is this on?

21 Is it working? Okay. Not too much to report. We
22 did have our World War II dinner dance October
23 30th. Had a great turnout. Somewhere over 120
24 people.

25 Next up for us, we have the slate for the 2011

23

1 officers. We'll be voting on them in December to
2 take over first of the year. And we have a
3 Christmas party, I think it's December 3rd, the
4 first Friday, right next door here. Thanks. Any
5 questions? Yes, sir.

6 MR. YOUMAN: What time does it start?

7 MR. RUHSAM: Reba, do you know?

8 CHAIRMAN BARRERA: 7:30.

9 MS. LUDLOW: Do you think it's 7:30?

10 CHAIRMAN BARRERA: I know it is.

11 MS. LUDLOW: Oh, 7:30.

12 MR. RUHSAM: 7:30. The Chairman knows.

13 CHAIRMAN BARRERA: Harry, also could you
14 mention the air show that's being planned?

15 MR. RUHSAM: Okay. I wish we had Craig in
16 here, but Memorial weekend, we're planning an air
17 show. A lot of the SAAPA members are helping Craig
18 Fordham put that together. There's a number of
19 sponsors that are involved, and hopefully with the
20 major involvement with everybody in the community,
21 aviation community, we'll have a pretty good impact
22 on our image to the public with that show. And
23 there'll be more information on that. In fact, we
24 could have Craig come speak before the board at

25 some point if you'd like.

24

1 CHAIRMAN BARRERA: Certainly. I think that
2 would be great.

3 MR. RUHSAM: Thanks.

4 CHAIRMAN BARRERA: Thank you, Harry.
5 Mr. Burnett?

6 MR. BURNETT: Two quick things to report on.

7 One is we filed a couple of now hangar eviction
8 cases. That's a routine thing. I'm just bringing
9 it to your attention. Considering the market,
10 we've tried to work with folks, your staff has as
11 much as possible.

12 Sometimes they're pledging assets in order to
13 get a little more time to bring their -- themselves
14 current, and if they don't bring themselves
15 current, then they pay with the asset. To make a
16 long story short, we've had to file a couple of
17 evictions. It's something that goes on from time
18 to time.

19 If anybody has any questions specifically
20 about what's going on, feel free to ask. You can
21 always call me. But it's what I would consider
22 pretty routine stuff. When you've got as many
23 hangars as you have, you're always going to have
24 someone that doesn't pay and someone that you wind

25 up having to filing an eviction action. It's part

25

1 of doing business.

2 The added thing that I'd have to report on is
3 Hangar 10, you recall this is the one with the
4 HydroSwing door that had its issue and to date is
5 still not occupied. We've gotten -- we had what I
6 would call pretty big meeting of all the players,
7 and they left to talk to their engineers.

8 And you've got a function of the -- the
9 builder, the company that manufactures the
10 building, and the company that manufactures the
11 door all had representatives there. They all had
12 independently their engineers look at the
13 situation. We've gotten some response back from
14 the door manufacturer on Friday. I can tell you
15 I -- I don't like the response, but I don't know
16 how much I don't like the response yet because in
17 part we rely on Andrew Holesko and his team to tell
18 us what the significance of it is.

19 So, to make a long story short, I may have
20 some -- some requests from you next month as far as
21 direction if we cannot get it wrapped up. We've
22 been trying to wrap this up. The Hangar 10's been
23 sitting there.

24 We finally now have an idea of what the

25 problem is and what needs to be done to fix it, and

26

1 we're going to do our best to persuade the players
2 to fix it. And if not, then I'll have to come back
3 and seek your direction to file suit against them
4 to force them to give the taxpayers what it is the
5 Airport Authority paid for.

6 So that's -- that's where it's at right now.

7 And I -- we've gotten good progress, but we're
8 still not quite there, is the best I can tell you.

9 And it's been a few months since I reported on
10 this, so I figured I'd bring it up. Just so you
11 know it's still out there, we're pushing as hard as
12 we can.

13 CHAIRMAN BARRERA: Doug, we haven't received
14 income off of that as this has been going on. Is
15 there any opportunity to make us whole as far as
16 that's concerned?

17 MR. BURNETT: Well, I think certainly if we
18 wind up in a situation where they don't fix the
19 hangar and get it working, that would certainly be
20 something the Airport adds as a damage factor in a
21 lawsuit. Without question, I think that is
22 something that comes into play.

23 CHAIRMAN BARRERA: Jack?

24 MR. GORMAN: Well, just bring it out in the

25 open. What have we lost in revenue on this thing?

27

1 Ed, just guess.

2 MR. WUELLNER: It's about a year or so. It's
3 got to about \$30,000.

4 MR. GORMAN: About \$30,000. That's
5 considerable. Now, what would it cost us to fix
6 it, getting all of these people that are pointing
7 at one another out of the loop? Just, you know,
8 get an engineer in there to fix it. You know, just
9 there's another guess on Ed. I mean, I'm -- now
10 I'm putting you in a -- you know, in a pickle, you
11 know, but, you know, guess.

12 MR. WUELLNER: Yeah. I -- I kind of hesitate
13 to answer that because part of the issue has been
14 trying to come up with exactly what is the problem.
15 It's a structural-related issue when they matched
16 the door to the building. They're two different
17 manufacturers. And there -- there's a weakness and
18 some bending of the structural door frame material
19 when it gets that weight of the whole door up on
20 the hydraulic pistons.

21 So, I mean, yeah, you can throw enough metal
22 at it and certainly make it stiff, but the issue
23 for us has been not only finding a repair that's
24 satisfactory, but also getting the warranty to

25 support whatever fix is in place.

28

1 MR. GORMAN: Right. Warranty and the lack of
2 liability.

3 MR. WUELLNER: Exactly. Because if that door
4 collapses, it is -- it would launch you through the
5 back wall.

6 MR. GORMAN: So this could go on forever,
7 though, at this rate.

8 MR. WUELLNER: No. I -- I think we're really
9 close to either being, you know, drawing -- the
10 line's pretty much in the sand at this point. It's
11 either fixed or we just move ahead with getting our
12 money in other ways.

13 MR. GORMAN: All right. Thank you.

14 MR. GEORGE: Is there a door out there that
15 will work or a company that says they have a door
16 that will work?

17 MR. WUELLNER: It -- well, yeah, there are
18 solutions out there.

19 MR. BURNETT: And the -- add one point to
20 that. The added thing is at the end of the day,
21 someone else needs to sign that structurally the
22 structure is sound --

23 MR. GORMAN: Integrity.

24 MR. BURNETT: -- and it will work and those

25 things. So that's -- until then, you don't have

29

1 the Airport and you don't have your staff
2 recommending to you to accept the completion of
3 the -- of what's there.

4 MS. LUDLOW: We cannot hear Doug.

5 CHAIRMAN BARRERA: If I could get everybody to
6 move their mics a little bit closer to where
7 they're talking so that the recordings can get
8 picked up. Carl?

9 MR. YOUMAN: I know this is hindsight, but are
10 there lessons to be learned from this so that this
11 type of incident won't occur in the future, or is
12 it something that --

13 MR. WUELLNER: Well, yeah, it's been going on
14 long enough that it's already been -- the
15 methodology's been fixed in the next two projects,
16 one being the T-hangars and the other is this --
17 this building immediately next to us.

18 We had a feeling that the issue is -- knowing
19 that they're two different manufacturers, that it
20 requires a lot of oversight by engineers and the
21 contractor to make sure that the two integrate
22 flawlessly in the building. And there's plenty of
23 places for it to fall down. And I don't mean
24 literally, but I mean the process.

1 and are -- you know, follow through now completely
2 on making sure that we have something that
3 indicates the door manufacturer and the building
4 manufacturer and the contractor all understand that
5 those -- those systems have to be integrated and
6 acceptable to us at the end of the day.

7 It's easy to buy the parts, but it's like
8 buying a door off a Ford and a car off a Chevy and
9 hoping the two match when you shut it. You know,
10 somewhere along the line, you had to make sure the
11 opening fit the door or the door fit the opening,
12 your choice.

13 And a lot of it -- to be fair, a lot of the
14 door manufacturers don't make hangars. In fact,
15 most of them don't. And most of the hangar
16 manufacturers don't make doors, other than the
17 classic rolling-type T-hangar door, which is not a
18 desirable product down here.

19 MR. BURNETT: With that, that's all I have to
20 report. I just wanted to make you aware that it
21 was still out there as an issue.

22 MR. WERTER: Doug, how close are we to
23 settling that with the two manufacturers? Just how
24 close is it to settling?

1 Authority has a lot of leverage in the situation.

2 And I'll tell you, and this will go back to
3 answering why -- why I think we'll get there, is
4 it's no secret we can -- the Airport Authority in
5 its bid documents can specify a product or not
6 specify a product.

7 And if the door manufacturer has a very very
8 unique door system that's proprietary intellectual
9 property to that door manufacturer, then if you
10 specify that that door can't be used on this
11 airport in your bid documents, then that
12 manufacturer's going to have a problem in the
13 future.

14 (Mr. Gorman leaves the room.)

15 MR. BURNETT: It's going to lose a lot of
16 revenue. And unlike some other areas, this
17 airport's building things. So, there's a lot of
18 leverage the airport has in trying to bring this to
19 a resolution beyond just the basic usual type
20 construction completion --

21 MR. WERTER: In other words, future marketing
22 is what you're using as leverage.

23 MR. BURNETT: That, and the current present
24 issues that it has, yes.

25 MR. WERTER: And the -- the possibilities of a

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1 third-party repair?

2 MR. WUELLNER: Oh, it -- it exists.

3 MR. WERTER: Because if we're losing -- how
4 much a month are we losing?

5 MR. WUELLNER: Well --

6 MR. YOUMAN: \$30,000.

7 MR. WUELLNER: It's \$30,000 a year. Whatever
8 that --

9 MR. WERTER: And if they're dragging their
10 feet an unreasonable amount of time, couldn't we
11 go -- we're mitigating damages by having the third
12 party repair it and we go after them for the repair
13 and the lost income from them dragging their feet.

14 MR. BURNETT: Unless the repair is something
15 such as removing the door system --

16 (Mr. Gorman enters the room.)

17 MR. BURNETT: -- and replacing the door system
18 with a door system that a door manufacturer can
19 certify will work from an engineering standpoint.
20 And then you get into a hundred thousand dollars.
21 Is that rough ballpark number? It's a huge number.

22 MR. WUELLNER: Yeah, it's probably not that
23 high, but it -- it's a big number. It's in the
24 50,000 range, every bit of it.

25 MR. BURNETT: Then I don't want the -- well,

33

1 anyways.

2 MR. WERTER: Go for it, say it.

3 MR. BURNETT: Yeah, there -- as every story,
4 there's more to it than that, so...

5 CHAIRMAN BARRERA: Okay. Thank you, Doug.
6 Like to invite Mr. Zimmerman up to talk about the
7 IDC.

8 MR. ZIMMERMAN: Yes. Good afternoon. The
9 last Industrial Development Authority meeting, we
10 discussed the train station in particular and --
11 after Ed came and gave his presentation to us. And
12 for obvious reasons, we are taking a neutral
13 position.

14 But, however, it was quite a lot of discussion
15 about the intermodal concept. And we hope that
16 sometime we'd be able to do something to help it
17 along, either with bonds or some other way, because
18 it is very very -- it's very interesting to a lot
19 of people.

20 An aside, I was at the last intergovernmental
21 meeting. One of the five, I think, six people who
22 were there, and it was -- it was downstairs, in the
23 conference room downstairs. Something else was
24 going on up here, I think. And it's -- it was a

25 very short meeting and most of it was taken up by a

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1 city commissioner who was reporting on things that
2 were going on in the city. And some of it was a
3 rehash of other things, like the DOT person who was
4 there.

5 Which brings me to think -- this has nothing
6 do with the IDA now; this is me. The IDA person
7 has a list of road projects that I'm sure you've
8 seen at the IDA -- the TPC (sic) meetings, several
9 pages long about road jobs in the county. And it's
10 what's happening now, plus what's going to be next,
11 and what's after that, and what's...

12 And at the very end of the last page, which is
13 something that's in the next millennium, is the
14 extension of 312, which is -- becomes 313, comes
15 out here. And I -- this is just me, now. Wouldn't
16 that be a big advantage to the airport to have that
17 done sooner rather than later? And it's --
18 literally, it's not even -- it's not even in the
19 plan yet. It's not even talked about. It's not
20 even -- so, that's something I thought about.

21 MR. YOUMAN: May --

22 MR. ZIMMERMAN: But you're absolutely right
23 about -- I'm with -- what are there? There are 19
24 members, I think, on the -- on the

25 intergovernmental committee meetings. Gee whiz.

35

1 MR. GORMAN: It's the --

2 MR. GEORGE: Something like that.

3 MR. GORMAN: The attendance is very poor --

4 MR. ZIMMERMAN: It is.

5 MR. GORMAN: -- which is poignant to me. It
6 seems it should be very important, and yet they're
7 not coming.

8 MR. ZIMMERMAN: Anyway.

9 MR. YOUMAN: May I?

10 MR. ZIMMERMAN: Thank you.

11 CHAIRMAN BARRERA: Carl?

12 MR. YOUMAN: May I comment on the 313?

13 MR. ZIMMERMAN: Yeah.

14 MR. YOUMAN: The way I understand it, 313 is
15 not on the board because there's a lot of private
16 funds that are going to be involved in making 313 a
17 reality through this section.

