

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 Public Meeting

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Monday, January 10, 2009

6 from 4:22 p.m. to 5:45 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

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

14 * * * * *

15 ALSO PRESENT:

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

21 * * * * *

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- 24 JANET M. BEASON, RPR, RMR, CRR, FPR
- 25 St. Augustine Court Reporters
- 26 1510 N. Ponce de Leon Boulevard
- 27 St. Augustine, FL 32084
- 28 (904) 825-0570

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1 PROCEEDINGS

2 CHAIRMAN BARRERA: And we will reconvene a
3 public hearing for the runway safety area. We
4 have a few comment cards here. If we have any
5 members of the public who would like to speak on
6 this item, please make sure that you give me a
7 comment card before we -- we go any further. I
8 need to have comment cards filled out before we go
9 any further. So if there is anybody else, let me
10 give you a minute to go and get some and turn
11 those in.

12 MR. COOPER: Anybody want one?

13 CHAIRMAN BARRERA: Okay. To get started, I
14 want to ask Andrew Holesko to come to the
15 microphone. He's the project manager with
16 Passero.

17 And I want to reiterate that as we go through
18 this process and we do -- when we do open it up to
19 public comment, all public comment responses will
20 get a written response. So I want to make sure
21 everybody in the audience is aware of that.

22 PROJECT OVERVIEW & SUMMARY - PASSERO ASSOCIATES

23 MR. HOLESKO: Good evening. I'm Andrew
24 Holesko with Passero Associates. I have several

25 members of our EA consultant team here with us.

4

1 Raise your hand if you're with the consultant
2 team. Quite a few of us here this evening. We've
3 had numerous companies working with us on this
4 Environmental Assessment over the past 12 months.

5 I'd like to thank everybody who attended the
6 public information meeting from 3:00 to 4:00 p.m.
7 You can still see some of the remnants around the
8 room of the different information stations that
9 were available from 3:00 to 4:00.

10 What I'd like to do is just do a little
11 summary and a little bit of reading directly from
12 the Environmental Assessment, and then I'm going
13 to hand over a little bit of a pre-presentation to
14 representatives of the LPA Group and Birkett
15 Environmental to talk about the environmental
16 factors listed inside the Environmental
17 Assessment.

18 CHAIRMAN BARRERA: And, Andrew, before you go
19 any further, let me just reiterate that this is a
20 runway safety area reclamation, a Taxiway C
21 replacement, and a Runway 31 approach lighting
22 public hearing. This -- this time does cover all
23 three of those items. Thank you.

24 MR. HOLESKO: The Environmental Assessment is

25 being prepared by the St. Augustine-St. Johns

5

1 County Airport Authority to evaluate the potential
2 environmental impacts associated with three
3 projects recommended in the 2006 Airport Master
4 Plan and shown on the Airport Layout Plan which
5 was conditionally approved by the FAA on September
6 19th, 2006.

7 The three proposed actions being analyzed in
8 this EA are as follows. Number one, to improve
9 access to Runway 31 by replacing Taxiway C.
10 Number two, to bring the Runway 31 safety area
11 back into compliance with current FAA design
12 standards. And number three, to add an approach
13 lighting system to Runway 31 approach.

14 This EA provides the purpose and need for
15 each proposed action, an inventory of the existing
16 environmental conditions, and the results of an
17 environmental analysis associated with each
18 proposed action.

19 This EA has been developed in accordance with
20 the National Environmental Policy Act of 1969, the
21 Federal Council on Environmental Quality's NEPA
22 Regulations Part 1500 to 1508, and FAA Orders
23 5050.4B and 1050.1E.

24 Section 1 of the Environmental Assessment

25 was -- was the introduction and two sections.

6

1 Section 2 of the EA was the alternative section,
2 which had three sections. Section 3 was the
3 affected environment, which had 18 sections.

4 Section 4 was the environmental con --
5 environmental consequences section, which had 17
6 subsections. Section 5 was the mitigation, which
7 had two sections. Section 6 is anticipated
8 approvals and permits. It had seven subsections.

9 Section 7 was agency coordination and public
10 involvement. Had seven subsections. And then we
11 had appendices, and we had 24 different appendices
12 which provide additional technical information,
13 technical support, and specialized study which was
14 supported inside the EA.

15 I'm going to hand over first to Mariben from
16 LPA to do a brief presentation and then to Melissa
17 Green. And then we'll come back and open up for
18 public comments. Again, as Kelly had mentioned,
19 we will provide a written response to each comment
20 received today.

21 **AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES**

22 MS. ANDERSON: Thank you, Andrew. Good thing
23 I wore heels today. Whoops. As part of the
24 National Environmental Policy Act, which is the

1 regulatory requirements and guidelines, we had to
2 do a due diligence. That 18 sections in the
3 affected environment, those are the areas that was
4 investigated and evaluated, and we had to describe
5 them.

6 In summary, we looked at biotic resources,
7 which is your uplands and the animals that live in
8 them; compatible land use, which is the planning
9 land use in the airport and outside the airport;
10 federally listed threatened and endangered
11 species, which also included actually state listed
12 species. Those are the animals that are protected
13 by law because there's not a whole lot of them and
14 development has threatened their habitat.

15 Hazardous materials and pollution prevention,
16 we had to investigate area's historical use in the
17 airport to make sure that when we start digging
18 for construction, we don't discover a drum buried
19 in there.

20 Light emissions and visual impact because we
21 have an approach lighting system. We have to make
22 sure that the animals that use the surrounding
23 areas and the neighborhoods was not going to be
24 impacted.

25 Noise of course because we're dealing with

8

1 aircraft. Gratefully, there are no increase in
2 operations or aircraft -- a difference in aircraft
3 type.

4 Social impacts, because the construction
5 would bring and the new construction would affect
6 operations at the airport as far as -- rather
7 construction in the airport as far as bringing in
8 revenue and jobs.

9 Water quality, because we're increasing
10 pavement. And of course the wetlands, because
11 we're impacting some of them. And cumulative
12 impacts. And last but not the least, construction
13 impacts.

14 After we studied all of those, we determined
15 that our impacts are to biotic communities and
16 wetlands, federally listed and -- threatened and
17 endangered species, and water quality, and we have
18 cumulative impacts associated with -- with them.

19 And we were able to come up with options and
20 alternatives that was coordinated with the
21 agencies, so we were able to mitigate for them.

22 And Melissa is going to talk about mitigation and
23 permitting.

24 MITIGATION

1 Environmental.

2 Mitigation for the wetland impacts and the
3 threatened and endangered species impacts as well
4 as water quality and those other items that
5 Mariben listed are typically done through some
6 sort of wetland or open water restoration.

7 For this project, we had to meet six
8 criteria. The first one is it had to be a
9 suitable size to mitigate to compensate for the
10 proposed impacts. Two, it had to be in the -- the
11 same drainage basin, which is Basin 6. It had to
12 be approved by the FAA it would not be a wildlife
13 hazard. It had to be similar habitat type
14 saltwater marsh and estuarine open waters.

15 Had to be in Class II waters, since the
16 waters we are impacting are Class II, and I'll
17 explain what that is in a little bit. As well as
18 had to be located within the 13-mile wood core
19 wood stork foraging habitat, which is 13 miles of
20 radius around their calling.

21 The amount of mitigation that we needed was
22 determined using the -- the Uniform Mitigation
23 Assessment Method or UMAM. Through this
24 assessment, it was determined that we needed 6.06

25 functional units or credits, I guess you could

10

1 say, is mainly -- they're mainly called units. So
2 this means we had to find some sort of mitigation
3 that would provide a functional gain of the same
4 amount, 6.06 units.

5 We first looked at many options, but we
6 decided that one of the things we could do within
7 the project area is to revegetate or replant the
8 salt marsh along the runway safety area or the
9 RSA.

10 There's 1.66 acres of that, and that would
11 give us a functional gain of .01 units. So,
12 therefore, we now needed to find a project that
13 would provide or projects that would provide a
14 functional gain of 6.05 units.

15 We looked at a multitude of options. We met
16 with St. Johns River Water Management District.
17 We met with the Army Corps of Engineers. We
18 met -- we contacted local state and federal parks
19 around the area.

20 We contacted private entities to help us
21 identify some potential options. We explored
22 different options such as restoration, creation,
23 enhancement, meaning removal of exotic species, as
24 well as preservation of wetlands as well as in

25 open waters.