18 MR. ZIMMERMAN: Yes.

19 MR. YOUMAN: 312/313 itself between U.S. 1 and
20 16, that is in the stages of there's monies
21 allocated over the next few years to buy roadway.

22 MR. ZIMMERMAN: Yeah. Again, I'm --

23 MR. YOUMAN: There's no -- there's no federal
24 funds or even inklings of it till this -- till it's

25 determined how much the private is going to be.

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1 MR. ZIMMERMAN: That's right. I'm just
2 thinking in terms of, at least it pops into my mind
3 because of intermodal, another form of
4 transportation directly to the airport. That's all
5 I'm thinking of.

6 MR. YOUMAN: I would agree that we should
7 probably contact the --

8 MR. ZIMMERMAN: Start lobbying for it, I would
9 think.

10 MR. YOUMAN: What is it, Palencia?

11 MR. WUELLNER: No. It's Cordova.

12 CHAIRMAN BARRERA: Cordova.

13 MR. ZIMMERMAN: Cordova, yeah.

14 MR. YOUMAN: And find out what the status of
15 everything is, because just for curiosity sake, is
16 this going to drag out for another ten years?

17 MR. WUELLNER: Yeah, I don't think -- I don't
18 think they're planning to do anything with it for
19 another couple of years. They rushed through the
20 land changes ahead of the risk of hometown
21 democracy.

22 MR. YOUMAN: Right.

23 MR. WUELLNER: And then I think their intent
24 was to sit on it for a while till it becomes

25 financially viable.

37

1 MR. YOUMAN: Thank you.

2 CHAIRMAN BARRERA: Jack?

3 MR. GORMAN: The truth is, is that the
4 location and design and engineering of 312/313 is
5 critical to the airport's use of the property that
6 the airport owns to the west.

7 We can't do a 10-year plan that's proper until
8 we get the exact location of 312 or 313. Until we
9 get that location, then we can't do our own land
10 planning as an airport to be able to then actually
11 flesh out where you put the intermodal, where you
12 put any kind of industrial park, where you put
13 anything. And so that whole thing holds everything
14 up.

15 MR. WUELLNER: Yeah.

16 MR. GORMAN: It holds the 10-year plan, it
17 holds everything up.

18 MR. WUELLNER: You're exactly right. And I'm
19 hoping that by the time we hit the next master plan
20 cycle, which is, you know, about a two-year time
21 frame from here, that the -- the crystal ball if
22 you will gets a little clearer.

23 MR. YOUMAN: Can we actually, though, contact
24 Cordova, just ask them what their current --

25 MR. WUELLNER: Sure.

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1 MR. YOUMAN: -- status is?

2 MR. WUELLNER: Sure. I mean, they just
3 wrapped up the -- what do they call it?

4 MR. BURNETT: Development order.

5 MR. WUELLNER: DRI -- RDI.

6 MR. BURNETT: Yeah. They have a development
7 order for their DRI which will tell them how long
8 they have. It sets time frames for how long they
9 have to do something.

10 The key is, is before they can develop the
11 land, they're going to have to obviously get all of
12 the permitting. But what you'll see come up at the
13 county level is the PUD rezoning. And there hasn't
14 been any PUD rezoning that I -- and I'm looking to
15 see if Ron Sanchez is still here, but he's gone --
16 the PUD rezoning, until that happens, then really
17 know that they're sitting not doing anything. If
18 they haven't made application for it, then it's
19 really sitting there.

20 MR. WUELLNER: Yeah. All they've done so far
21 is comprehensive plan adjustments for it, which
22 will make zoning easy, relatively easy.

23 MR. GORMAN: In your best guess or anybody's
24 best guess, how long do you think you've actually

25 got until they actually come to some conclusion?

39

1 Take a wild guess.

2 MR. WUELLNER: My guess is approximately two
3 years after the economy starts recovering --

4 MR. GEORGE: The next millennium.

5 MR. WUELLNER: -- is when it will start.

6 MR. YOUMAN: After the next millennium.

7 MR. WUELLNER: Yeah. When you look at the
8 surplus of residential units and all of the pieces
9 and parts and industrial property and all that goes
10 with the development, until you see some kind of
11 recovery, they're not going to go spend the
12 millions, tens of millions on infrastructure
13 development and the like ahead of having some idea
14 of when to get money back.

15 MR. GORMAN: So unless you could push this
16 road through on a federal level, it's not going to
17 get done for several years.

18 MR. WUELLNER: State or federal, yeah.

19 MR. GORMAN: Well --

20 MR. WUELLNER: And it can -- it's still -- the
21 numbers -- right now, it's going to be pretty tough
22 to get. And, you know, as you guys that have sat
23 on the TPO over time know, I mean, to get it state
24 funded is at this point still a seven-, eight-year

25 project. Probably ten.

40

1 MR. GORMAN: I was actually told -- kind of
2 taken aside and told that unless we federalize this
3 thing, you couldn't fast-track it. You really need
4 to federalize it. It would have to --

5 MR. WUELLNER: Well, you -- and it's going to
6 have to be a local priority even to get off the --
7 off the center because there's limited funding.
8 And both those -- those setups, federal or state,
9 it's going to have to be among the top priority
10 projects to even get advanced. It's just going to
11 keep getting carried forward at this point.

12 MR. GORMAN: Yeah. Thank you.

13 CHAIRMAN BARRERA: Okay. We'll move on to the
14 air traffic count.

15 MR. WUELLNER: Yeah. I'm happy to report
16 another strong month of air traffic-related
17 activity characterized by the red -- red bar on the
18 bar chart there. The last two bars are an
19 extension of the October data. So I think you get
20 a feel for a strong year at this point.

21 I -- even with runway closures at night and
22 all, the numbers were extremely strong through
23 October. We're actually up about 20 -- what is it,
24 29, I'm trying to read my own writing here, about

25 29 percent month over the same month last year.

41

1 And I think collectively we're still over 20

2 percent increase over the previous year.

3 If you look back, two bars back in that graph

4 is the two-year-ago data, and you can see that the

5 growth or at least the traffic operations data

6 looks like it will probably exceed all the way back

7 to at least 2007 kind of data. So we're having an

8 extremely strong year in terms of takeoffs and

9 landings.

10 That's not -- nothing about that's bad, but

11 the -- when you look at what kind of traffic is

12 showing up at the airport, you know, it's not a

13 high dollar generator kind of numbers in the

14 operations. It's flight training kind of activity

15 that will skew -- skew the total very high, but

16 it's not been a recovery that we've seen of

17 substance related to jet-related traffic at this

18 point. It's still very, very, very slow and very

19 deliberate at this point. But light GA actually

20 has stayed reasonably -- reasonably good the last

21 few years.

22 CHAIRMAN BARRERA: Okay.

23 MR. GEORGE: Is that 29 percent? Have you --

24 would you double-check that?

25 MR. WUELLNER: Yeah, I --

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1 MR. GEORGE: The bar just does not look like
2 it's 29 percent. That's close to a third.

3 MR. WUELLNER: My guess is the -- it's 29 -- I
4 don't know.

5 MR. GEORGE: Whatever.

6 MR. WUELLNER: Yeah, we will look at it.

7 MR. GEORGE: Yeah.

8 MR. WUELLNER: It does seem quite high.

9 MR. GEORGE: Yeah. I noticed Vic looking at
10 it and he was getting his pen out over there.

11 MR. WUELLNER: He's probably got the right
12 number already.

13 MR. MARTINELLI: It looks like 6 or 8 percent,
14 looking at the graph.

15 MR. WUELLNER: Yeah.

16 MR. GEORGE: We've got a different chart over
17 here.

18 MR. WUELLNER: I can't pull it up at this
19 point, but I will --

20 CHAIRMAN BARRERA: If you want to go ahead and
21 go on to the runway rehab.

22 MR. WUELLNER: The what? Runway. 13/31
23 project continues full steam ahead. The last few
24 days starting Thursday last week, the overnight

25 long pulls have begun on the pavement. So they

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1 mill what they can repave each night, which is

2 effectively one almost length of the runway.

3 They've done the southern about 1800 feet

4 actually to just north of the intersection of 6/24.

5 And they've also done the northern 1,000 feet plus

6 the blast pad area. So the area between -- this is

7 a pretty round estimate here, but between Alpha --

8 or, excuse me, Bravo 1 and 6/24 or Bravo 4, if you

9 prefer, that area is done pretty much one pull per

10 night of paving activity.

11 The runway closes at 9 p.m. They begin the

12 milling operations. They follow right behind it

13 putting down two inches right after they mill it.

14 So by morning at 7 o'clock when the runway is

15 reopened, the -- that section of pavement has been

16 replaced and whatever marketings were essential

17 during that period have been replaced.

18 So it's -- we estimate at this point schedule

19 holds, they should be completed with nearly all

20 paving efforts by Tuesday of next week. They'll

21 have a bunch of marking to do, and they'll begin

22 the efforts of -- toward installing the centerline,

23 actually putting the light fixtures in.

24 Keep in mind all of the underground work for

25 the centerline lighting is in place. So now they

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1 come back and core the actual location and place
2 the fixture and epoxy that in. That will happen
3 afterwards as will the grooving effort that will go
4 down on the runway after that.

5 So you're looking still about mid December is
6 the best guess right now for completion of that
7 project and being -- and they'll do a final
8 pavement marking again at -- after the runway's
9 been grooved so that we have everything left
10 just -- just the way it ought to be at that point.

11 But runway edge lighting has been replaced.
12 It's now fully operational. So nights when they do
13 not pave, runway lights are available. They're
14 also available up till 9 o'clock at night, or we
15 don't really need them this time of year after 7
16 a.m., but as of ten days ago, you did. So anyway,
17 the lighting's back up and functional. And shortly
18 we'll add -- add centerline lighting to that mix,
19 too.

20 CHAIRMAN BARRERA: Bob?

21 MR. COX: Just a -- Ed, just a question, more
22 of a technical side. How is this supposed to
23 affect the ILS parameters and all as part of --

24 MR. WUELLNER: Actually, none.

25 MR. COX: -- landing -- I mean, I was hoping

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1 it would improve our ability to come in.

2 MR. WUELLNER: The net effect is we reclaim
3 the four foot lost in the surveying change.

4 MR. COX: Okay.

5 MR. WUELLNER: So at the end of the day, the
6 airport reestablishes its 8,000 feet of pavement.

7 In addition to that, there is the safety -- not
8 safety area. Blast pad extensions on both end,
9 which I believe is about a 200 x 500 foot paved
10 area.

11 You probably recall we've had a long history
12 of erosion issues on the -- off the edge of the
13 runways from people -- just from engine blast and
14 the like. So that's now been stabilized. That's
15 not usable for takeoffs or landings. It's simply
16 there to keep dirt from leaving. Those -- all of
17 those things are in place now. So that the net
18 effect is you're going to have -- it won't affect
19 the runway length for purposes of the ILS or --

20 MR. COX: I won't lower the minimums or
21 anything? We won't be able to realize --

22 MR. WUELLNER: The runway work will not. At
23 the completion of approach lighting --

24 MR. COX: The lights, yeah.

25 MR. WUELLNER: -- which is a next-year

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1 project, that will likely be tied funding-wise to

2 Taxiway Bravo's last piece down there.

3 MR. COX: Okay.

4 MR. WUELLNER: Once that's in place, you will

5 see the ultimate reduction down to 200 feet from

6 250.

7 MR. COX: Oh, good. Very good. Great.

8 MR. WUELLNER: That's about all we can do with

9 it.

10 Okay. ARFF facility, that should -- will

11 begin construction Monday following Thanksgiving.

12 So you're two weeks from today. That will begin

13 construction out there. And that's approximately a

14 six-month contract period, so that puts it out

15 right about the end of May. So it should be

16 occupied about then.

17 As a reminder, that was a 97 1/2 percent FAA

18 project, and it was also paid for by the last of

19 the \$1 million entitlement grants from Skybus

20 service. So, just keep your -- keep your eye on

21 that bouncing ball. That's the last of the Skybus

22 money if you will from a federal grant standpoint

23 for at least a year or two.

24 Safety area project. 13/31, I'm pleased to

25 report we're almost -- I mean, it's within earshot

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1 now of final pieces to the puzzle to allow that
2 construction to begin. I think we're down to
3 receipt of an easement document from the State and
4 we're also waiting on the letter authorization from
5 Corps of Engineers, which I understand is already
6 in process. So it's not an issue of whether we'll
7 get it; it's just a question of when it shows up.
8 That's it.

9 All other permits are in place for that work.
10 So, beginning in -- I expect construction to start
11 in December on that project. And that's a -- I
12 believe a -- it's at least a six-month contract
13 period in the job.

14 Sustainability, Mariben's here. Would you
15 like to --

16 CHAIRMAN BARRERA: I would like to have
17 Mariben come up to the microphone and talk to us
18 about the sustainability plan. I think we may have
19 a few questions for you, as well.

20 MS. ANDERSEN: We had a meeting with staff
21 regarding sustainability initiatives. So we ran
22 through with Bryan, Kevin, and Cindy regarding
23 initiatives pretty much, you know, going through
24 the process. Our next meeting with them is

1 The sustainability presentation was done at
2 the FAC environmental conference the first week of
3 November. And of course Bryan did a wonderful job.
4 He was up there with Patrick Magnotta from FAA, who
5 is the program manager for the sustainability.
6 Other than that, we're just proceeding and going
7 through the metrics. Do you have any questions?