11

1 After conducting an extensive research and
2 analysis, we found two viable options. The first
3 one was at the Guana Tolomato Matanzas National
4 Estuarine Research Reserve, or I'll call it
5 GTMNERR, since it's really long. And they
6 identified a project for us that would be creating
7 a living shoreline out of oysters.

8 It is about 300 to 350 linear feet, with some
9 possible opportunity for salt marsh creation.
10 They -- they wanted it to help promote settlement
11 accretion in their area as well as provide a great
12 oyster reef habitat.

13 It ended up being about 7.69 acres, and
14 through the UMAM analysis, we would only get a
15 functional gain of .01. Remember we needed 6.05.
16 Therefore, this -- it met all of the options
17 except it wasn't large enough to alone cover the
18 mitigation that we needed. So we looked at other
19 options.

20 The other viable option that we looked at is
21 the airport spoil island, which is down here. I'm
22 blocking. Here's the picture so you can see it.
23 This is about 18 acres in size. The southern
24 portion, about -- I don't know, you can't see --

25 but about right here, is owned by the Airport.

12

1 The north side is owned by the state.

2 The spoil island was historically, prior to
3 about 1960, was salt marsh. It was created as a
4 spoil island from dredging of this adjacent
5 embankment right there. Therefore, restoration of
6 the upland island, of the island back to salt
7 marsh could be considered restoration and could be
8 mitigation for the project.

9 Utilizing UMAM, the spoil island would
10 compensate for the functional loss that we needed
11 by providing the functional gain alone. You would
12 not need to combine it with any other project.

13 Discussions with agency staff were held and
14 everyone was in great support of this option.
15 Therefore, we selected this option as our
16 preferred alternative for the EA and moved forward
17 with the conceptual design that you see here.

18 For the restoration, the trees will be
19 removed and the island will be graded back down to
20 salt marsh elevations and replanted with salt
21 marsh vegetation, and a tidal creek will be
22 created to mimic the natural habitat. This tidal
23 creek will be -- will have oyster shells planted
24 along it to promote oyster growth, oyster

1 The island does contain some exotic species
2 such as Brazilian pepper and camphor trees, and
3 those will be removed, which is also -- is a small
4 ecological benefit. Another benefit is that the
5 spoil material could possibly be used for fill for
6 the Taxiway C as well as the shoreline, once it's
7 been tested and approved. A geotech -- like I
8 said, a geotechnical analysis will be needed for
9 that.

10 So, therefore, the spoil island provides --
11 meets all the criteria to fully compensate for the
12 proposed salt marsh and open water impacts
13 associated with the project. As I said, the
14 agencies fully support it. And the restoration
15 will convert the disturbed upland areas to
16 historic natural habitat that matches the adjacent
17 areas.

18 I believe I also am supposed to discuss the
19 permitting that will be needed and approvals that
20 will be needed from this project. Let me see.

21 MR. GEORGE: And there will be a quiz later.

22 MS. GREEN: Yeah. See if you remember it all
23 from the two seconds you looked at it.

24 PERMITTING

1 proceed with a construction, we will need an
2 Environmental Resource Permit from the St. Johns
3 River Water Management District. This is needed
4 in order to meet the stormwater runoff treatment,
5 water quality, wetland impact, state listed
6 wildlife, floodplains, and mitigation regulatory
7 requirements.

8 Impacts to wetlands and open waters
9 associated with the project area will also require
10 a permit from the United States Army Corps of
11 Engineers. The ERP application form also serves
12 as an application form for the Army Corps dredge
13 and fill, along with other supplemental
14 information.

15 In addition, as I said, the waters adjacent
16 to the project are Class II waters. Class II
17 waters are a water quality standard to protect the
18 waters -- excuse me, the designated uses, since
19 the Class II water designation means that the
20 water supports sell -- shellfish propagation.

21 So, statutory requirements say that you need
22 to get a variance to do any type of dredging or
23 filling in Class II waters. So we will apply for
24 a Class II water variance petition and hopefully

25 receive a variance.

15

1 We also conduct Section 7, consultation of
2 the Endangered Species Act. This is needed for
3 any potential impacts to federally listed fish and
4 wildlife through NMFS, National Marine Fisheries
5 Service, and the U.S. Fish and Wildlife Service.

6 We anticipate informal consultation, and most
7 of the species -- as all of the species will
8 either have no effect or may affect, not likely to
9 adversely affect. So we expect informal
10 consultation and approval federal -- federally for
11 listed species initial impacts.

12 Potential impacts to essential fish habitat.
13 Essential fish habitat includes salt marsh,
14 estuarine water column, mangroves, such -- those
15 sort of things, is being handled through the EA
16 and through the National Marine Fisheries Service
17 or NMFS. And so that's another approval we will
18 get.

19 Potential stormwater impacts during
20 construction will require an NPDES construction
21 permit. This includes development of a Stormwater
22 Pollution Prevention Plan or SWPPP. This will be
23 done prior to construction.

24 Lastly, we will need approval from St. Johns

25 County, and it will be -- hopefully be obtained

16

1 through their associated construction permits.

2 That's it. I'm not sure -- I'm not sure who's

3 next.

4 PUBLIC COMMENTS

5 CHAIRMAN BARRERA: Okay. At this time, we

6 would like to open this up for public comments.

7 And we'll start with Mr. Malcolm Kingsley.

8 MR. KINGSLEY: I was the last one that threw

9 it down, so I'll get up and do it first.

10 Good afternoon, ladies and gentlemen. My

11 name is Malcolm Kingsley. My address is 365 North

12 Boulevard, St. Augustine, Florida. And the reason

13 I'm standing up here -- and I have a question I

14 want to ask you, but I want to show you something.

15 If I can use one of your diagrams over here.

16 CHAIRMAN BARRERA: Can you take the mic with

17 you --

18 MR. GORMAN: Take the mic with you.

19 CHAIRMAN BARRERA: -- so that everything you

20 say gets recorded here?

21 MR. KINGSLEY: Okay. Thank you. This is a

22 picture of the runway. I assume this is the

23 extension that they're going to be working in.

24 North Boulevard comes in right here. And my

25 property -- I have five acres right in this area.

17

1 Could I bother you for one second to stand up,
2 please? My property is right here. Here's five
3 acres right there. And this is Runway 31. Now,
4 all of this stuff is going to be going on right
5 out in my front yard.

6 My question to you is, if you were in my
7 shoes, how would you feel and what would you do?

8 And before I sit down, I've been here for 14
9 years, and in that area right up until a year ago
10 I've seen every Florida wildlife creature except
11 a -- a brown bear or black bear. I've seen the
12 panthers there. Bobcats, deer, whatever. It's
13 all there. I thank you very much, and I'll sit
14 down.

15 CHAIRMAN BARRERA: Ed, it's my understanding
16 that with this where -- we go through each of the
17 public comments before we get into Authority
18 discussion; is that correct?

19 MR. WUELLNER: Correct.

20 CHAIRMAN BARRERA: Okay. Thank you,
21 Mr. Kingsley. Steven Yacarri? Yaccarino. I
22 apologize.

23 MR. YACCARINO: How are you doing? I'm Steve
24 Yaccarino, 2772 South Collins. I'm just a local

25 fisherman and taxpayer. And I mean, just the

18

1 impact on the commercial fishing and
2 St. Augustine's way of life and -- you know, it's
3 going to change on the whole west side of that
4 creek.

5 I mean, you know, I just think it's a total
6 waste of taxpayers' monies just to try to get a
7 little revenue from Sawgrass or whatever, you
8 know. It's just killing a bunch of my friends
9 that commercial fish.

10 You know, it's bad enough they shut down
11 snapper. Now they're just trying to take away
12 more and more fishing area. And it's just not
13 right. So, you know, anything that costs us more
14 money in a bad economy and you're just taking away
15 more and more jobs, you know, it's just not right.
16 So that's all I've got to say.

17 CHAIRMAN BARRERA: Thank you, Steven. Cathy
18 Heller?

19 MS. HELLER: My name is Cathy Heller. I live
20 at 4075 Quail Drive, which is probably a mile west
21 of the airport. And I do hear the engines because
22 when I first moved there like five years ago, I
23 was like, "What's that noise? What's that noise?"
24 It's the engines from the airport. But that's not

25 my -- what I'm going at.

19

1 The island that's been there for 40 years,
2 you're going to tell me you're going to come in
3 here and pretty -- prettily design and move stuff
4 around and it's not going to affect anything.
5 It's going to affect a lot.

6 And then if you're going to extend the runway
7 further into the marsh, how much further into the
8 intracoastal are we not going to be able to fish?
9 And what's it going to affect? It's going to
10 affect all of the surrounding areas.

11 I have a friend that lives right where that
12 blue line is. It's going to affect us going there
13 and enjoying his beautiful marshland. And we
14 fish, we catch redfish, and we enjoy his property.
15 And it's going to affect all the people that is
16 around there. Thank you.

17 CHAIRMAN BARRERA: Thank you, Cathy. Sherry
18 Badger.

19 MS. BADGER: Hi. I know some of y'all missed
20 me. Back again. This is a waste of taxpayers'
21 money. The airport is on a fast track to doing
22 the same thing that the city has done by allowing
23 Flagler College to be exempt from taxes.

24 Y'all know this isn't right. Y'all are

25 supposed to be off the tax rolls. You've shown

20

1 the people nothing that you're going to be off the
2 tax rolls but a bunch of snow. And it -- you
3 know, it seems like you people would understand
4 everybody's not moving to St. Augustine for an
5 airport.

6 You're going to be affecting the -- you're
7 going to decrease the land values. And I will be
8 at every commissioners and -- you know, there's --
9 and I know Mr. Burnett and Mr. Warner (sic), y'all
10 have a beautiful way of speaking, but this isn't
11 going to stop people. Thank you.

12 CHAIRMAN BARRERA: Thank you, Sherry. Dwight
13 Hines. Mr. Hines?

14 MR. HINES: Hello. My name is Dwight Hines.
15 I live at Post Office Box 562, St. Augustine.

16 My concerns are with the technical details.
17 I think we can work this out. But this is a
18 really a lot of work people did. And I had
19 trouble getting through it all. And it seemed a
20 little bit disorganized with the appendices and
21 everything. But my primary concerns are with the
22 sampling of biology, the sampling of the culture,
23 it's inadequate.

24 It's -- in 2002, the Office of Management and

25 Budget set minimal guidelines for data quality.

21

1 These are not just suggestions; they're
2 requirements. They're rewriting those now under
3 Obama, and in 90 days or so they'll be out. But
4 this sampling just won't work. It's fixed
5 sampling.

6 Fixed sampling means it's -- you decide where
7 you want to do it. You can't generalize past that
8 spot, okay? So you're limited in what you can
9 generalize. They also didn't sample for different
10 types of creature likes macroinvertebrates.
11 They're the foundation. That's what we need.

12 I think doing the same type of thing for
13 cultural artifacts, you're going to miss stuff.
14 And you're also not going to be able to
15 generalize, like say, well, there's nothing here,
16 so there's nothing anywhere. What you want to be
17 able to do is generalize the whole universe and --
18 or that area.

19 I think these can be worked out. I put them
20 in writing and I'm not sure who to give these to.
21 I figured I'd post them on the web. But these are
22 very technical. But my concern also is with the
23 general culture, how is this going to impact?

24 CHAIRMAN BARRERA: Thank you, Mr. Hines.

1 MR. SESONA: My name is Al Sesona, 394 North
2 Boulevard. I'd like to thank Ed personally for
3 sending me a letter advising me of this meeting
4 and also listing a rather rough draft of what was
5 going to be discussed here today.

6 Madam Chair, I don't know how much time I
7 have, but if I do run over my allotted time, I'm
8 wondering if someone else here might donate their
9 speaking time in my behalf.

10 CHAIRMAN BARRERA: Mr. Sesona, we won't -- as
11 long as you don't -- as long as you don't go into
12 a 20-minute thing, as long as you're within a
13 10-limit time thing, I think I'll be fine.

14 MR. SESONA: It looks like I can run my
15 mouth.

16 My life in St. Augustine began in 1967 as
17 project engineer for the Boston Bay seafood people
18 working with John and Felix Salvador designing,
19 building, and making operational an automated
20 processing system for shucking and eviscerating
21 scallops and hopefully establish a new State of
22 Florida scallop industry.

23 In 1974, I bought and still own the same
24 property at the end of North Boulevard to organize

25 a fish farm enterprise. In 1981, my plans

23

1 submitted to the Department of Natural Resources
2 for permits to utilize sovereign land immediately
3 adjacent to my property and main Runway 13/31 was
4 refused.

5 Then and now, a history of data deems these
6 waters acceptable for shellfish harvesting and
7 fish farming. In fact, with runoff polluting
8 conditions once clogged by Ponce golf course no
9 longer happening, these waters and surrounding
10 marshland are better off for it. I offer the
11 sincerest thanks to Stokes Land Group for helping
12 achieve much environmental improvement and
13 protecting this. What you don't see here is
14 the -- is the pink spoonbill bird species.

15 Private shellfish spawning research success
16 beginning in the late 60s with Marvin Groves
17 convinced Florida state administration -- Farm
18 Administration to approve a loan of about \$243,000
19 in 1973 to begin a fishing farming enterprise
20 located on Camachee island since we already had
21 two fish ponds with a sizeable in-captivity
22 pompano population and a fully operational fish
23 meal dehydration system there. 125,000 fully
24 understood to purchase the 43-acre Camachee Island

25 barren and for sale at that time. But Marvin died

24

1 of a massive heart attack at the age 49, some five
2 days before signing final papers.

3 I say all this because my experience with
4 saltwater fisheries is vast. One page of handout
5 that I've given to the board describes some of my
6 fears, and I now present copies to the board and
7 executive director, which Cindy has already done.

8 Thank you.

9 Whether or not existing or future Airport
10 Authority project is permitted rests solely upon
11 you, the St. Augustine -- St. Johns County
12 citizens who pay the bill.

13 One particular person believes my concerns
14 weird and announced so in this room during the 18,
15 May '09 monthly meeting. Others here associate me
16 with spurting misinformation, having many
17 businesses, whatever that means. Check the
18 minutes of that Airport Authority monthly meeting.

19 After hearing my concerns today, I leave it
20 to you to determine because in the final analysis,
21 taxpayers will allow or disallow the Airport
22 Authority from bringing our airport to a
23 destination similar to what city of New London,
24 Connecticut inherited due to the blitzing of

25 private property for common good.

25

1 Now, after ten years of expensive legal
2 wrangling all the way to the Supreme Court by the
3 best lawyers money can buy, we see a large amount
4 of once revenue-yielding property lying barren and
5 empty on purpose. Can we say for sure that will
6 not happen here?

7 Essence of a successful business operation,
8 or for that manner running a household depends on
9 an ability to be debt-free, generate cash flow,
10 and have a type of growth befitting sensible
11 parameters.

12 I seriously doubt that anyone in this room
13 could run their personal household matters like is
14 done by Airport Authority and avoid a sheriff's
15 notice of eviction or possibly end up in a
16 bankruptcy court.

17 With due respect to this board, its
18 chairperson and executive director, who
19 undoubtedly feel the job they're doing is
20 acceptable, I submit that Airport Authority
21 tactics, strategies, and objectives lack true
22 merit.

23 Implementation of a 3,000 foot long lighting
24 system can hardly be considered fiscally

25 conservative, folks. Each and every one of you is

26

1 cordially invited to visit my property and see for
2 yourself firsthand how empty the skies are of
3 daily air traffic, the nitty-gritty component
4 factor concerning airport expansion.

5 Your Airport Authority has been, is now, and
6 will continue to be a financially subsidized
7 entity. No matter St. Johns County taxpayer, FAA,
8 FDOT, or DOT agency contributions, it's all tax
9 money. And there is no getting off the tax roll.

10 Dig deep, I urge you. Become better informed
11 of Airport Authority's performance,
12 accomplishment, success, and failure. Then decide
13 if requests sought are worthy.

14 Yesterday's St. Augustine Record front page
15 article is very telling, folks. Imagine if you
16 will hundreds of thousands of tax dollars given to
17 professional consultants over the years who on
18 just about every chance confronted environmental
19 issues. Why suddenly this?

20 Surely we all know no matter the expansion of
21 our airport, inventing a better mousetrap or
22 creating an improved particular service, the name
23 of the game is market size, customer base, sales
24 and profits.

25 With just about the entire air travel hardly

27

1 flying while suffering from a sour economy and
2 fast getting towards a lasting depression, is this
3 the time to even think about such a lavish
4 expenditure? I say no and pray you will dwell on
5 this very intensely, then decide if requests
6 sought for a highly speculative venture are worthy
7 of your moral and financial support. Thank you
8 for your kind attention and for taking time to be
9 here today.