8 CHAIRMAN BARRERA: Mariben, as a part of the
9 sustainability project, I know that you're looking
10 at revenue generation. And I wanted to find out if
11 you were looking at some of the properties that we
12 have and the revenue-generation possibilities with
13 some of those?

14 MS. ANDERSEN: That's an excellent question.
15 Yes, we are. As a matter of fact, one of the --
16 what we call, we have current initiatives. Then we
17 have what we call future initiatives.

18 One of them is actually looking at the
19 property that you have on the other side of U.S. 19
20 (sic) for revenue generation, possibly silviculture
21 or agricultural uses that would not be a wildlife
22 issue, and -- but we have to coordinate that with
23 staff and of course coincide it with master
24 planning because there's a five-year window term

25 associated with those activities as part of

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1 revenue.

2 Economics is the number one priority of the
3 sustainability management plan. So other than
4 that, we're looking at -- you know, you did a
5 wonderful job with your conference center,
6 multipurpose, multiuse building. So we're looking
7 at other combinations like that for revenue.

8 Other than that, the other things that we're
9 looking at is how to save money. One of the white
10 paper that we're requesting JU to do is actually
11 ways of rehabilitating existing buildings to
12 further minimize energy consumption.

13 A good example is Tallahassee airport needed
14 to replace their roof at that terminal, and they
15 found out that actually putting solar panels on the
16 landward side of their airport would cost just a
17 little bit more, but the savings and the energy
18 generated by that was significant for the energy
19 use of the building itself.

20 So we're looking at those types of initiatives
21 as an example. So the answer to your question is
22 yes, and those are the examples of what we're
23 looking at.

24 CHAIRMAN BARRERA: Now, Mariben, I know that

25 the county commission just recently was evaluating

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1 a contract from I think it was Trane to -- on
2 energy efficiency. Are you also looking at those
3 not only just ability to reduce, but also the
4 equipment and inside buildings that help function
5 to reduce the energy and reduce cost of those as
6 well?

7 MS. ANDERSEN: Yes, ma'am. S.A.G.A.,
8 Sustainable Alliance Guidance for -- sorry.
9 Sustainable Aviation Guidance Alliance actually is
10 continuing to update their data as it relates to
11 airports.

12 One of the initiatives that were objectives
13 that -- Bryan and I attended the Sustainable
14 Florida Conference, and there are things that they
15 do that are applicable to airports and things that
16 we do that are applicable to counties and cities.
17 So right now, we are exchanging information to
18 keep --

19 CHAIRMAN BARRERA: Great.

20 MS. ANDERSEN: -- up the initiative section.

21 CHAIRMAN BARRERA: Great. Do we have any
22 further board questions on this?

23 (None.)

24 CHAIRMAN BARRERA: Thank you, Mariben.

25 MS. ANDERSEN: Thank you.

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1 MR. WUELLNER: Issues reporting. We had
2 one -- one notification of a low-flying aircraft
3 during the daytime. We were unable to track it to
4 the airport. It appears to be of non-airport
5 origin based on air traffic comptroller feedback on
6 that. So, that's really it. I -- the drawing we
7 provided or the sketch we provided shows the
8 location. It is more or less off the edge of the
9 airport, but it is -- it doesn't appear to have
10 been airport generated.

11 CHAIRMAN BARRERA: Carl?

12 MR. YOUMAN: I'd like to make a comment on
13 that. The military have been flying these
14 heavy-duty helicopters, and they've been coming
15 across very low and they've been very noisy in the
16 last 30 days. It's been -- I've just been curious
17 what they were doing. But it's military aircraft.
18 It has to be.

19 MR. WUELLNER: Well, it's a new fiscal year,
20 so there's money for training.

21 CHAIRMAN BARRERA: All right. Benchmarking.

22 MR. WUELLNER: Benchmarking. T-hangars are at
23 a hundred percent -- a hundred percent occupancy.
24 Corporate's at 80. I can tell you we have begun to

25 advertise for occupancy of those. We now have a

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1 banner ad placed on our web site as -- and it's
2 also been distributed out through Facebook as of
3 today, trying to scare up some interest in those
4 2500s and 3000 square footers.

5 We have had a few people -- we did recontact
6 our list and we have also let them know about the
7 change in policy after last meeting about sharing
8 and the like. So, hopefully we'll see that
9 occupancy go up. Corporate hangars, 90 percent
10 again. The only missing piece of that is the
11 Hangar 10 that we discussed earlier. That --
12 that's why that remains at 90.

13 You see jet fuel is still off, but you can see
14 self-service in terms of avgas is up substantially,
15 almost by a third, which kind of reflects the
16 scenario I was telling you relative to ops.

17 It's -- we're just not seeing the recovery of the
18 jet side at this point or this yet.

19 The customers -- the corporate side is still
20 flying very cautiously relative to the number of
21 trips and their use of aircraft at this point. And
22 a significant portion of of course the self-serve
23 is related to light GA or certainly avgas and
24 flight school-related activity, so...

25 Which brings you to your first agenda item.

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1 BIRD ISLAND PARK PRESENTATION

2 CHAIRMAN BARRERA: Okay. Our first agenda
3 item, could we invite Ginny Simpson and Bryan
4 Cooper to come up? Like to talk about the Bird
5 Island Park presentation and discuss what was done
6 there and if it's something that we would be
7 interested in having at our airport. Bryan, Ginny?

8 MS. SIMPSON: Hi. I'm Ginny Simpson and I'm
9 glad to be here.

10 I was asked to come and take a look at your
11 property, I guess that's to the south, and the
12 property that you have been using -- that you-all
13 have reserved for -- for ecological purposes and
14 buffering purposes. And I must admit I have to
15 tell you I've been quite impressed with the
16 property. It -- it's really pretty and I applaud
17 the efforts of your organization to keep it as a
18 natural buffer.

19 The reason I was asked to come to take a look
20 at the property is that I'm the past chairman and
21 founder of Bird Island Park which is up in Ponte
22 Vedra. It's a piece of property behind the Ponte
23 Vedra Library.

24 And our park basically is -- was built as an

25 eco friendly multigenerational park. We had a

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1 small piece of property that we wanted to use to --
2 as a park, but we also wanted to use it as
3 economic -- we wanted to use it to encourage people
4 to look at ecology.

5 And after walking and -- your park back in
6 October -- I'm sorry, in August, I put together an
7 assessment of the property. And looking at the
8 uses, I notice that you-all want to keep a natural
9 buffer between residents to the south and a
10 conservation and pre -- preservation area and also
11 use it as educational and fitness trail.

12 And with that in mind, I wanted to pose a
13 proposition to you-all so that you could possibly
14 not take money out of your operating budget at the
15 airport, but find alternative revenue sources in
16 order to fund building the park. And basically, it
17 mimics what we did with Bird Island Park.

18 What we did is we formed a 501(c)(3)
19 corporation, and we took the different aspects of
20 the park and we did -- we did an RFP to see how
21 much it was going to cost us to build the different
22 aspects of the park.

23 And I think you can mimic that here in taking
24 your different aspects, for example, your

25 observation deck, your ponds, your playgrounds,

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1 your educational signage, your boardwalks, and
2 different trails, and you could use those areas and
3 market them to your -- your clients that you have
4 in your hangars and the local community and
5 basically offer those areas as naming -- naming
6 opportunities for these different individuals,
7 personal and corporate individuals. And you could
8 fundraise and sell the park to the community for
9 naming rights.

10 That was basically the gist of the project. I
11 could go into further depth with you-all, but I
12 didn't even know if you wanted to discuss this as a
13 possible option before getting into more depth.

14 CHAIRMAN BARRERA: Before we open it up for
15 public comment, Bryan, did you have anything you
16 wanted to add to what Ginny said before we open it?

17 MR. COOPER: Well, I did visit Bird Island
18 Park and took a lot of pictures up there, and we
19 spent a couple of hours reviewing that park. There
20 are some similarities between what they were trying
21 to accomplish and what we're trying to accomplish.

22 And this whole aspect of -- of getting --
23 selling naming rights is something different than
24 what we have done in the past, but I think since

25 we've gone off the tax rolls, we have to look at

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1 everything, every option.

2 And this is a different type of financial
3 option. If the -- I mean, it's a basic discussion
4 that the board has to have. Do we want to fund it
5 ourselves or do we want to fund it by collecting
6 money from the public? I think that gets down to
7 the basic thing we're talking about.

8 There are a lot of opportunities. When I
9 looked at what they had sold up there, they sold
10 naming rights for benches, for gazebos, for trails.
11 A lot of the same things could be done here. I was
12 impressed with what she has done up there or what
13 the group did up there.

14 CHAIRMAN BARRERA: Okay. Open it up for
15 public comment, and that would be Reba Ludlow.

16 MS. LUDLOW: No comment, thank you.

17 CHAIRMAN BARRERA: Vic Martinelli?

18 MR. MARTINELLI: I think that this is a good
19 sequitur from what Bryan just said. And what I'm
20 really talking about is a concept, so kind of open
21 your minds up and think -- think broad here because
22 since you've got off the tax rolls, you've become
23 I'll say a quasi-corporate for-profit corporation.
24 And -- and that's a lot different than strictly a

25 governmental institution that has to abide by all

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1 the government laws and -- and policies.

2 I know that because of FAA funding and FDOT
3 funding, that we still have to comply with their
4 requirements. But what has been lacking I think is
5 a true broad long-range look and plan of what you
6 want to do. That to be contrasted from the normal
7 five-year plan that you -- planning process that
8 you're going to get into in a couple of years.

9 I think before you get into that, it would be
10 very wise to put together a group of business-type
11 people and say, okay, we have a -- an airport here
12 which is a commercial enterprise, let's look at it
13 as a commercial enterprise and let's see where we
14 want to go with it. And after that direction is
15 taken and looked at carefully and planned, then
16 meld that with the requirements for a
17 governmental-sponsored long-range plan, which
18 you're going to get into in a couple of years.

19 So the timing really is now to get started
20 with this kind of, I'll just say brainstorming kind
21 of look at the long term and where you want to go
22 to make this a self -- continue to make it a
23 self-sustaining airport and also comply with and
24 get the government grants that you need for the

1 I don't know if I made myself clear, but
2 you've got to just think big. Think beyond --
3 beyond the fence and think about it that way.

4 CHAIRMAN BARRERA: Thank you, Vic. We'll open
5 it up for some board questions, and I'll start.
6 Ginny, can you tell the board how long it took from
7 the time that you came up with the idea that that
8 area of barren land needed a park and the time it
9 was -- the first phase of it was completed?

10 MS. SIMPSON: Well, the -- it took a long
11 time. To be honest with you, it took about seven
12 years from the initial concept. But you have to
13 understand we -- we started with a grass root
14 effort.

15 Found the property and the property was St.
16 Johns County property. And so we had to go through
17 the political motions of asking them to take that
18 piece of property and put it into the parks and
19 recreation department inventory. And then after
20 that, did we get to go in and do an assessment of
21 the property and do a plan and then fundraise.

22 So what you-all have here, you've -- you've
23 jumpstarted a lot of that time, because you already
24 have a plan in place. And so what you would have

25 to do is just cost out that property and then block

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1 it out into segments and then, you know, sell those
2 different -- different pieces and parts. And you
3 could make them very small or very large, depending
4 on what you want to do. Like I said, you -- you
5 have jumpstarted a lot of the process.

6 The fundraising aspect of it is going out --
7 basically what we did was we looked at who would
8 benefit from having the park the most and some of
9 our close business ties that we had, as
10 Mr. Martinelli had said. And it was amazing. Once
11 we went out and showed people the property and told
12 them what we were trying to do, how many people
13 were willing to jump on board.

14 It's -- it's amazing -- it's a great business
15 opportunity advertising for different
16 organizations, law firms and -- and different
17 corporations. And, you know, people also have an
18 emotional side of -- of liking to put naming
19 opportunities for loved ones or people who have
20 helped get things done in the community.

21 And I -- from a marketing standpoint, I think
22 you-all have a good base to work on just in your
23 hangars, personally. And then of course
24 St. Augustine has a great business community, I

25 think, that you could market to them.

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1 And you know, it -- honestly, other than time
2 and energy and going out and doing presentations, a
3 lot of the cost that you have into the park plan
4 has already been done. It's really just marketing
5 and promotion at this point, in my opinion.

6 CHAIRMAN BARRERA: Jack?

7 MR. GORMAN: I don't know how to put this, but
8 I have -- when you get a business -- I'm not sure
9 and so I don't want to criticize something I
10 haven't seen because I haven't been to Bird Park.
11 But I've been to places like interpretive centers
12 where they build these big buildings and they build
13 dioramas and they put stuffed birds in
14 air-conditioned buildings. I don't really see that
15 as being a good idea. And --

16 CHAIRMAN BARRERA: No, it's not that type of
17 park.

18 MR. GORMAN: -- that's where corporate people
19 will go with this. And that's my -- my sum of all
20 fears.

21 MS. SIMPSON: Actually, Mr. Gorman, we have --
22 some of our corporate sponsors are The Players and
23 MDI, were some of our larger corporate sponsors.
24 And we have -- our park is -- is boardwalks,

25 gazebos, a hundred percent native plants. And

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1 so -- so we sold areas, not -- not buildings. And
2 we -- the only thing that was small was -- that we
3 sold were benches and things like that. But we
4 mostly sold areas and concepts. So we have an
5 upland --

6 MR. GORMAN: So you're assuring me that the --
7 that there were still -- this a still a very
8 natural setting with a minimum of buildings. It's
9 just allowing some access and some shade for the
10 public. And other than that, we're --

11 MS. SIMPSON: Yes.

12 MR. GORMAN: -- we're not looking at stuffed
13 birds. We're looking at real birds.

14 MS. SIMPSON: No.

15 MR. GORMAN: That's fine.

16 MR. WERTER: Jack, if I may, you've been to
17 these places like -- like up in maybe even Jax
18 Beach, I don't remember, where you look down and
19 you look at a brick and it's got a couple --
20 couples' names --

21 MR. GORMAN: Right.

22 MR. WERTER: -- donated by so on and so forth.
23 I believe that's what she -- and I've been -- I
24 live in Ponte Vedra. I've been to the gazebo and

25 everything like that. That's what she's talking

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1 about.

2 MR. GORMAN: I'm pushing the limit of this
3 thing to make my point.

4 MR. WERTER: Are you needling? Is that what
5 you're doing?

6 MR. GORMAN: I like the brick idea.

7 CHAIRMAN BARRERA: I think Bryan -- Jack, I
8 think Bryan has some pictures of Bird Island Park
9 that he took that he could share with you that
10 might be able to give you more of a visual on -- on
11 landscape and the surroundings.

12 Now, Ginny, I had a question for you. Can you
13 tell me how many different donors you had to Bird
14 Island Park?

15 MS. SIMPSON: Oh, we -- you know, we had
16 people who gave us a hundred thousand dollars and
17 then we've had people who donated 25. We had a
18 wide variety of different donors for the park. So
19 it -- we had a lot of different opportunities for
20 people to get involved.

21 And one of the reasons we thought that this
22 would be a great way to -- to sell Bird Island
23 Park, St. Johns County owns and maintains Bird
24 Island Park. That -- it is a St. Johns County

25 park. We just formed a 501(c)(3) corporation

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1 separate from the county to fundraise.

2 And what we wanted to do is give everybody in
3 the community an opportunity to buy into the park,
4 and for a number of different reasons; one, it
5 helped us fund what we wanted to do. But number
6 two is that it was giving the community an
7 opportunity to buy into the park for the longevity
8 sake of it. And we saw that a lot of people
9 responded positively to that in a lot of variety of
10 different donation amounts.

11 There are a couple of slides that I saw on
12 your presentation, and if you wouldn't mind
13 switching, your number 17 and 18 slide. Okay.
14 That's your site -- overall site plan. If you
15 could go to the next one.

16 For example, here, you've got a -- a walkway
17 over the pond. That could be an item that you
18 would sell to the community for naming rights. And
19 the next one, if you don't mind. Of course your
20 dock and your -- your kayak launch and your pier
21 would probably appeal to -- to, you know, a couple
22 of businesses. And your -- of course the next one,
23 the observation area and -- and the dock and the
24 pier. But also have a boardwalk and you also have

25 several pond locations --

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1 (Mr. Burnett leaves the room.)

2 MS. SIMPSON: -- and of course the play area
3 and benches that you could sell the bigger ticket
4 items. And then of course if you wanted to do
5 pathway systems and sell bricks and things like
6 that, that's another opportunity.

7 Again, I -- you know, I think it's doable from
8 the standpoint of what we did for Bird Island Park.
9 I -- but it's of course up to your board as to how
10 you want to pursue and go forward with this. I
11 just was offering you an alternative so that you
12 had another way to fund the project and -- instead
13 of going through your operating budget.

14 CHAIRMAN BARRERA: Ginny, can you let -- are
15 you -- are you here to try to sell the airport
16 on -- on your services?

17 MS. SIMPSON: No. No, I'm not here to sell
18 the airport on my services. I'm here only because
19 you asked me to help you out, Kelly. So...

20 CHAIRMAN BARRERA: But do you -- I just want
21 to clarify, you don't have a business. You were
22 strictly a volunteer with Bird Island Park. You
23 received no finances from Bird Island Park.

24 MS. SIMPSON: None whatsoever. Just a lot of

25 blood, sweat, and tears.

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1 CHAIRMAN BARRERA: And it was a volunteer
2 committee that pulled this all off.

3 MS. SIMPSON: Yes, completely. Yes, we didn't
4 accept any funds.

5 CHAIRMAN BARRERA: Buzz?

6 MR. GEORGE: Are we under board discussion
7 right now?

8 CHAIRMAN BARRERA: We can certainly, because
9 we --

10 MR. GEORGE: I mean, is that where we are?

11 CHAIRMAN BARRERA: We were on board question
12 and answer. We were going to move on to the --

13 MR. GEORGE: I don't have any questions of
14 her, no.

15 MR. WUELLNER: I have a question.

16 CHAIRMAN BARRERA: Certainly.

17 MR. WUELLNER: My question is more related to
18 the interplay of that 501(c)(3) to other
19 governmental agencies.

20 Was -- can you describe the relationship you
21 guys had with -- I understand the relationship with
22 the county, with them owning the property and then
23 ultimately taking over the operational phase from
24 that point forward, but did you -- were you guys

25 involved with other agencies for funding, for match

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1 granting, for anything else, or just strictly the

2 local funding or local --

3 MS. SIMPSON: Well, we would have ultimately

4 liked to have written for grants and done things

5 like that. We -- we, the 501(c)(3) corporation did

6 not write for grants. We certainly had the

7 opportunities, but we were a volunteer force and

8 really honestly, I didn't have time to get into

9 that aspect. But there's still opportunities

10 available, because the 501(c)(3) corporation is

11 still in existence. I'm past chairperson. I'm not

12 involved in it directly at this point.

13 But our relationship with St. Johns County,

14 specifically with the parks and recreation

15 department, was a very good one. We -- they gave

16 us the seed money and then it was up to us to raise

17 the additional funds, and we -- we raised several

18 hundred thousand dollars to build Bird Island Park.

19 But we had a contract in place with St. Johns

20 County, and we were a separate -- separate group.

21 And once we raised the funds, we turned over the

22 funds that we raised to St. Johns County. They

23 initially -- then they went out and they contracted

24 with the -- the company to build the park. And

25 once we turned over our funds, that was St. Johns

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1 County's money to build the park. And then they
2 also are in charge of maintaining and insuring the
3 property. So, you know, once we fundraised, we did
4 turn directly over to St. Johns County the -- we
5 just were strictly a fundraising aspect.

6 MR. WUELLNER: So -- so the county did all of
7 the contracting or facilitating of contracts --

8 MS. SIMPSON: Yes.

9 MR. WUELLNER: -- and purchases of those
10 dedicated benches and things that you -- you-all
11 did up there.

12 MS. SIMPSON: Of course they consulted us as
13 to what our vision was of certain things, and we
14 worked with them on some special items that are in
15 the park, but yes, they -- they were in control of
16 the contract.

17 MR. WUELLNER: Could you see it working the --
18 I don't mean the other way around, but could you
19 see it working where the 501(c)(3) itself did that
20 effort? Or was it just --

21 MS. SIMPSON: Not -- not -- no. I'm a big
22 proponent of not reinventing the wheel. And St.
23 Johns County is in the business of building parks
24 and I wasn't. I'm, you know, a mom with three kids

25 and I just wanted a park. And so we went out and

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1 fundraised.

2 I think that you do have an ownership and an
3 insurance and maintenance standpoint with regards
4 to anything, and I would -- if it were me, I would
5 clearly say that it should be in your control since
6 it's your property. I think --

7 MR. WUELLNER: Okay.

8 MS. SIMPSON: -- personally.

9 MR. WUELLNER: Thanks.

10 CHAIRMAN BARRERA: Do we have any other board
11 questions, Carl?

12 MR. YOUMAN: Would there be a difficulty in
13 setting up a 501(3)(c) (sic) as the Airport
14 Authority or would that property, for example, have
15 to be --

16 MR. WUELLNER: There are no benefits to us
17 doing a 501(c)(3). We're already tax exempt.

18 MR. YOUMAN: Oh.

19 MR. WUELLNER: That's the 99 percent reason
20 why you'd do that. The --

21 MR. YOUMAN: Right.

22 MR. WUELLNER: What we don't do is solicit
23 funds. I mean, we're -- you know, in the classic
24 sense of fundraising. So, that's --

25 MR. WERTER: Are we precluded?

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1 MR. WUELLNER: -- how you would use -- I think
2 you run into an interesting issue. So we -- you
3 know, I think if you do elect to move forward, that
4 the 50 -- 501(c)(3) mechanism is probably the best
5 way to go about --

6 MR. WERTER: And insulate.

7 MR. WUELLNER: -- the solicitation of it and
8 the like in insulating the Authority from the traps
9 that come with 501(c)(3) in terms of charitable
10 donation.

11 The advantage -- you know, I -- there were
12 some -- there are some advantages and disadvantages
13 with -- with this approach as far as we're
14 concerned. But -- but I think you've got to
15 watch -- you've got to be able to completely
16 isolate.

17 For instance, in her -- in her scenario, the
18 county, in this case the Authority, would do the --
19 the contracting or whatever that entails, or
20 purchasing related to it, whether that's physically
21 building something or purchasing materials for it.
22 We've got to be able to completely keep that
23 isolated and accountable outside of Authority --

24 MR. YOUMAN: Funds.

1 nature. And -- and the reason is, the Airport
2 Authority's -- you've got a charter issue.
3 Park/recreation is not a formal charter item. I
4 mean, it could be made there if we wanted to go
5 through that effort, but it's currently not in
6 there. So you've got to be careful it doesn't
7 transcend that.

8 The other piece is when you look at the FAA
9 perspective of this, all money derived by the
10 Airport Authority is considered revenue, and you
11 get into that possibility of having -- not being
12 able to expend money until all your aviation needs
13 are met in a nonaviation area.

14 Now, there are ways to -- to make that mesh in
15 creating aviation theme pieces of this and the
16 like. You know, allow that -- that mixing to occur
17 to some degree. And clearly the Authority owns the
18 property involved and the like. But I think we've
19 got to be very very careful how we -- we blend
20 private donated money into the -- into the
21 Authority's standard finances, if you will.

22 And -- and that could be done. It's just --
23 I'm just saying in a cautionary manner it needs to
24 be -- you know, we need to be all clear on the

25 rules up front and how that -- how those two things

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1 play in order to keep us all out of trouble.

2 MR. YOUMAN: Madam Chairman?

3 CHAIRMAN BARRERA: I think Jack was before
4 you, Carl.

5 MR. GORMAN: I'm way above -- way above my
6 head as far as legally here, but could you start a
7 trust? In other words, a not-for-profit trust that
8 would manage the money for -- of course we've got
9 plenty of lawyers around here, including Jim, that
10 would then -- and then I'll let Jim -- he sounds
11 like he knows way more than I do about it -- and
12 they would hold the money and that money would be
13 administered and then they would help in the
14 administration of the park?

15 MR. WUELLNER: It would seem possible in
16 some -- there's some legal vehicle I'm sure to --
17 to -- to facilitate that.

18 (Mr. Burnett enters the room.)

19 MR. WUELLNER: My -- my concern is you've got
20 those two components and, you know, until and
21 unless the Authority's charter included the vanilla
22 statement of park or something similar, it --
23 you've got to really watch how it passes through
24 the Authority's books.

25 That's -- that's kind of why I was asking the

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1 question about is there an advantage or even a
2 way -- and I know they didn't explore it in detail
3 on their end because the County owned it and they
4 can deal with that kind of stuff. But I want to
5 make sure, you know, you might want to set a
6 50(c)(3)(sic) up if it -- outside of the Authority.

7 What I mean is it's not under any control or
8 custody of Airport Authority. And then they can
9 contract as they see fit for some of those
10 purchases or some of those developments to keep it
11 outside of the Airport Authority, even -- and we
12 just have a -- an agreement if you will between
13 that -- that entity and the Authority as to control
14 of the park; that is, you know, the placement of
15 things and the development plan and those kind of
16 things that you can reserve unto yourself, but
17 they're not financially tied to --

18 MR. GORMAN: In other words, the Airport just
19 cannot handle the corporate donations, period.

20 MR. WUELLNER: I -- I would advise against it.
21 You know, I'd be willing to get some of those
22 questions answered, but I think my first blush of
23 it is it's going to be extremely complicated and it
24 subjects you to a lot of scrutiny that you don't

25 necessarily need.

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1 MR. WERTER: If I may, you've got a --

2 CHAIRMAN BARRERA: I think Carl was next.

3 MR. YOUMAN: Chairman Barrera, would you think

4 that it would be in order to request the staff to

5 present a -- create a study of the pluses and

6 minuses of whether we should proceed in this

7 area --

8 CHAIRMAN BARRERA: I think --

9 MR. YOUMAN: -- and whether it would be a

10 benefit to the airport or not in actuality as to

11 our image and whether it's even possible legally?

12 CHAIRMAN BARRERA: I think as we go through

13 the board discussions, before we get off the

14 question and answers, we can definitely discuss

15 that. Does -- does did you have a question?

16 MR. WERTER: No, it's not a question.

17 CHAIRMAN BARRERA: Okay. Do we have any

18 further questions? Because then we can let Ginny

19 sit down and move on to the board discussion aspect

20 of it.

21 (None.)