10 CHAIRMAN BARRERA: Thank you, Mr. Sesona.
11 Mr. Kendeigh.

12 MR. KENDEIGH: My name is Bruce Kendeigh. I
13 live at 240 Redfish Creek Drive North in Casa
14 Cola, 32095-9627 zip.

15 On record, I wish to request that the FAA
16 deny the \$15 million funded upgrade to the St.
17 Johns County Airport, as reported in the
18 St. Augustine Record dated Sunday, January 1st --
19 January 10th, 2010.

20 This Record article gives a cite to view the
21 draft of the current Environmental Assessment. In
22 reviewing this, and Passero & Associates did a
23 tremendous job, I went online as was suggested in
24 Chad's article and reviewed the information

25 available and started opening and opening and

28

1 opening, and found out that there were a total of
2 1,400 pages. That kind of struck me as odd.
3 That's about half the number of pages in our new
4 national health care plan. I don't know how many
5 people read that much prior to this meeting, but I
6 certainly didn't.

7 Also, I'd request -- oh, the general wildlife
8 species protected report, and this was done it
9 sounded like very very comprehensively by these
10 ladies, using this first page as a -- kind of an
11 example and as a guideline that's on the site, it
12 sort of leaves off any reference to humans, with
13 families adjacent to and impacted by this
14 requested airport construction increase, which
15 would increase noise, it will increase exhaust
16 fumes from diesels.

17 During the meeting for the Airport Authority,
18 noise group that I was a member of, one of the
19 founding members of, there were concerns that were
20 brought forth to some of the board members about
21 there were greasy residues, this is back when
22 Skybus was flying, greasy residues that was left
23 on 31 when the planes would come in on final
24 approach. Obviously from the surface of the boats

25 and their petro chemicals, they're in the water

29

1 and they're affecting the -- obviously the -- the
2 aquiculture.

3 Anyway, the -- there's no reference to humans
4 with families adjacent to or impacted by this
5 requested airport construction, none of us, with
6 the exception of Al. I think Mr. Wuellner sent
7 him a letter.

8 Also, I would request that the FDOT item,
9 number 424071, which is a million dollar cap, St.
10 Augustine Airport acquire land for airport
11 expansion, that's been prequalified. This is in
12 2011. FDOT item 409882 is a \$1,100,000 cap,
13 St. Augustine design and construction approach
14 lighting system, Runway 31. And item number
15 2171355, it's a million dollar cap, St. Augustine
16 design and construction service road SGJ 612 for
17 year 2011 be denied, also.

18 Although the St. Augustine Authority has
19 committed to be off the St. Johns County tax rolls
20 in 2010, a critical review of the proposed future
21 operational funding and budgets of this airport
22 reflect a continuing dependence on federal and
23 state money.

24 As a reference, this Friday will be the -- a

25 county employee furlough that you've all read

30

1 about in the newspaper. We've run out of money in
2 the county. So people are taking a voluntary day
3 off and they aren't getting paid because of money;
4 we don't have the money. Evidently the FAA has
5 the money and evidently the Florida Department of
6 Transportation has the money for aviation
7 projects.

8 A fiscal review of the St. Augustine Airport
9 Authority expenditures for the past five years
10 suggests that management is complacent about
11 operational underperformance, is cavalier about
12 potential risks, and does not fully understand the
13 economics of a business and is undisciplined about
14 spending. A thorough financial or fiscal analysis
15 of the Skybus venture will substantiate my views.

16 As I said, we live at Redfish Creek Drive.
17 There are 27 homesites in Casa Cola. There are
18 250 homes in the adjacent neighborhood of Eagle
19 Creek. There are currently 950 homes within a
20 mile radius that are continuously impacted by
21 aircraft flight noise and low-altitude overflights.

22 Approximately 18 months ago, because of the
23 continuing flight noise and safety concerns, a
24 group of about 28 airport adjacent homeowners met

25 to address these common issues. After a couple of

31

1 meetings attended by homeowners, people
2 representing airport interest began attending.

3 Our concerns were duly noted. Reasons were
4 repeatedly given. Lack of homeowners' belief in
5 the Airport's ability to provide solutions led to
6 a gradual decline in homeowner attendance. In an
7 attempt to place a positive spin by the airport
8 staff, the 10/19/09 St. Augustine Airport
9 Authority minutes -- meeting minutes pages 29 to
10 36 might be of interest.

11 And another bit of information quickly. I've
12 heard that we can't do anything, nothing can be
13 done. A quote, if you've ever lived near an
14 airport, you know that noise can make a major
15 issue. The only one of I think the board members
16 that live close to the airport is Mr. Wuellner.

17 The noise from jet engines and the vibration
18 you feel as your home shakes from passing aircraft
19 can be more than just a minor annoyance.

20 Balancing the needs of airports and their
21 consume -- or customers with those of residents
22 living near airports is a tricky issue for
23 communities across the nation.

24 Los Angeles area, Bob Hope, John Wayne, all

25 of these must deal with noise problems. The

32

1 airport -- they have a voluntary curfew.

2 John Wayne, the result, pilots must often
3 take off at nearly full power and many times are
4 required to make steep climb before reducing power
5 while flying over Newport Beach. Orange County
6 also prohibits commercial flights between 10 p.m.
7 and 7 a.m.

8 Noise is just one issue facing residents
9 living near airports. They also face safety and
10 health concerns. And what I've seen, what I've
11 read, the concern with the birds, the roseate
12 spoonbill, the shrimp, and the microflora don't
13 affect the 950 homes that we will be privy to the
14 increased noise if these funds are spent to
15 increase the airport business. Thank you.

16 CHAIRMAN BARRERA: Maria Kingsley.

17 MRS. KINGSLEY: Bingo. Hi. My name is Maria
18 Kingsley. I live at 365 North Boulevard. It's at
19 the end of 13/31. I apologize for being late. I
20 couldn't get out of work.

21 The only thing I immediately wanted to say is
22 I very much want to see -- instead of the vertical
23 illustrations, I would like to see a horizontal
24 rendering that can give someone an idea of how far

25 up out of the marsh these cleat lights are going

33

1 to -- that doesn't give me any idea of what the
2 visual impact will be. Thank you.

3 CHAIRMAN BARRERA: Thank you, Ms. Kingsley.
4 Dorothy Wardell.

5 MS. WARDELL: I'd like to give my three
6 minutes to Mrs. Sherry Badger, please.

7 MS. BADGER: Sherry Badger, 2772 South
8 Collins Avenue. And there was something --
9 Dorothy and I have worked hand in hand on the
10 Hometown Democracy, which there's something that
11 everybody in here needs to know, that the city
12 gave -- the developer gave all the rights away to
13 the people who would be purchasing property at the
14 Ponce. Which means if they have a complaint, it
15 will fall upon deaf ears. What is this going to
16 do to property values in there when people find
17 out? Do they wait? Is it going to be said?

18 This is another -- you know, y'all really
19 need to think about what's going on. Because the
20 city got the land annexed by the county and now
21 the city's out of land. And they keep annexing
22 land, and y'all are going to be out of the tax
23 base.

24 CHAIRMAN BARRERA: Thank you. Tina Harishick

25 (phonetic)? Tina?

34

1 (Not present.)

2 CHAIRMAN BARRERA: Reba Ludlow. Reba Ludlow?

3 MS. LUDLOW: Now Mariben knows how I feel

4 every week when I have to talk after these tall

5 people. Reba Ludlow, Ponte Vedra Beach.

6 What I really want to say, I do understand

7 the concern that so many of you have. I do -- I

8 would like to suggest that you be a little more

9 open-minded to it. All islands -- I know the

10 island is there, but all islands are not healthy,

11 you know. It could be that, you know, having the

12 tidal basin and making the better oyster beds and

13 things like that would be better for the

14 environment than what's going on on the island.

15 I have an island behind my house, and it was

16 a very nice island -- I didn't interrupt you. I

17 had a very nice island there at one time, and I

18 want to say, in ten years now, it is not a nice

19 island. It is so congested, birds cannot get in

20 and out. You know, if they land on top, all they

21 do is, you know, send their, you know, droppings

22 down to the bottom. It ruins the bottom. And

23 really, they're just waiting on the island to, you

24 know, die. So, we don't have anything to replace

25 it with. I think, you know, at least this is a

35

1 way to replace and keep the environment going in a
2 positive direction.