22 CHAIRMAN BARRERA: We're going to go to the

23 board discussion, and then the public comment will

24 come right afterwards. Mary, we'll go to the -- it

25 will just be a minute.

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1 Okay. Board discussion. Carl, you bought up
2 a good point and I think that that's definitely an
3 idea. Jim?

4 MR. WERTER: It can be overly complicated, but
5 it doesn't have to be. If you look at Volusia
6 County School Board, they have a suborganization
7 charity organization called Futures, Incorporated
8 which is a charity raising corporation for
9 scholarships for students --

10 (Mr. Youman leaves the room.)

11 MR. WERTER: -- and it acts as part of the
12 school board so you can look to there for probably
13 the legal basis and the model for setting up a
14 50(3)(c)(sic) here.

15 And -- now I don't remember if the staff of
16 it, but we don't need a staff of this, are employed
17 directly by the school board or by the -- by the
18 suborganization itself. But the fact of the matter
19 is, the -- the -- it's not called Bright Futures;
20 it's just called Futures -- is a charity
21 organization operating separate books from the
22 Volusia County School Board.

23 So that's what -- when we're talking about a
24 50(3)(c)(sic), that's what you're talking about or

25 what you're asking about. So I think it might be

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1 easier than some people may think. Okay. Just,
2 you know, incorporating and initiating a 50(3)(c)
3 (sic) and just seeing what allowances for people
4 within our own staff or even in the board working
5 it, you know, and managing the funds through
6 separate books of that suborganization.

7 MR. WUELLNER: There's certainly more
8 questions than answers at this point, I agree.

9 MR. WERTER: Yeah. Well, yeah. But maybe not
10 as many questions as one may think. I work on the
11 KISS principle.

12 MS. SIMPSON: May I?

13 CHAIRMAN BARRERA: Ginny?

14 MS. SIMPSON: Just to be clear. Our 501(c)(3)
15 corporation was completely separate from the St.
16 Johns County recreation and parks program. Once we
17 raised the funds to build the park, then we -- we
18 officially turned over the money to the county with
19 the specific purpose of building that park.

20 So that money went into a separate account
21 into St. Johns County. I mean, they accepted our
22 money as a donation to build a park. They were not
23 allowed to take that money and use it for any other
24 purpose.

25 And so I think if you -- in my opinion, if you

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1 set up a different entity, a subentity underneath
2 your group, then that entity just raises the money
3 for the park and then once the money is completed,
4 then they -- the agreement is that money's to only
5 be used for the park. It -- and we didn't seem to
6 have any problems with once the county had that
7 money, that that money was going to be spent
8 anywhere else. If that helps any.

9 CHAIRMAN BARRERA: Do we have any other board
10 discussion? Buzz?

11 MR. GEORGE: I think that we all ought to
12 remember that the original purpose of having a park
13 was aviation oriented. It was to be able to see
14 the airplanes -- see the airplanes, an airport in
15 operation, and to get St. Johns County residents to
16 come in and have a better appreciation.

17 (Mr. Youman enters the room.)

18 MR. GEORGE: Because we're all creative, we
19 have tried to add on -- add into this, let's do an
20 ecological thing. Let's do a this, let's do a
21 that. And what's happening, guys, is we're bogging
22 ourselves down.

23 I think that everything we mentioned here,
24 501(c) for enhancing a park that we already have is

25 a great idea. And Vic's idea of having a committee

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1 to look at the different alternatives and have the
2 501(c) as funding is fine. But let's get back to
3 the mainstream, and that is finish it. We -- we
4 talked about a walk path so people could walk and a
5 viewing stand at the end. We need to get that
6 going, and we can talk about this later on.

7 I would recommend and feel very comfortable
8 that at this meeting or at the next meeting, that
9 the board give the staff direction: I want that
10 park open by April the 1st, the walking path and
11 the viewing station. And then you can continue
12 with this, but let's get it open.

13 CHAIRMAN BARRERA: Do we have any further
14 board discussion? Right now, I believe -- I don't
15 know that the viewing station is in our budget for
16 next year. And so, if we don't have it in the
17 budget for next year, the budget that we all
18 approved, then I'm not sure how that viewing
19 station's going to open.

20 And so seeing the plans that the board
21 approved for the park, that have already been laid
22 out for the park and what the board visioned the
23 park to be, the question becomes how do we finance
24 it?

25 MR. GEORGE: On other projects that we've done

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1 that we got in bids that were in our opinion
2 outrageously high, we asked Kevin and his group to
3 dive in. On this project, we asked the school kids
4 to come in and help us put the paths down. So
5 we're talking about the viewing stand. How much
6 does the viewing stand -- do you think it's going
7 to cost?

8 CHAIRMAN BARRERA: Bryan, I think that was one
9 of the things that you were looking at.

10 MR. COOPER: The least expensive verbal quote
11 that I got from contractors -- and I talked to a
12 number of contractors. The least expensive was in
13 excess of \$50,000. The most expensive that I got
14 was \$180,000.

15 MR. GEORGE: Okay. At one time, we were
16 talking about getting a -- some funding through
17 some outside sources, and if I'm not mistaken,
18 there were -- yeah, there's a lot of small ones.
19 There's a lot of 50,000 you can do for this, 20 --
20 let's just get the design done and get started on
21 it. Are all of those still out there and
22 available, Bryan?

23 MR. COOPER: There's grants that come up in
24 cycles. We were looking initially at -- at grants

25 outside of what we typically understand.

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1 We understand aviation grants from DOT and
2 FAA, but these are outside of that. EPA grants,
3 DEP grants, FIND grants, a couple of others that
4 had strictly to do with public parks and other
5 entities like that outside of our expertise, which
6 is aviation.

7 I haven't looked at those sources in more than
8 five or six months, but they're still there. Some
9 of them, the cycle is -- comes up in March. Some
10 comes up in June. There's some that come up in
11 January. And they receive the grants and then
12 decide who -- or the applications and who they're
13 going to give the grants to.

14 MR. GEORGE: If you go without the viewing
15 stand, looking for a grant for it, and just make
16 out of the same material as the pathway a big area
17 at the end so that people can stand there, is that
18 cost prohibitive?

19 MR. COOPER: No, I don't think that's cost
20 prohibitive. But I think if you look at the
21 conceptual plan that we have and that we've
22 approved, it's almost going to require some kind of
23 a boardwalk type of stand because of where it's
24 going. Now, we could change that plan and put that

25 area somewhere else and just have a clearing,

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1 but --

2 MR. GEORGE: I'm not trying to find a change

3 to an existing --

4 MR. COOPER: If we don't change --

5 MR. GEORGE: -- theoretical plan. I'm trying

6 to find a -- put a place out there that we can walk

7 to and look at airplanes and open it.

8 MR. GORMAN: Thank you.

9 MR. COOPER: That's a change in the plan. We

10 can put a boardwalk or we can put a clearing. The

11 boardwalk area will accomplish what is planned.

12 When we build the ARFF station and we cut down

13 some more of -- or clear some of that area between

14 where the ARFF station's going to be and the

15 Taxiway Bravo extension, there will probably be an

16 area for a clearing where people can go and stand

17 or sit on the grass or whatever and watch airplanes

18 take off and land, which would be far better than

19 what occurs today.

20 And that gets back to the original concept or

21 the original purpose or one of them. And it

22 wasn't -- the observation deck wasn't the only one,

23 but it was the main purpose initially. That and

24 the buffer.

1 MR. GEORGE: Do we have any efforts -- I'm
2 sorry, I'm not through. Do we have any efforts
3 going on now where the staff, if we do become
4 knowledgeable of some grant that's out there, that
5 we're actually putting in a -- you know, our name
6 in the hat?

7 MR. WUELLNER: We -- as you recall, we -- we
8 briefed you last year. The only source we found to
9 build the kind of structures that we were -- that
10 everybody was envisioning was through the FIND
11 district. The FIND district issues are --
12 park-related items are the lowest funding priority
13 for FIND district.

14 MR. GEORGE: Okay.

15 MR. WUELLNER: And you -- you may recall the
16 discussion about a year -- not quite a year ago,
17 but almost a year ago when we elected to pursue
18 FIND money for the seaplane -- the basin-related
19 improvements, because that was an extreme high
20 priority within the FIND district, so it was a
21 chance to identify funds for that immediately
22 because it could be supported.

23 We can -- we can and will continue to pursue
24 FIND district grants for the structural parts of

25 the park, but keep in mind there -- you know, there

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1 are way more needs for those kind or way more
2 projects in our community for those kind of things
3 than there are --

4 MR. GEORGE: Than the funds --

5 MR. WUELLNER: -- for commercial related,
6 which is FIND's priority.

7 So, you know, I hear what you're saying and
8 our -- our goal -- you know, a lot of that park
9 development -- you may or may not know, but a lot
10 of that park development certainly was done with
11 high school students' assistance, but a lot of it
12 was also done using staff --

13 MR. GEORGE: I know.

14 MR. WUELLNER: -- you know. So we're prepared
15 to keep plugging the trail all the way down on the
16 road there. I mean, I think it's just been a
17 little slow starter with the school at the
18 beginning of their year. But I look forward to
19 having, you know, at least a once a month --

20 MR. HARVEY: This Saturday.

21 MR. WUELLNER: It's this Saturday? Kevin's
22 saying the first group's out here this Saturday --

23 MR. HARVEY: Come join us.

24 MR. WUELLNER: -- to begin the next phase of

25 trail development out there. So the intent is to

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1 get the trail moved down there. It's just going as
2 fast as I'll call it free labor can -- can take it
3 at this point.

4 MR. GEORGE: Yeah. Yeah.

5 MR. WUELLNER: And at some point, you're
6 right, there's a structure -- you know, there are
7 several structures that are owed in the mix, and we
8 either -- we've got to figure out whether we budget
9 them, raise the funds for them, or wait on grants
10 or whatever the -- whatever you collectively decide
11 to give us direction on.

12 CHAIRMAN BARRERA: Jack?

13 MR. COOPER: You know, I -- I'd like to point
14 out, the only structures in this park that we're
15 talking about is the observation deck, the dock,
16 the kayak launch, which is part of the dock, and
17 some boardwalk.

18 The rest of it is natural trails or whatever
19 you want to put down for trail material, whether
20 it's pavement or gravel or dirt whatever. But the
21 only structures are just a boardwalk, an
22 observation deck, and rebuilding the dock.

23 CHAIRMAN BARRERA: Jack.

24 MR. GORMAN: I agree -- I agree with Buzz.

25 Let's keep it simple. Let's just keep it simple.

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1 If it takes us 40 years to build the park,
2 that's fine. And we can -- by keeping it simple,
3 we can establish a trust or whatever, like
4 Mr. Werter says, or -- and get it done by
5 donations. Just get a path down there, put a bike
6 rack at the end of it, and call it good. There's
7 stage one.

8 We've got to have a little paradigm shift
9 here. We don't have to build this like we've been
10 building this airport. We built this airport like
11 the Seabees. I mean, this stuff dis -- appears
12 like mushrooms out of the ground solid steel. We
13 just don't need to think that way anymore. We can
14 take our time.

15 I agree with Buzz totally. Let's just get a
16 path to the end, get a bike rack at the end, and go
17 look at airplanes. And then later on when we find
18 some donations, we'll build this deck.

19 MR. WERTER: Wait a minute. Wait a minute.

20 MR. GORMAN: Let's take our time.

21 MR. WERTER: After all of these -- after all
22 these years, how long have you and Buzz been on
23 this board together? And you're finally now
24 agreeing with each other. I just need us to take

25 this moment.

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1 MR. GEORGE: That's not true. Two years ago,
2 we agreed to disagree with you.

3 MR. WERTER: Oh, okay.

4 MR. YOUMAN: Yeah. As I remember the previous
5 discussions about the park, particularly Jack's
6 position, and I think the board followed along, was
7 that this was to be done without any real expenses
8 directly to the airport.

9 MR. GORMAN: Right.

10 MR. YOUMAN: It was supposed to be done in
11 pieces, done in a framework where volunteerism was
12 prominent, where it could be fit into the Airport's
13 projects, Kevin's time, if it could be allotted, or
14 whatever reason.

15 And again, I -- I go back to my original
16 request to the chairman for the staff to take a
17 hard look at this -- this donation process to see
18 if it's even feasible. If it's not feasible, why
19 keep chasing after it? We have -- we have to get
20 the facts first.

21 MR. BURNETT: Can I --

22 CHAIRMAN BARRERA: And we have to be exposed
23 to possibilities first. Doug?

24 MR. BURNETT: Let me share with you my

25 knowledge, because I've formed a few now

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1 501(c)(3)s. And it's -- that part, just for what
2 it's worth, is a painful process. It's very easy
3 to become incorporated, very easy to become
4 incorporated as a nonprofit corporation, but
5 actually getting a 501(c)(3) status from the IRS is
6 a little more complex and a little more painful.

7 But with that said, I can tell you that the
8 Airport Authority's charter says that the airport
9 can own property for purposes not relevant to
10 aviation. So -- and clearly the airport has with
11 the rental homes and all of those, although they
12 obviously had a long-term and have had a long-term
13 vision site for what that property would be used
14 for.

15 The issue related to donations, here's where
16 you get into the inevitable sticky thing. And I
17 can tell you that I was just looking at Attorney
18 General Opinions related to it. You can't
19 condition the donation. In almost all cases, you
20 can't condition the donation when you give a
21 donation to the government. You can by way of a
22 deed.

23 So, sometimes you'll see historically this
24 land is given to the county. You'll recall the ag

25 center at the county where the Usinas did a

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1 conditional deed; this land is donated to the
2 county upon the condition that it's always used for
3 a public purpose. So therefore the county couldn't
4 sell it.

5 But when it comes to the actual hard money
6 being donated to government entities, almost always
7 it can't be conditioned. Because of that, people
8 like to have 501(c)s related to government because,
9 for example, your school board example is a great
10 one, a lot of schools, a lot of high schools have
11 boosters and those boosters raise money.

12 And a lot of those high school booster
13 organizations are 501(c)(3)s. And they want to
14 have the money donated that they pool together and
15 that they keep separate from the school district
16 because at any moment that you have a funding
17 problem at the school district, the school
18 district's going to reallocate the funds to where
19 it's needed. So that program that did have the
20 funds there that were donated for a particular
21 purpose, whether it's the basketball program or
22 whatever, the arts program, whatever, all of a
23 sudden that money the school board could pull
24 somewhere else.

25 So you really have the private donors wanting

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1 to know and have some assurances related to their
2 donation, which is what drives I think those
3 501(c)(3)s being formed. They and a function of
4 the government not being able to take the money.

5 Folks can donate money to the government, but
6 the government can't condition what it's going to
7 use the money on. So if you had a fiscal reason
8 that or a budgetary deficit that you needed the
9 money for or some shortfall that you needed the
10 money for, then you could presumably divert it for
11 that purpose. So you just can't condition the
12 donation.

13 MR. WERTER: You know, basically part of our
14 job is prioritizing. I agree with both of you.
15 That puts three on the team now, okay? And we've
16 seen this before with projects as this where it's a
17 scope of direction. It's -- it's improving on what
18 you have.

19 And if there's a way of making the observation
20 area, be it dirt, be it boardwalk, start from
21 simple to complex, let's look at that first doing
22 with what we can now. At the same time, we look at
23 developing a 501(c). Then at the setting -- and at
24 the same time, setting up a program for donations.

25 What are we donating? Actually I already made

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1 notes for the James S. Werter, Attorney at Law

2 Memorial Latrine, because lawyers are full of it.

3 MR. GORMAN: Would we name it?

4 MR. WERTER: Sorry. I'm tired today.

5 CHAIRMAN BARRERA: He is just teasing with
6 those comments.

7 MR. WERTER: Let the record reflect --

8 CHAIRMAN BARRERA: It was in jest.

9 MR. WERTER: But at any rate --

10 MR. WUELLNER: Unless there's --

11 MR. WERTER: But let's do it this way. Let's
12 do it as you suggested. Start from simple, but in
13 parallel, working on the side projects in due
14 course of time.

15 The first thing is getting the park open with
16 some satisfactory observation area, be it dirt or
17 otherwise. Simple. Simple. Gravel, whatever.
18 And while we're doing this, since it's going to
19 take time, we investigate the 501(c) and then what
20 it is we're asking donations for. Buy a brick.
21 Buy a plaque, whatever. I mean, it's KISS, Keep It
22 Simple, Stupid.

23 CHAIRMAN BARRERA: Go ahead, Carl.

24 MR. YOUMAN: I agree with everybody.

25 CHAIRMAN BARRERA: Great. We'll open it up

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1 for public comment, then. Reba?

2 MS. LUDLOW: No comment, thank you. My head
3 hurts.

4 CHAIRMAN BARRERA: Mariben?

5 MS. ANDERSEN: I know you guys call it the
6 park, but a park has certain connotations. As far
7 as environmental documentation, a park is what we
8 call a 4(f) property, for public use, and whenever
9 there are changes associated with it, there's
10 actually FAA, NEPA requirements if you ever want to
11 change a portion of your park. So, at other
12 airports that I have worked at, they call those
13 viewing areas. So I just wanted to share that with
14 you.

15 And then the other thing is we would greatly
16 appreciate that the structures have wildlife hazard
17 management considerations, because that park is on
18 the other side of your runway and your taxiway.
19 That's it.

20 CHAIRMAN BARRERA: Thank you, Mariben. Our
21 next public comment is from Mary Willis, Mary
22 Tarver Willis.

23 MS. WILLIS: Hi. Mary Willis, 180 Indian Bend
24 Road. Actually, we dedicated this whole area on

25 September 17th, not quite two months ago.

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1 I have one question. About three years ago, I
2 was asked to serve on the park committee, and I
3 have a packet here received on January 9th of '08.
4 Has that committee been dissolved? Now, apparently
5 most of the people were already hired by or
6 employed by some agency. For instance, you had
7 appointed to this committee someone from the Marine
8 Fisheries, one from Water Management, one from
9 Passero Associates, Andrew. Birkitt Environmental.
10 And the other three were associated with the
11 Airport Authority; Jack, Bryan and Kevin. So, I
12 guess I was the only volunteer.

13 If indeed you have dissolved your park
14 committee, which was labeled development team, then
15 I'm happy to resign or to see it terminated. But I
16 knew nothing about any of this. Are we or are we
17 not still the committee? And we're all still
18 available, I'm sure, for the planning and the
19 further development of the park. So that was my
20 question.

21 CHAIRMAN BARRERA: Thank you, Mary. I know --
22 the idea would be is that those same people and
23 anybody else would be involved on the park going
24 forward with -- with whatever direction the board

25 decided to go to. So, no, that committee has not

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1 been dissolved.

2 MS. WILLIS: Thank you.

3 CHAIRMAN BARRERA: We'll bring it back to the
4 board for discussion. Carl --

5 MR. MARTINELLI: You have another public
6 comment. Me.

7 CHAIRMAN BARRERA: Oh, I'm so sorry. Vic.
8 You checked the wrong box.

9 MR. MARTINELLI: Did I?

10 CHAIRMAN BARRERA: Yes. That's all right.

11 MR. MARTINELLI: Okay. I'm from the green
12 eyeshade discipline, okay, so I'm going to try to
13 be more explicit in what I said earlier and how it
14 relates to exactly what you're discussing now.

15 The output from the kind of thing that I
16 talked about earlier is generally termed a business
17 plan. And when you put together a business plan,
18 it deals with all of the variables that you're
19 talking about in your business and where you want
20 to take your business and how you should get there.

21 You have a microcosm of that in the park right
22 now and you're all struggling with how to do this
23 or how to do that, but there's no vehicle putting
24 the whole thing together as a business, if you want

25 it to be a business. And you're looking at it,

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1 some of you are saying, yes, we should get revenue
2 from it. Some of you are saying, well, maybe no.
3 Maybe we should do it through a 501(c)(4) or
4 (c)(3), or whatever.

5 But really, the discipline of putting together
6 a business plan for a project like this and in the
7 total picture a business plan for this airport and
8 for where you're going as an entity off the tax
9 rolls in the next two or three, four, five years,
10 that's really what you should be doing. And that's
11 what -- I -- if you do that, everything else will
12 fit into place.

13 But right now, you're taking little pieces,
14 which are actually going to impede your progress or
15 your ability to make a long-range plan, because
16 you're already going to saddle yourself with things
17 you decided in this little microcosm that are going
18 to affect the future. So again, try to think
19 broadly. Try to use the vehicle and the thought
20 processes that would go into a business plan and
21 put it together for each of these projects and for
22 the total.

23 CHAIRMAN BARRERA: Thank you, Vic. Now back
24 to the board.

25 MR. WERTER: Well, what Mr. Martinelli said is

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1 kind of a focal point of my saying the word
2 prioritizing.

3 Just get the park open with the space and we
4 drag -- not drag our feet, but take our times
5 planning out the rest. Because he's right, the
6 primary purpose of this airport is the business of
7 commercial aviation and commercialism in general.
8 Okay. And this is a nicety that we're doing as a
9 public service, but you have to prioritize
10 properly.

11 CHAIRMAN BARRERA: Carl? Just go down the
12 line. It will be easier.

13 MR. YOUMAN: I'm sorry.

14 MR. GEORGE: Go right ahead.

15 MR. YOUMAN: The airport's long-range plan,
16 which I should take another look at, is that deal
17 as a business plan or is it a vision plan? Because
18 I think Vic's got a point.

19 We are now a commercial entity so to speak
20 where we have to look at it as a business,
21 business, business, where our revenues are coming
22 from, where our expenses -- you know, we do that in
23 the budget, but a business plan takes it to a
24 higher level where you framework a plan for a

25 business. And that's what we are now.

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1 We -- we're not under the tutelage of
2 taxpayers' funds. That's where our money came from
3 before and it was a lot easier. You could just
4 vote your millage and there's a ton of money and
5 you can make your vision and away you go.

6 Now it's a different story. We have our
7 vision, but how do we put it into a business plan?
8 And how do we afford to keep continuing to grow the
9 airport and make this a commercial -- really a
10 commercially viable entity? I think Vic's got a
11 good point.

12 CHAIRMAN BARRERA: Thank you, Carl. Buzz?

13 MR. GEORGE: I think that Vic has a very good
14 point. I -- I can visualize Moses with all of his
15 number of people that needed to get on the other
16 side of the water talking to people to build ships,
17 talking to people to get people to donate money to
18 get oars for the ships, and then finally he said,
19 "Let's just get it done. Let's open the waters and
20 let's go across." That's what I'm ready to do.
21 Let's just open the water and go across. Then we
22 can talk about building ships and building a nation
23 and stuff like that.

24 CHAIRMAN BARRERA: Jack?

1 in the day, because the only problem with -- Vic
2 has a mindset and I really understand it. But when
3 you do a business plan, then you've got to have
4 the -- you've got to fit -- fulfill the paradigm of
5 a business plan.

6 You've got to have those really expensive
7 business engineers. Sorry, Mariben. You've got to
8 have the -- in the environmental aspects. You've
9 got to just -- you know, you've got to tooth and
10 nail put this thing together.

11 And if you do a business plan and you do it as
12 a -- the public entity like we are, as a board,
13 then the complexity's involved. And so let's
14 dispense with the complexity initially and get this
15 thing bush-hogged to the end and get a bike rack up
16 and get it open by April. And that -- and then
17 slowly but surely, the year after, as long as this
18 board passes along to the next board, passes along
19 to the next board that this isn't commercial
20 property, this is a park.

21 You know, that's my -- the sum of all my fears
22 now, is that's the only thing. This is a park.
23 It's not commercial property. And take your time
24 doing it. Because when you make a business plan,

25 you also make complexity and you also need the

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1 consultants and you also need the -- the -- you
2 need to nail down everything. You need to button
3 it up.

4 Ed's our expert at that. You've got to have
5 it buttoned up to be able to build something. So
6 if you take your time and build one thing at a time
7 and just open it up as a park right away for the
8 public.

9 CHAIRMAN BARRERA: Carl?

10 MR. YOUMAN: I agree with Jack. And my
11 terminology about the business plan is for the
12 airport over all, since this has all been mixed
13 together. But about the park, I -- I believe we
14 should just open it and then just piecemeal as --
15 as the plan was. Just to get it going.

16 CHAIRMAN BARRERA: Buzz?

17 MR. GEORGE: I'd like to hear your comments.

18 CHAIRMAN BARRERA: These are my comments. We
19 had a grand opening of the park. Phase 1 was
20 already done. How we get to Phase 2 becomes the
21 question.

22 Right now, last year we paid overtime for our
23 maintenance people to be here on Saturdays to
24 supervise those volunteers, to work for those --

25 with those volunteers. We don't have that luxury

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1 in the budget as we go forward. So the question
2 becomes, how do we get forward without that luxury
3 in the budget?

4 And that's where I think that we needed to
5 look at a separate park committee that's separate
6 from the board, that can take the park, whether it
7 take eight years like it took Bird Island Park or
8 whether it take three years or whatever, to
9 accomplish the goals that have already been set for
10 the park.

11 Not the goals that I'm looking at building.
12 Not the goals that we -- we can daydream about, but
13 the goals that have already been set for the park
14 so that the public can have greater use of it. The
15 park's open.

16 So that's exactly how I feel about it. And --
17 and at this point, I would probably make a motion
18 that we ask the staff to go back and review the
19 different strategies that could be used and to see
20 what will fit best in accomplishing the goals that
21 have already been set. That would be my motion.

22 MR. GEORGE: You bring up a very valid point
23 about funding. We really don't have a good handle
24 on how much funding that we do need. But I think

25 if we go back and look at budget versus actual in

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1 the -- in the budget for the last five or six
2 years, we've had a budget of X, but the actual has
3 come out X plus. So we found some money to do some
4 of the other things. I think we can find the money
5 to do this, to get it more open, let me put it that
6 way, as opposed to being open prior.

7 But another option to that is I'm sure that
8 SAAPA would take on the responsibility of -- of
9 doing a hundred yards of the path, you know -- and
10 where did Mike go, you know? So there's other
11 people that are in this aviation community that
12 can -- can do that.

13 To that end, I would like to make a motion
14 that we have a reopening of the park with all of
15 the pathways done and a viewing area at the end by
16 April the 1st.

17 CHAIRMAN BARRERA: My question to you is, how
18 are you going to finance that? Because if we don't
19 sit down and put down -- when you're looking at
20 \$50,000 as a verbal on the low end of an
21 observation deck, how do you finance that April 1st
22 deadline? I don't want to give staff a deadline
23 that's going to end up costing them more money than
24 what we've already budgeted.

25 MR. GORMAN: We don't spend any money doing

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1 it.