3 The one thing I would like to say is -- oh,
4 that -- that doing something like this does
5 involve many many entities, mainly the EPA and the
6 do, do, do and the dah, dah, dah, you know, and I
7 would suggest that, you know, we work with these
8 people to get together and try to come to a
9 workable solution.

10 I mean, you can't just say "We want the
11 island removed," and you say, "I want the island
12 to stay there." We all have to be able to work
13 together and see what will work for everybody.
14 That's what I have to say.

15 CHAIRMAN BARRERA: Thank you, Ms. Ludlow.
16 Mr. Jones?

17 MR. JONES: Joe Jones, 4672 Fifth Avenue.
18 Some of my questions have been answered it seems
19 like, you know, talking to the people at the
20 things. One was, you know, have any of the
21 permits already been applied for? She said
22 nothing has been applied for yet as far as
23 permitting goes or anything.

24 The spoils island that you're talking about

25 rehabbing, how many acres was that originally when

36

1 it was first permitted and built?

2 I mean, it looks like it's pretty much
3 deteriorated where there was no upkeep done on it
4 from the get-go and it's destroyed more marsh than
5 what it was originally. I know when you do a
6 spoils island, usually you come back and you --
7 and you maintain them. You don't just let it sit
8 and sit out there and just destroy the rest of the
9 marsh.

10 I mean, are you basically going to get paid
11 for destroying something that because, you know,
12 you put your spoils marsh -- I didn't know it was
13 part of the state -- you know, part you, part
14 state. But I mean, normally on a spoils island,
15 there is a certain amount of maintaining going on
16 to it to keep it from eroding back in there and
17 destroying more of the marshland. So obviously it
18 don't look like none of that's ever happened.

19 And then like where your safety run -- your
20 safety zone is now, you've already had a safety
21 zone there at one time and it's just eroded? What
22 was y'all doing to keep with the erosion at that
23 time and stuff like that so over time while it was
24 eroding, I mean, did you -- what kind of efforts

25 were in place to try to keep that from eroding?

37

1 Or did that dirt there actually just go in the

2 marsh and fill in more marsh, also?

3 So, I mean, they -- really, you're not being

4 good stewards, I guess is what I'm saying. You

5 already proved, you know, what you did to start

6 with you didn't keep up with.

7 When the runway was built and you built the

8 channel going out, wasn't a periodic study

9 supposed to be done on the effects of the marsh

10 and everything else at that time, and the channel

11 actually even be dredged out? I thought --

12 because, I mean, at meetings, I was told that

13 y'all were responsible for dredging that channel

14 out at some time or another. Is it a straight

15 channel that goes straight and pretty much

16 flowed -- all the water flowed down?

17 Because I know the marshes -- I've been out

18 there 35 years back in here and all of the marshes

19 and little creeks are filling in. I mean, that's

20 no ifs, ands or buts. You can pull out your map,

21 any map you want, and look at the size of the

22 creeks now compared to what they were and your

23 pictures from 40 years ago. They're filling in

24 and it's from consequences from the airport and

25 it's from not keeping up with the promises of what

38

1 you're supposed to be doing as good stewards of
2 the environment.

3 So what makes us think when you move this
4 tidal creek, it's going to happen again. Or if
5 you fill it in, it's going to happen again. You
6 know, unless you're willing to be a good
7 student -- or steward from the start, you're right
8 back where you were.

9 I mean, that's the way I always understood
10 it, that y'all were supposed to keep an eye on
11 that -- the channel, the canal, I guess. It's
12 just a straight canal. It's all silted in now.
13 You can't even get through there at low tide no
14 more.

15 You used to be able to come and go at any
16 tide. And you know for a fact that back there on
17 Casa Cola, there was -- you used to be able to
18 pull boats in and out 40 foot long and work on
19 them. There's no coming in no more with any size
20 boat hardly.

21 And then another concern of mine is these --
22 the lights you're talking about running out there.
23 You're talking about a gangway going from light to
24 light? That's what I read in the article -- your

25 thing, was a gangway to service the lights.

39

1 That's been taken out? That was in -- that's in
2 your study, though. That wasn't --

3 MR. HOLESKO: (Shakes head.)

4 MR. JONES: I read that in your study,
5 lighting the light with a gangway. How are you
6 planning on servicing these lights, you know,
7 throughout the marsh? How are you going to get
8 back to them eventually, you know, when you do
9 have to service them? Are you just going to keep
10 going back across the marsh to service them?

11 MR. HOLESKO: We'll respond to your comments
12 in writing.

13 MR. JONES: Oh, okay. I'm sorry. So this is
14 just -- we don't have no answers here today. I'm
15 sorry.

16 Okay. And then I know how accurate The
17 Record is. You know, I don't take it, you know,
18 but when they're talking about, you know, for the
19 safety of the runway is to encourage -- because
20 you say you -- I don't know if they were quoting
21 you or not, Ed, but it sounded like with the new
22 Bahama flights and stuff and you want to encourage
23 more airlines and stuff to come and, you know,
24 this will help with the safety for airlines.

25 That's just what The Record said, you know, help

40

1 encourage more airlines and stuff to come. Well
2 that is more additional noise.

3 So I know in the -- I mean, all through the
4 report, no additional noise, no additional noise,
5 and if it's to encourage more air traffic, that is
6 additional noise.

7 And then another question, but I guess you're
8 not answering questions, as far as being in
9 noncompliance all this time, what effect did that
10 have on like Grumman and stuff like that? I mean,
11 did it -- did it do anything at all to Grumman for
12 the -- for the noncompliance of that safety zone?

13 I mean, did it affect how they come and go
14 with not being able to come and go anymore? I
15 mean, is it like -- if they start coming -- like
16 if it did affect them, is it going to make them
17 sit out there with their jets and just run all day
18 long like they're used to? And you could hear
19 them all the way from downtown.

20 All right. And then -- and then one other
21 thing. I'm just curious and I don't know if it's,
22 you know -- it just makes you think sometimes.
23 Some of the stuff that's been done, like Araquay
24 Park, you know, it's kind of picking on a

25 neighborhood and the neighborhood over there

41

1 that's not really economically strong like some of
2 the other neighborhoods the can put up a fight.

3 I know you railroaded -- that's how Araquay
4 Park kind of got railroaded. It was almost like
5 they just weren't equal -- you know, if they were
6 a stronger community money-wise and put up more of
7 a fight and stuff like that, it would have been.

8 You know, it's almost like discrimination, is
9 basically about what it's like, a form of
10 discrimination, you know. You don't think
11 people -- I'm not saying they're worth less, but
12 it seems like, well, they ain't going to have much
13 to say about it. And it's probably true.

14 And the last thing I want to say is I love
15 the tower. It's a great tower. It's beautiful
16 coming into the city.

17 CHAIRMAN BARRERA: Thank you, Joe. Joe
18 Lopinto?

19 MR. LOPINTO: I'd like to start off by
20 thanking the Authority for holding this meeting.
21 I think it's very informative and with the
22 communication that comes from the public.

23 I'd like the record to show that my comments
24 are derived from -- because I know that these

25 comments go on to these agencies, but my comments

42

1 are derived from 45 years as an aviation
2 professional with experience in the corporate and
3 airline aviation sectors and accumulating over
4 25,000 hours of aviation experience, piloting
5 experience, and also holding senior management
6 positions in those aviation sectors.

7 From a pilot's perspective, landing an
8 aircraft in bad weather, the approach lighting
9 system in my opinion -- and I will be addressing
10 each one of the three items up there, the approach
11 lighting system is one of the most important
12 features.

13 It is the only item that allows the pilot to
14 transition from the on-based or onboard
15 instrumentation to the successful landing.

16 Without the system, other operational factors come
17 into play which may prevent the pilot from landing
18 and therefore causing the plane or the pilot to go
19 to another airport.

20 And so what does that all mean from a real
21 world experience? Planning. When the pilot is
22 planning, is doing his operational planning, he
23 does take into -- or she does take into account
24 both the actual runways, the electronic

25 instrumentation systems, and also the lighting

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1 systems that that airport has available to them.

2 And this allows -- the airport lighting
3 system allows for a higher likelihood of a
4 successful landing. Even though there may be the
5 same electronic systems from airport to airport,
6 the actual lighting system does give a higher
7 possibility of having a successful landing and
8 therefore not going to another airport. The
9 downside of going to another airport is
10 passengers, be they either themselves, corporate
11 passengers or airline passengers, don't like being
12 50 to 150 miles away from their intended airport.

13 As a matter of fact, I recall one time when I
14 was a passenger, the pilot did remark that, "Well,
15 folks, if you could get your local authority to
16 put an approach lighting system, we wouldn't be
17 going to this other airport where you're now going
18 to have to rent cars and can drive to your final
19 destination."

20 When you arrive at your destination, it
21 allows the passengers to conduct business. If
22 they're a passenger on a -- an airliner, avail
23 themselves of all the facilities, tourist
24 facilities that we have here in St. Augustine, and

25 it gives -- takes away that uncertainty or it

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1 minimizes the uncertainty. And it also gives the
2 public, the flying public, whether you're a
3 passenger, a pilot, or a passenger on an airliner,
4 a -- a modicum of confidence that the arrival is
5 going to occur. You always want to get to your
6 destination.

7 It does allow -- with respect to the taxiway
8 replacement, Taxiway C replacement, from an
9 operational standpoint, it gives the tower a lot
10 of operational flexibility, both in arrival and
11 landings -- excuse me, arrival, landings, and
12 takeoffs. This will allow airplanes to get off
13 the ground quicker, rather than staying on the
14 ground with their engines running.

15 And with respect to the runway safety area,
16 well, flying is not quite the exact science.
17 Sometimes we do leave the runway. And so having
18 more safety area is a benefit for us.

19 I heard some comments made that I'd like to
20 address here, but -- by the public, I'm not
21 attempting to answer them, but knowing that --
22 one, this is not an extension to the runway. Yes,
23 there is an approach lighting system, but the
24 runway itself is still staying the same. I'd like

25 to see more runway, but obviously that's not going

45

1 to happen.

2 And the taxes being paid, they're being paid
3 by the aviation fuel taxes and the passenger use
4 taxes that the aviation public uses. Thank you
5 for your comments and your time.

6 AUTHORITY DISCUSSION

7 CHAIRMAN BARRERA: Okay. That is the end of
8 the public comment section. We want to open it up
9 for Authority discussion. And I thank you, Joe.
10 You took care of two of the things that I had made
11 notes to make a point on. Jim?

12 MR. WERTER: If I may. In prelude to what
13 I'm about to say, let me talk about my background
14 a little bit. I grew up in Flushing, Queens a
15 mile down from final approach of Laganardia Airport
16 I think it's also numbered runway 31. Joe, is
17 that correct?

18 MR. LOPINTO: That is correct.

19 MR. WERTER: I lived in a -- on the 24th
20 floor of a 27-story apartment building. I could
21 hand the pilots cups of coffee as they were coming
22 by. And I understand the noise factor, except I
23 grew up I guess growing deaf to it.

24 However, being on an aircraft carrier living

25 underneath the three wire of, you know, planes

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1 landing, I got that hearing back and I do feel

2 about the noise factor.

3 The other part of my upbringing is, I was a
4 stumpy, an aggy, wanted to be a wildlife manager
5 in high school, was in the agricultural program,
6 which was a strange thing in the middle of New
7 York City, but that was my goal, to become either
8 a forest ranger, a wildlife manager, things of
9 that nature. And those tenets, those basic
10 feelings are still with me today. And when I
11 looked at these improvements and first heard about
12 these improvements, even before I became a board
13 member, I looked to see what was going on.

14 An extension -- there was not going to be an
15 extension of the runway into the marshland. That
16 was not going to happen. And I was pleased to
17 hear that. Then over the past few months, the
18 object of using the island -- to reconvert the
19 island, using the island as mitigation land, which
20 saves us money, we don't have to pay a mitigation
21 fee, we don't have to buy mitigation points, I
22 asked -- one of the first things I asked was, what
23 the -- why are we taking this pretty island with
24 all this vegetation and doing away with it? And

25 then I was enlightened that there was really

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1 nothing living on that island other than scrub.

2 And my understanding is that we are
3 converting this to viable wetlands which may
4 increase fishing potential. And this brings back
5 the old 16-, 17-year-old times when this is what I
6 wanted to be involved in.

7 I was involved with a -- a commercial --
8 agricultural conversion commercial property
9 project at Macclenny, up in Macclenny, Nassau
10 County. And my partner in it, in trying to design
11 what we wanted to put up there, he was old school,
12 let's knock everything down and cement it over,
13 and I stomped on him big time.

14 I don't see that happening in this project,
15 okay? I see a recouping of wildlife area by
16 re-seeding. We -- we do not have the technology
17 of the 1960s. We have the technology of 2010 now.
18 That doesn't just apply to aviation. That applies
19 to our agricultural industry. And yes, according
20 to my father, since I wanted to be involved in
21 agriculture, I wanted to be a farmer, that
22 includes wildlife management and things of that
23 nature.

24 So, I have not seen on this board a total

25 disregard or any disregard to the environmental

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1 issues at the end of Runway 31. And you have to
2 look more closely at the reports and what is being
3 done at that runway, and if it was that
4 destructive, I would not be in favor of it.

5 CHAIRMAN BARRERA: Thank you, Jim. Any
6 further board comment? Carl?

7 MR. YOUMAN: Go ahead.

8 CHAIRMAN BARRERA: Jack?

9 MR. GORMAN: Well, I don't agree with you,
10 Jim. I'm sorry. We can agree to disagree.

11 I've been on that island, and the fact that
12 is that island is part of the ecology. It's
13 been -- it's been taken back by good old Mother
14 Nature. It started as a spoil island and now it's
15 fully treed. It has trees on it that are 40 feet
16 tall. It has cedar trees. It has everything.
17 It's in low in some areas. In some areas, it's
18 over nine feet in elevation.

19 So, to my way of thinking, it really is part
20 of the ecology. It really has reevolved back into
21 all -- what all marsh islands are. I live on a
22 marsh island. I've got a little camp north of the
23 town -- of the airport here. And it's the same
24 island. It's the same type. It's about the same

1 So I just don't agree with you. If you've
2 been out there, if you did go out there, then --
3 then talk to me again.

4 MR. WERTER: One question for you.

5 MR. GORMAN: Okay.

6 MR. WERTER: I mean, what -- I was told that
7 really there was no wildlife out there.

8 MR. GORMAN: I disagree with that, too.
9 Certainly with 18 people from 15 committees out
10 there, the wildlife are maybe hiding. I'm sure
11 they're -- you know. But there's plenty of
12 wildlife out there. It's -- I was told the
13 wildlife didn't live there full time. I mean,
14 maybe it's a bedroom community for wildlife. I'm
15 not sure. You've just got to laugh.

16 Maybe I'm just an old redneck woods guy, but
17 it's -- it's the woods. It's reevolved. It's
18 there. It's part of what natural ecology happens
19 when you just leave something alone. I mean,
20 that's just my opinion, and I've been on that darn
21 island. I can go on and on. I mean, there's
22 other ways to mitigate that.

23 I think that if you want to start with money,
24 let's start with money. I -- the assessment of

25 what that's going to cost to actually mow that

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1 down, bury all that, and then -- bury and burn all
2 that and then dig that whole thing, including nine
3 foot elevation, just my opinion, but I've been in
4 the dredge business a bit, and dig that down below
5 water level, it's going to be -- I'd like to see a
6 hard copy of that. And I wish at the eleventh
7 hour, we certainly had hard copies of that in
8 front of us before we -- we had this discussion.

9 I mean, I feel like here's the eleventh hour.
10 We've got no data as to what this is really going
11 to cost. Everybody said, oh, the federal
12 government's going to pay for that. What if they
13 don't? That's my point. I mean, what if they
14 don't?

15 It's -- I mean, I want the taxiway because I
16 believe it finishes the airport. The ILS is a
17 moot point. If you're a pilot, it doesn't ruin
18 the environment, it's just posts in the ground.
19 And the other mitigation areas are I feel
20 overblown by the agencies.

21 Mitigation requirements. You want me to go
22 on? I'll go on as quickly as I can about this,
23 but I've read the Birkett report. We can go on
24 and on, but there are mitigation possibilities

25 that are there.

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1 One is St. Johns County. They have
2 mitigation credits, but they're not letting them
3 go. Another is the iguana (sic). The iguana --
4 the amount of units that the iguana project, the
5 state park, whatever it is -- in other words, I'm
6 not labeling it properly, but everybody knows what
7 I'm talking about. The amount of units that these
8 agencies are assessing to that, I mean, they
9 should be negotiable.