2 MR. GEORGE: Right. Yeah.

3 MR. GORMAN: We bush-hog it to the end, and
4 make a path and use the path. All natural.

5 CHAIRMAN BARRERA: So we look for strict
6 volunteers without staff's time in order -- in
7 order to -- and that crushed gravel, I'm not sure
8 about that -- Kevin, can you tell us about what
9 we're looking at, what type of budget without
10 staff's time?

11 MR. HARVEY: I don't know how you do it
12 without staff time.

13 MR. GEORGE: You bring up some good points
14 again about the budget and I commend you for that.
15 But you keep -- I keep making a motion about having
16 a viewing area and you keep bringing up \$50,000
17 worth of construction.

18 In my opinion, this board has been on the hook
19 for five years, six years, that we're going to have
20 a park that people can walk on and see aviation.
21 We have a \$5 million reserve. Take 50 -- I'm
22 sorry. How much is it now?

23 CHAIRMAN BARRERA: It's \$4 million.

24 MR. GEORGE: Oh, I'm sorry. \$4 million. Take

25 \$50,000 out of it and build it. When a project for

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1 hangars has an overrun, they bring it back to this
2 board and we approve it. So bring it back to this
3 board so we can approve it. But in the meantime,
4 get the path finished by April the 1st using
5 volunteer labor or whatever.

6 CHAIRMAN BARRERA: Jack?

7 MR. GORMAN: Will Kevin let me run the bush
8 hog? I'm just going right there. I mean, I just
9 want the path to the end.

10 MR. HARVEY: You can walk there now.

11 MS. WILLIS: All the way?

12 MR. HARVEY: Absolutely. There's nothing
13 stopping you. Nothing impeding you.

14 MR. WUELLNER: It is fenced out. I mean, it
15 is -- it is able to be accessed at this point. It
16 is not identified in the context -- I mean, you're
17 kind of both correct. I mean, it is not identified
18 in the context of an identifiable trail or path.

19 MR. GORMAN: Then can I ask, what would it --
20 what would it cost in staff time to do an absolute
21 minimum to provide a marked path to the end for an
22 observation? What would that cost? With minimum
23 gravel, minimum grading, minimum bushing-hogging.
24 So --

1 accomplished within normal work hours, work days,
2 it doesn't cost anything. You're already -- you're
3 covering those costs for a myriad of -- everything
4 that's being done on property. If it exceeds that,
5 meaning -- or it goes outside of those time
6 parameters, then, you know, yeah, there's an
7 expense tied, albeit minimum.

8 MR. GORMAN: Can I suggest that -- or can I
9 make a motion that we ask staff how to make this --
10 this minimum path accessible by April and what that
11 would cost without any construction or minimization
12 of fills and markings and everything else? Just so
13 it's a usable path in its most primitive state.

14 MR. WUELLNER: Yeah. And we're coming into a
15 time of year where in terms of utilization of
16 making the path, this is the time of year to try
17 and get those kind of things done. It's not
18 grass-growing -- you know, cutting time. It's not,
19 you know --

20 MR. GORMAN: So can I make that motion, that
21 we ask staff how to make the costs and the time
22 parameter for the most primitive path?

23 MR. WUELLNER: I think it's already on the
24 radar screen, but you --

25 CHAIRMAN BARRERA: I'll second that motion.

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1 MR. WUELLNER: -- if you feel better about

2 it --

3 MR. GORMAN: Okay. She's going to second it.

4 CHAIRMAN BARRERA: Do we have any further

5 board discussion on Jack's motion and a second?

6 (None.)

7 CHAIRMAN BARRERA: All in favor, aye.

8 MR. GORMAN: Aye.

9 MR. YOUMAN: Aye.

10 MR. WERTER: Aye.

11 CHAIRMAN BARRERA: Aye.

12 MR. GEORGE: I thought we had a motion that

13 had been made --

14 CHAIRMAN BARRERA: We had two motions, but

15 they died.

16 MR. GEORGE: I was wondering how this one --

17 MR. GORMAN: Let's just cement this damn

18 thing, you know, pardon my French.

19 MR. GEORGE: I'm sorry. We didn't say amend.

20 MR. GORMAN: Just get it done.

21 MR. YOUMAN: Aye.

22 MR. GEORGE: Aye.

23 MR. WERTER: Aye.

24 CHAIRMAN BARRERA: Motion passes unanimously.

25 Thank you, Ginny for coming --

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1 MR. YOUMAN: Yes. Thank you, very much.

2 CHAIRMAN BARRERA: -- and volunteering your
3 time again.

4 MS. SIMPSON: Thank you.

5 MR. WUELLNER: You're a professional
6 volunteer, aren't you?

7 MS. SIMPSON: I am.

8 CHAIRMAN BARRERA: On to old business.

9 OLD BUSINESS

10 MR. WERTER: This is going to take a while,
11 this one.

12 MR. BURNETT: I think there's a reason they
13 call it old business, but...

14 MR. WUELLNER: Watch it.

15 CHAIRMAN BARRERA: We had the annual
16 evaluation of the executive director. Evaluations
17 were compiled, they were turned in, and it was
18 administered. The evaluation scoring was a 94.
19 Out of 250 possible points, he had 238. He scored
20 a perfect score on organization and operation and
21 on fiscal responsibility.

22 The comments were all compiled. They were
23 gone over with him. There was one question in
24 regards -- that I'd like to just get some

25 clarification -- in regards to personnel and career

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1 development, and if that was for staff or for the
2 executive director.

3 But other than that, he took the areas for
4 improvement, he acknowledged those and committed to
5 work on those, and he also appreciated the areas
6 that were highlighted in strengths. So, I would
7 ask the board if they could clarify the area that
8 had to do with personnel and career goals.

9 MR. GEORGE: Well, I think it's the executive
10 director's responsibility to have people willing to
11 step into slots as they become available to keep
12 the airport moving. And that's --

13 CHAIRMAN BARRERA: So you were talking
14 about --

15 MR. GEORGE: So therefore I think it is his
16 responsibility.

17 CHAIRMAN BARRERA: -- from a personnel
18 standpoint.

19 MR. GEORGE: Yeah.

20 MR. WERTER: Staff development.

21 CHAIRMAN BARRERA: Jack?

22 MR. GORMAN: Ed has really bailed the boat
23 because he got us off the tax rolls, so I went way
24 up there and checked lots of 4s and 5s.

25 The only thing I'm going to say. I have for

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1 eight years tried to get a -- just an open
2 discussion about the pros and cons of Mr. Wuellner.
3 He obviously knows what he's doing. He obviously
4 knows the business.

5 The only thing, the only caveat I've ever had
6 for eight years here is that Ed will make a
7 decision on something -- I mean, he's a smart
8 enough man -- he'll do the analysis, he'll make a
9 decision, and then he'll build the case almost like
10 a lawyer would as to why you should go with this
11 decision.

12 In other words, you don't actually get from Ed
13 all of your choices. You'll get the choice and the
14 great reasons why you should pick it. And he's
15 smiling right now; he's not even going to deny it.

16 And that's what -- that's the only caveat I ever
17 had, is that you've got to be able to -- the board
18 needs to be able -- and to his credit, I mean, it's
19 going to take three months sometimes to come to a
20 decision if you give the board all the choices.

21 But sometimes we don't have all of those choices;
22 in other words, where he's made the decision and
23 then, again, comes up with all of the reasons to
24 pick it.

1 areas that we reviewed on there.

2 Okay. I'm not sure why this is -- has public
3 comment and board question and action. It's
4 already been accomplished. It's already been
5 compiled and it's already been administered. So I
6 don't think it's a -- it's something that needs to
7 be voted on from that standpoint. There -- Doug,
8 can you --

9 MR. BURNETT: No, it's an annual evaluation.
10 Under his contract, it was something the Authority
11 wanted to make sure that it did every year, was
12 to -- is to annually evaluate him.

13 There was a -- and there has historically been
14 a significant amount of discussion related to the
15 executive director's compensation being -- having a
16 performance-based component. So it's something you
17 always talk about related --

18 MR. GEORGE: To my dollars, it does have it,
19 doesn't it?

20 MR. BURNETT: Oh, yes.

21 MR. GEORGE: Okay.

22 CHAIRMAN BARRERA: He has an automatic -- an
23 automatic cost of living that's built in --

24 MR. BURNETT: Uh-huh.

25 CHAIRMAN BARRERA: -- based on the annual --

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1 MR. GEORGE: CPI, something like that.

2 CHAIRMAN BARRERA: I want to say CPI, but it's
3 not CPI. What is it?

4 MR. YOUMAN: It's not based on the same one as
5 Social Security, is it?

6 CHAIRMAN BARRERA: There are a couple of
7 things that as we go forward, that when Ed and I
8 sat down and went over the -- the evaluation, he
9 would like for the new board to come up with a list
10 of goals that they would like to see him accomplish
11 during the year. So that's something we want to
12 look at.

13 MR. GEORGE: Get the park open.

14 CHAIRMAN BARRERA: I'm sorry?

15 MR. GEORGE: Get the park open.

16 CHAIRMAN BARRERA: That's something that we'd
17 like to look at in January, and I would -- I would
18 like the board members that are currently here who
19 will not be a part of that to still submit their
20 ideas to the current board in January when we
21 undertake that.

22 He'd also like us to look at reviewing some of
23 our policies on a monthly basis to make sure that
24 the language in all of our policies are up to date.

25 We also talked about long-term planning, which is

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1 something that's come up frequently tonight, and
2 coming up with some strategies and spending time at
3 our meetings on long-term planning. And I think
4 that would go hand in hand with the business plan
5 and -- for the overall -- for efficiency and
6 operation of the airport. So that's some of his
7 feedback that I want to share with you as we go
8 forward.

9 MR. GEORGE: Madam Chairman, what are we going
10 to do about awarding or not awarding the bonus? It
11 is in his contract --

12 CHAIRMAN BARRERA: His contract provides that
13 if the board so feels that he has done an
14 exceptional job, that that could be awarded.

15 MR. GEORGE: When do we discuss it?

16 CHAIRMAN BARRERA: I've discussed it with Ed
17 and he's declined that based on the current
18 economic situation that our country is facing and
19 also based on right now that he would -- to do
20 something like that would -- he'd rather pass on.

21 MR. GEORGE: Okay. I have to make a point,
22 and I'm leaving the board. That is not your
23 decision between you and Ed to make.

24 This board established the bonus and for --

25 this board, in my opinion, needs to be included in

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1 the discussion of waiving the bonus or not giving
2 it. I think that you're overstepping, in my
3 opinion, the bounds of what the chairman is there
4 for.

5 CHAIRMAN BARRERA: Well, then we'll put it to
6 a vote. How many people here would like to award a
7 bonus?

8 MR. WERTER: Well, it would require more
9 discussion than that --

10 MR. GORMAN: Exactly.

11 MR. GEORGE: Yeah.

12 MR. WERTER: -- just throwing it out there.

13 MR. GORMAN: It would require, yes.

14 MR. GEORGE: I think that it --

15 MR. WERTER: At this time, the motion I think
16 would be untimely. Not motion, but a vote on a
17 motion would be untimely. And we should review --
18 we should review those factors. And, you know, if
19 anything, I mean, he's done an outstanding job. If
20 there's room for some sort of bonus, even if it's a
21 coupon to Ruth's Chris or something, you know, he's
22 earned it. He's earned it.

23 And I commend him for his -- his social
24 responsibility and stuff, but we still need to

25 review this past year's performance and -- and give

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1 credit where credit's due. But that should be put
2 on the agenda as a proper -- as a proper item for
3 discussion.

4 MR. GEORGE: I think that the contract says,
5 and correct me if I'm wrong, a reduction in the
6 overall budgeted expenses of running the place or
7 an increase in revenue. I haven't seen those
8 statistics. So before you could really come up and
9 say he's due a bonus, we need to see what those
10 numbers are. And as a point of clarification, it's
11 two years, not one. We didn't do anything last
12 year.

13 MR. WERTER: Did we reserve on last year?

14 MR. GEORGE: Last year, we just passed.

15 MR. WERTER: Oh, passed. Okay.

16 MR. GEORGE: Excuse me. Last year, it was not
17 discussed. That's the reason it was -- got on
18 the -- the reminder item this -- this year.

19 So I would -- I would like to suggest -- I'd
20 like to give a motion that we ask the executive
21 director and staff to give us the statistics as
22 presented in his contract of what, you know, the
23 revenue budget was, what the revenue increase or
24 the -- was, and expense, if that's what it actually

25 says in the contract.

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1 MR. YOUMAN: I'll second that.

2 CHAIRMAN BARRERA: Any further board
3 discussion?

4 (None.)

5 CHAIRMAN BARRERA: All in favor, say aye.

6 MR. GEORGE: Aye.

7 MR. GORMAN: Aye.

8 MR. YOUMAN: Aye.

9 MR. WERTER: Aye.

10 CHAIRMAN BARRERA: Opposed? Aye. Motion
11 passes.

12 HOUSEKEEPING

13 CHAIRMAN BARRERA: Housekeeping items, we
14 already welcomed Bob Cox and Joe Ciriello. Like to
15 welcome them again.

16 We had talked at our last meeting about the
17 annual financial audit, and we had hoped it would
18 be a December budget item. Is that still on --

19 MR. WUELLNER: It's still on track. All the
20 field's work completed. So it's just putting
21 the -- they're putting the report together now. So
22 I don't expect any issues. When and if we get a
23 draft, typically, ideally it will be about a week
24 ahead of time, we'll get that circulated so you

25 have a chance to look it over ahead of its formal

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1 presentation by the auditor in December. Meeting

2 dates --

3 CHAIRMAN BARRERA: Yeah. The proposed meeting

4 dates are listed. If there's going to be any

5 conflict with those, if you'll please advise staff

6 so that we can look at that.