10 This whole thing is -- is a matter of
11 judgment. The matter of mitigation is a matter of
12 judgment. The quality of the mitigation and the
13 units is a matter of judgment. And to sum it all
14 up, I see three things going on here.

15 Money, I see a lot -- I see common sense. To
16 me, it's just not common sense to pull that out.
17 I'm sorry we disagree, but it's just not. And I
18 see a lack of cooperation between agencies that
19 are just not talking to one another and they're
20 not trying to help the airport.

21 We've got the County. We've got the St.
22 Johns River Water Management District. They're --
23 when they assess the amount of mitigation required
24 or where the mitigation can happen, its adjacency

25 to tidal areas, that can be changed. I mean, it's

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1 a matter of their judgment as an agency. And I
2 just don't see that anybody's given an inch on
3 this whole thing.

4 I think there's alternative mitigation
5 requirement -- available. I think that it's --
6 it -- to me, it's not common sense to knock down
7 an existing island. But at the eleventh hour, I
8 feel like this whole thing is coming at us like a
9 railroad train where, well, we have to pick this
10 island, raze it, dig it below sea level or we lose
11 our money.

12 I'd like to know where the dredge -- where
13 are these -- these dig, dredge and burn and -- and
14 dig down, where are these quotes before we can
15 make any kind of a good assessment of this. I'd
16 like to see some other alternative.

17 We have, in this paper, the Birkett report,
18 no other alternative. Anastasia State Park,
19 status pending. Fort Moosa, status pending.
20 Faver-Dykes, status pending. Let's see. What
21 have we got? Mitigation banks, no opportunities.

22 Throughout this whole state, there's
23 opportunities with mitigation banks. The fact
24 that we're told by the Birkett report -- no

25 offense to the Birkett report. They've told me

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1 they're doing their best, but there's no -- no
2 mitigation bank opportunities? Every developer
3 that's ever been around here's used a mitigation
4 bank.

5 St. Johns County, no opportunities. Well,
6 that's because St. Johns County said that they --
7 that their mitigation availability would be used
8 for county projects.

9 St. Johns River Management District, okay,
10 check of land -- their land acquisition indicated
11 there's no opportunities have been identified with
12 the entire St. Johns County Water land -- St.
13 Johns County Water Management District, there are
14 no opportunities? To me, that's not credible as a
15 taxpayer. It's just not credible. I'm sorry.

16 I wish that -- that these -- the mitigation
17 could be done in, as far as I'm concerned, a more
18 common sense, it could be done piecemeal, and it
19 could be done with more interagency cooperation.
20 And with their help, I'm begging, as a board
21 member for the help of these different agencies.
22 I'm kind of done.

23 MR. WERTER: Oh, no. It makes --

24 MR. GORMAN: What else can I say?

1 keep the mitigation factor within St. Johns
2 County, you can get more cooperation from there.
3 I understand that.

4 The island, I was, you know, posing what I
5 was represented. With the island, there's also
6 quid -- not quid pro quo, but you've got trees and
7 nice vegetation. That's what first attracted me
8 to the island, okay, versus converting it to an
9 oyster bed, you know, so quid pro quo there.

10 So I guess, yes, if more people were on
11 board, I guess there'd be more flexibility as to
12 what to do to add to the -- to the wildlife
13 environment of St. Johns County. I guess the
14 intergovernmental committee can actually talk to
15 people.

16 MR. GORMAN: It doesn't seem anybody's
17 talking to anybody. It seems like the Birkett
18 group has been stonewalled by not many of these
19 situations. And it takes the agency level
20 themselves.

21 I mean, I went down to Mica's office, John
22 Mica. And try at that level. I mean, if you
23 can't get -- the ship's headed for a rock. I
24 mean, well, you know, bang on the door of the

25 captain and see if you can get this thing turned.

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1 I mean, it's just -- I'm just not buying all
2 this. To me, there's no common sense and it's
3 going to be really expensive. By the way, we're
4 going to have to have more than one bid if we're
5 going to tear a whole island up.

6 MR. WERTER: And is it --

7 MR. GORMAN: I don't see any bids yet.

8 MR. WERTER: Is it a matter of fiefdom or --

9 MR. GORMAN: Yes.

10 MR. WERTER: -- protectionism on the part of
11 the county?

12 MR. GORMAN: I'm not going to -- I'm not
13 going to throw stones at people, but they should
14 be talking more. I mean, you know, it's pretty
15 obvious that these agencies should be talking.

16 The Department of Environmental Protection.
17 The Environmental Protection Agency. St. Johns
18 River Water Management District and the Army Corps
19 of Engineers. I mean, this is a municipal
20 Authority. We're not trying to develop marsh.
21 And the fact that we've just got -- at least the
22 Birkett group, according to their report, they
23 haven't got much help here. You know, we've
24 gotten one mitigation opportunity.

1 MR. YOUMAN: My -- from what I gather out of
2 all this, number one, we're trying to improve
3 Runway 31. That's a given. Which is no problem
4 with any of us, I don't believe. The number two
5 issue is the lights going out in the water.

6 From what I understand, that may or may not
7 have an impact on the wildlife, et cetera, or on
8 the people in the area. That has to be further
9 investigated, in my opinion, to take -- take a
10 real hard look at.

11 I understand what Joe's saying as to the
12 improvements to the airport, and that's one of the
13 board's big responsibilities, to maintain the
14 quality of the airport and the use -- usability of
15 the airport so that it's an economic plus for St.
16 Johns County and the area.

17 And then of course is the island. It
18 became -- that -- that's an issue. And I can see
19 your side and I can see what the report is saying
20 at this point in time. The island could provide
21 the fill -- there's going to have to be fill
22 coming from somewhere for -- for the -- for the --

23 MR. WERTER: Safety zone.

24 MR. YOUMAN: -- safety zone because it's

1 MR. GORMAN: Let me interject something real
2 quick.

3 CHAIRMAN BARRERA: Huh-uh. Huh-uh.

4 MR. YOUMAN: Let me finish.

5 MR. GORMAN: Okay. I apologize. Sorry.

6 MR. YOUMAN: And then you comment whatever
7 you want to what I say.

8 MR. GORMAN: All right.

9 MR. YOUMAN: That has to come from somewhere,
10 whether it's from the island or whether it's from
11 the middle of Florida or wherever. It has to be
12 decided. Then it gets down to the cost factor,
13 which is less expensive to make this happen.

14 But the island issue in itself, if it's
15 reduced back to the environment of what it was
16 that makes it marshland, it would seem a plus to
17 me, because it -- because we're now back to the
18 fisheries, like everybody else want to be a
19 fisherman.

20 I have to say my remarks. I was born and
21 raised in downtown Washington, D.C. I am not a
22 wildlife expert. I've gone fishing maybe ten
23 times in my life, and I -- I don't have the
24 empathy that other people have. I have to be very

25 honest with you, I don't have the empathy to

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1 totally understand some of the extra-strong

2 feelings that people have about fishing.

3 But I -- I try to understand them and try to

4 make it part of my decision-making factor, because

5 I have a duty to the public as well as the

6 airport. And so we'll have to get those issues

7 resolved as to that island. That's my comments.

8 CHAIRMAN BARRERA: Thank you, Carl.

9 MR. GORMAN: Can I interject something?

10 CHAIRMAN BARRERA: Now you can speak, Jack.

11 MR. GORMAN: Sorry to interrupt. I do that

12 all the time. Buzz and I do that to each other

13 each other all the time and it's -- you know.

14 As far as fill goes, I mean, if you were just

15 going to apply common sense to life, we have the

16 entrance to a seaplane base that needs dredging.

17 We just had an Albatross leave here and he

18 couldn't leave by water because it didn't have the

19 draft to be able to get out.

20 So I mean, fill, there's plenty of

21 possibilities for fill. That becomes a nightmare

22 for the director here because it's just so

23 difficult to get the pieces of the funding puzzle

24 together. But that in a common sense world would

25 be where the fill would come from to be able to do

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1 the east side -- the northeast side of the runway
2 and whatever fill you need. I mean, there's
3 plenty available there.

4 MR. YOUMAN: The other side of the coin again
5 is the federal requirements and the state
6 requirements to make the project happen. We may
7 not have too much to say about whether they will
8 use the island or not if we want to make this
9 happen because we're subject to all of the federal
10 and state environmental authorities.