7 MR. WUELLNER: I would point out that fully

8 half the meetings aren't on the first Monday

9 anymore. So that --

10 MR. YOUMAN: I noticed that.

11 MR. WUELLNER: For various reasons, many of

12 which are completely out of everyone's control, and

13 including two of which are federal holidays.

14 You've got several potential conflicts with like

15 AAAE and FAC, just from a timing standpoint.

16 MR. GORMAN: For clarification, the next

17 meeting of this board where we change the reigns

18 and everybody is the 24th, or -- in other words, do

19 I come the 24th or what goes on then?

20 MR. WUELLNER: January 24th? Yes.

21 MR. GORMAN: And that is it.

22 MR. WUELLNER: At this point.

23 MR. GORMAN: That's fine.

24 MR. WUELLNER: Unless you elect to do, which

25 is an opportunity for you, but if you want to try

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1 and do an organizational meeting before the -- the
2 week ahead of that -- I'm not sure, because minus 7
3 is the 17th, a week. So it'd have to be prior to
4 the 17th to make it work on a Monday, which the
5 17th would be the 10th. The 10th would probably be
6 the only opportunity to try and do an
7 organizational meeting before the 24th, if you want
8 to do that.

9 MR. GORMAN: Is the 24th the only date
10 available for that one? It's way deep into
11 January, because that's -- I may have a problem
12 with that.

13 MR. WUELLNER: Yeah, Monday the 17th is the
14 federal holiday --

15 MR. GORMAN: Right.

16 MR. WUELLNER: -- which is always a conflict,
17 you know, in January and February. So that we've
18 tentatively got it the 24th, the week after. It
19 could be moved a week ahead. So, I mean --

20 CHAIRMAN BARRERA: That's -- that's a holiday
21 week.

22 MR. WUELLNER: The 10th comes up pretty darn
23 quick.

24 CHAIRMAN BARRERA: That's a holiday week.

25 MR. WUELLNER: The 17th is, yes. But I mean

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1 ahead of the 17th, so -- that would bring it to the
2 10th. But your -- you've got between the holidays
3 and the like, there's not a lot of --

4 MR. GORMAN: Room there.

5 MR. WUELLNER: Well, there's not a lot of
6 detail that comes out that, you know, kind of forms
7 an agenda during about two weeks there at the end
8 of the December. So it really works better for us
9 in terms of being able to have enough stuff on the
10 agenda to make it worth having a meeting.

11 MR. GEORGE: Legally we can't do it in the
12 December meeting? We have to do it in January?

13 MR. WUELLNER: The organizational meeting
14 technically can't occur till the Monday following
15 the first Tuesday in January.

16 MR. GEORGE: Okay.

17 MR. WUELLNER: That's the earliest date. I
18 believe that's how it's worded.

19 MR. GEORGE: All the old board members just
20 will be seated in essence then until we get to that
21 meeting. So it's --

22 MR. WUELLNER: Till they're sworn in. You
23 know, it's just sit down for a minute and get up
24 and leave.

25 MR. GEORGE: Why don't we do it in July? That

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1 way, we could stay longer.

2 MR. GORMAN: I don't think so.

3 MR. WUELLNER: No, it's -- formally, there --

4 I believe the way it's written is they assume their

5 positions in January. But we -- we kind of more

6 formally hand it over. It's --

7 CHAIRMAN BARRERA: Joe?

8 MR. CIRIELLO: When is this swearing-in date

9 you guys are discussing? According to -- according

10 to the charter, I just read it two or three times

11 recently, it states that the swearing in of the new

12 elected members is the first Tuesday after the

13 first Monday in January.

14 The first Monday is I think the 3rd. And the

15 first Tuesday I think is the 4th or else it's the

16 4th and 5th. So if you're going to wait until

17 January 24th, the end of the month to swear us in,

18 it's almost a whole month we won't be able to speak

19 our peace.

20 MR. WUELLNER: Yeah, well -- no. You can.

21 You officially take that position as you stated in

22 January, the 4th or 5th, whatever that -- whatever

23 that date is. What we're -- what we're talking

24 about is the formality of just handing it over.

25 You are formally in that position as of the

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1 early January. But right now, the next -- the only
2 meeting date is January 24th. So you're -- you're
3 in that position for three weeks out of the first
4 meeting.

5 MR. CIRIELLO: So you are going to have the
6 swearing-in on the 4th?

7 MR. WUELLNER: No, we don't -- we're not
8 required to do -- your -- your signature on your
9 oath of office to the Secretary of State is all
10 that's required to assume the position. We do it
11 just formally as a way of just allowing the public
12 to be a part of you assuming that role.

13 MR. CIRIELLO: I don't under --

14 MR. WUELLNER: We don't --

15 MR. CIRIELLO: I don't understand, because
16 it's written black and white right in the charter,
17 and the charter is the governing rules of the
18 board.

19 MR. WUELLNER: And we -- we are using the
20 charter. Maybe I'm not being as clear as I need to
21 be with --

22 MR. WERTER: Let me put it this way. You do
23 take your position January 4th.

24 MR. WUELLNER: Whatever it is 4th or 5th.

25 MR. WERTER: Okay. The party's on the 24th.

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1 How's that? Does that make more sense?

2 MR. CIRIELLO: Okay.

3 MR. WUELLNER: Your birthday is the 4th, but
4 we're not celebrating it until the 24th.

5 MR. WERTER: That's what it is.

6 MR. WUELLNER: You're still older on the 4th.

7 MR. CIRIELLO: I quit having birthdays.

8 MR. WUELLNER: You're still older on the 4th.

9 MR. CIRIELLO: Okay.

10 CHAIRMAN BARRERA: So with that, we'll leave
11 the January meeting to January the 24th?

12 MR. WUELLNER: That's up to you guys.

13 MR. GEORGE: That's when it is.

14 CHAIRMAN BARRERA: That's when it was set for,
15 but there was some discussion about having a
16 precursor or earlier meeting on the -- January
17 the --

18 MR. GEORGE: What's most convenient for your
19 schedule?

20 MR. GORMAN: I'm going to have to -- I'll have
21 to move my employment up a day, but I'll just leave
22 it there.

23 MR. YOUMAN: The 10th?

24 MR. WUELLNER: 24th.

25 MR. GORMAN: 24th. All right.

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1 MR. WUELLNER: You don't formally have to be
2 here. That's really up to you.

3 MR. GORMAN: I know it. I'm just there for
4 the beer.

5 MR. WUELLNER: Yeah. Just letting you know.

6 CHAIRMAN BARRERA: The annual conferences and
7 dates are listed there so that you can start
8 looking at your calendar.

9 PUBLIC COMMENT

10 CHAIRMAN BARRERA: And we have public comment
11 for the meeting. And there is no -- nobody left
12 for public comment.

13 AUTHORITY MEMBERS

14 CHAIRMAN BARRERA: So we can open it up for
15 Authority Members. Mr. Werter?

16 MR. WERTER: No, I just hope that the park can
17 move along at a ready pace. Other than that --
18 let's see. We've got partings of the water. Buzz
19 and Jack agreeing. What's next?

20 CHAIRMAN BARRERA: Jack?

21 MR. GORMAN: As usual, we accomplished things.
22 Sometimes without -- with a bit of flailing, but it
23 gets done.

24 I'm -- I'm pleased that the decision's been

25 made to open the park up on a primitive basis,

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1 let's call that -- let's coin this new word, on a
2 primitive basis as quickly as possible to provide
3 something for the public. It's -- I'll save all
4 the waxing philosophic for the 24th, but it's been
5 a privilege to serve on this board.

6 CHAIRMAN BARRERA: And we still have a meeting
7 on December 13th.

8 MR. GORMAN: And that is --

9 MR. GEORGE: You've got one more meeting.

10 MR. WUELLNER: One more regular meeting.

11 MR. GEORGE: Hopefully you'll still enjoy
12 serving.

13 MR. GORMAN: I'll be here. I'll make it.

14 MR. WUELLNER: Hopefully you'll still enjoy
15 serving. I like that.

16 CHAIRMAN BARRERA: Buzz?

17 MR. GEORGE: No comment.

18 CHAIRMAN BARRERA: Carl?

19 MR. YOUMAN: I brought up Congressman Mica's
20 letter.

21 CHAIRMAN BARRERA: Certainly. We did forget
22 to address that.

23 MR. YOUMAN: Did each individual member of the
24 board get a copy of this letter?

25 MR. WERTER: I did.

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1 MR. YOUMAN: Should we answer it somehow, at
2 least acknowledge that we received it, or has that
3 been done?

4 CHAIRMAN BARRERA: I don't think that that has
5 been done.

6 MR. WERTER: If we could formally put it on
7 the agenda for next meeting.

8 CHAIRMAN BARRERA: Yes, we should probably put
9 it on the agenda for the next meeting. But --

10 MR. YOUMAN: But I believe -- I believe it
11 should be acknowledged before next meeting's agenda
12 just to say we received it and we're going to bring
13 it up in a board meeting for review at --

14 CHAIRMAN BARRERA: For further discussion.
15 Agreed.

16 MR. YOUMAN: Can we ask the staff to do that?

17 CHAIRMAN BARRERA: Certainly. In our behalf.

18 MR. YOUMAN: Under Chair -- if the board
19 agrees, under Chairman Barrera's signature here.

20 MR. GEORGE: Sorry.

21 MR. WUELLNER: I haven't seen this, so --

22 MR. YOUMAN: Right.

23 MR. WUELLNER: -- I need to get a copy from
24 somebody.

25 MR. YOUMAN: Take it.

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1 MR. WUELLNER: Okay. What you're looking for
2 is just a response back to --

3 MR. YOUMAN: Yeah. A response to say, yes,
4 we -- as a courtesy so that they -- that we all
5 received it and it's being reviewed and we're going
6 to bring it up for board discussion on the next
7 meeting.

8 CHAIRMAN BARRERA: December 13th.

9 MR. WUELLNER: Okay. And what are we
10 discussing?

11 MR. YOUMAN: It's --

12 CHAIRMAN BARRERA: Privatization.

13 MR. YOUMAN: -- TSA, privatization of TSA
14 under federal guidelines, which is one of Mica's
15 priorities.

16 MR. WUELLNER: Yeah. Okay. Yeah. We'll talk
17 about it in December? Is that --

18 MR. YOUMAN: Yes.

19 MR. WUELLNER: You may not want to support
20 that, by the way, at least for our use. I don't
21 mind it as an option, but it's probably not the way
22 you want to go for cost reasons.

23 MR. WERTER: Uh-huh.

24 MR. YOUMAN: Well, read -- read the letter.

25 MR. WUELLNER: Yeah. I'm ahead of you and

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1 you're ahead of me.

2 MR. YOUMAN: Right. Now, do I -- now is it my
3 turn to comment?

4 CHAIRMAN BARRERA: Yes.

5 MR. YOUMAN: I have no comments.

6 CHAIRMAN BARRERA: Thank you.

7 MR. YOUMAN: May I make a motion we adjourn
8 the meeting?

9 MR. GEORGE: Not till we hear Kelly's
10 comments.

11 MR. YOUMAN: Oh.

12 CHAIRMAN BARRERA: I think I'm going to hold
13 my comments for the next meeting.

14 MR. BURNETT: Madam Chairman?

15 CHAIRMAN BARRERA: Yes, Doug.

16 MR. BURNETT: I know it's out of order, but
17 could I -- could I just make one comment?

18 CHAIRMAN BARRERA: Certainly.

19 MR. BURNETT: Brief comment, which is this to
20 give you something to think about.

21 The Airport -- the Airport Authority's
22 executive director's contract, when it talks about
23 this issue of performance, the specific language is
24 that if he performed in an excellent outstanding

25 manner that has resulted in improvement to the

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1 fiscal performance of the Authority, the executive
2 salary may be increased beyond CPI and may even be
3 increased to reflect the market rate for similarly
4 situated airport executives as -- as determined by
5 the Authority, and/or the Authority may award the
6 executive a merit performance bonus for such
7 excellent outstanding performance.

8 MR. GEORGE: That's or?

9 MR. BURNETT: Or -- and/or.

10 MR. GEORGE: Oh, and/or, okay.

11 MR. BURNETT: So it -- the salary can be
12 adjusted to market or up to market --

13 MR. GEORGE: Is there a definition of what
14 bonus --

15 MR. BURNETT: It -- in this -- the other thing
16 is, or -- and/or you can award a bonus, but there
17 is no criteria to go with it.

18 That was one of the things that there had been
19 some discussion years -- in years past about
20 putting some sort of criteria to it. But there's
21 no criteria in here. So that's -- that's where
22 you're left with one way or the other, whatever
23 your decision is related to --

24 MR. GEORGE: I'll check the minutes.

1 CHAIRMAN BARRERA: Okay. Our next meeting

2 will be December 13th and meeting is adjourned.

3 (Meeting adjourned at 6:23 p.m.)

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1 REPORTER'S CERTIFICATE

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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 22nd day of November, 2010.

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

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