11 MR. GORMAN: Okay. This seems to be yet
12 another eleventh hour deal. In other words, let
13 this go or you lose the funding. We have no bids,
14 no nothing. I -- that bothers me, okay?

15 MR. YOUMAN: That bothers me, too. I agree
16 with you there.

17 MR. GORMAN: The second thing is -- is that
18 to -- in my world, reducing an island, you know,
19 using tremendous heavy equipment, the tremendous
20 work and the money required to reduce an island
21 down into mush, into marsh, is -- has no common
22 sense to it. You know, whether or not I'm too --
23 too environmentally sensitive or that's just my
24 opinion, that stands. But I just -- I can never

25 buy that.

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1 I think you're taking an existing ecology and
2 destroying it. And it will take actually quite a
3 while for an actual marsh, you know, a man-made
4 Disneyland marsh to come back to real marsh.
5 Sorry. Just an opinion. I've been in the woods
6 my whole life maybe.

7 MR. YOUMAN: I have no problem with your
8 opinion. I have a bunch of them.

9 MR. GORMAN: That's good.

10 CHAIRMAN BARRERA: Buzz?

11 MR. GEORGE: Ed, a bunch of us have said, and
12 I'm asking you specifically for the public, are we
13 extending the runway at all?

14 MR. WUELLNER: No, sir.

15 MR. GEORGE: Okay. We're not extending the
16 runway. This whole project, how much increased
17 traffic are you anticipating the St. Augustine
18 Airport to have because of this project?

19 MR. WUELLNER: None.

20 MR. GEORGE: I couldn't see --

21 MR. WUELLNER: There's no direct correlation
22 between the two.

23 MR. GEORGE: So the noise is an evergoing
24 noise issue. We're not in -- we're not proposing

25 to increase anything that's going to bring any

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1 more traffic that's in here.

2 If we're not extending the runway and we're
3 not bringing in more traffic, what is the impact
4 on fishing? We're talking about creating another
5 area, you know, that would be efficient. So I
6 don't see what the impact is on fishing.

7 I think there was a misconception by a lot of
8 people that we were going to extend the runway,
9 but we're not going to extend the runway to cut
10 into that straight channel. We're not going to
11 extend the runway to impose the -- on the flow of
12 water by Mr. Sesona's property. That's not part
13 of this deal.

14 Part of this deal, I thought, was Runway 31
15 is deteriorating. It must be corrected or we move
16 the whole airport somewhere else. And then what
17 kind of problems are you going to get into?
18 Tacking onto it to reclaim some of the land that
19 we have already given up to the marshes, it was
20 just, you know, tacked onto it, okay?

21 I tend to agree with -- with Jack that the
22 cost of going in and taking an island back is --
23 disrupting. It's going to cost a ton. And I
24 think we need to go back to the drawing board and

25 come up with other ideas, how we can solve the

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1 mitigation problem.

2 Now, I do realize that putting the lights
3 out -- but it's my understanding, and you can
4 correct me if I'm wrong, we're talking about
5 putting like metal structures out there that have
6 the lights on them. There's no gangways. There's
7 no -- no cutting across where -- no wires
8 underground where the boats can't get back into
9 where they are presently getting into. That is
10 going to disrupt something.

11 But the safety of our St. Johns County
12 citizens flying in, you know, or tourists flying
13 in, I think you have to outweigh. Do we do like
14 California and shut down all irrigation to half of
15 the state because there was a crawfish that was on
16 the endangered species list?

17 MR. WERTER: Snail darter.

18 MR. GEORGE: Whatever. This board is not
19 going to make any decisions today, but -- I would
20 assume that would be done at the next board
21 meeting, but I would strongly suggest that we come
22 up with other alternatives for this mitigation.

23 And I know that we have briefly said there's
24 one, two and three. I think we in detail need to

25 see one, two and three, and also four, five, six,

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1 seven and eight.

2 MR. GORMAN: Thank you. I concur.

3 MR. GEORGE: I'm through, Madam Chairman.

4 CHAIRMAN BARRERA: Okay. First of all, I
5 appreciate the input on this topic that's been
6 given. It's obviously something that weighs
7 heavily on every board member's mind and obviously
8 on the community as well, and I appreciate that.

9 A lot of information that was put out, I
10 appreciate those who clarified that as far as the
11 runway extension, the impact to fishing, and the
12 additional noise and aircraft that we're expecting
13 from this. So, thank you.

14 The one thing that I think that needs to be
15 looked at is that this project has been analyzing
16 how to reclaim the runway safety area, has been
17 going on for six years. This is not an eleventh
18 hour problem with an eleventh hour solution.

19 This is something that has had agency
20 coordination from the U.S. Fish and Wildlife
21 Service, the U.S. Environmental Protection Agency,
22 the National Marine Fish -- Fisheries Service, the
23 Florida Fish and Wildlife Conservation Commission,
24 along with many other agencies, all of which have

25 given their thoughts and their opinions and their

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1 approaches to the situation.

2 And as a board, I -- and as a community, we
3 need to be aware that these are the experts of
4 their different areas, and we need to recognize
5 that. And we need to understand that their
6 signoff on something is critical. And they're not
7 going to sign off on anything that they're
8 uncomfortable with.

9 With that, we are not at the point to vote on
10 this. We can look at what their comments and
11 feedback has been, and we can look at what other
12 alternatives have been pursued, suggested, and why
13 they were dismissed as we go forward.

14 This is not something that we are rushing
15 into in the eleventh hour. This is something
16 that's been going on since 2004. These agencies
17 have walked this land since 2004, and they haven't
18 just walked it once.

19 I would encourage all of the board members to
20 continue to become educated on this and be
21 prepared to discuss it further at our next
22 meeting. With that, I would like to go ahead and
23 adjourn the meeting.

24 MR. YOUMAN: Can I just make one comment? I

25 know that the noise factor is an issue. I just

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1 don't want anybody to misunderstand maybe that
2 we're not going to go after new business. I would
3 believe that we will still pursue our objectives
4 of increasing the use of the airport. I just want
5 to make --

6 MR. GEORGE: Whether the island is
7 destroyed --

8 MR. YOUMAN: Whether the runway is -- the
9 lights are put in place, whether the fill is put
10 in place, it is still our goal, if the board
11 members still agree with this, that we're here to
12 increase the business of the board so if the
13 economy gets better, if whatever happens gets
14 better and the -- there's more airplanes landing
15 and the possibility of more takeoffs and landings,
16 and the result of the takeoffs and landings are
17 going to be there.

18 MR. GEORGE: But that's not associated with
19 this project.

20 MR. YOUMAN: No, no. But I just want to make
21 sure that it's not interpreted --

22 CHAIRMAN BARRERA: Thank you for clarifying
23 that.

24 MR. YOUMAN: -- that five, ten meetings from

25 now, you said there would never be any new

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1 business because of this runway improvement.

2 MR. GEORGE: Yeah.

3 MR. YOUMAN: You see?

4 CHAIRMAN BARRERA: But this --

5 MR. YOUMAN: If business comes and we go
6 after business, whether the runway's mitigated or
7 not, we're still going after the business. So if
8 there's increase in flights, whether it's improved
9 or not, increase in flights can occur.

10 MR. GORMAN: The taxiway improvement --

11 MR. YOUMAN: Right there --

12 MR. GORMAN: -- makes this, finishes this as
13 a commercial runway.

14 MR. YOUMAN: Right.

15 MR. GORMAN: Yeah. True.

16 MR. WERTER: There's also something akin to
17 that, that the tone that I've been hearing
18 throughout this evening in the open comments and
19 in the past, that I think there's, with certain
20 people, a "them and us" type of mentality, that
21 the airport, the St. Augustine Airport and the
22 Airport Authority is Georgia-Pacific or K & B or
23 ICI.

24 We are part of St. Johns County and we are

25 here operating in the interest of St. Johns

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1 County, which is people, not just land laying
2 around. But what we contribute to this county,
3 we'd like to do it in -- in a -- in a
4 cooperative -- promoting.

5 Now the island, I'm a little enlightened a
6 little bit more about it today by Jack. Problems
7 with mitigation, I had a sense of before. Also
8 the cost of mitigation, I'm well aware of. But
9 this is not a him -- an "us and them"
10 organization.

11 This is St. Johns County, just as much as the
12 commission is. And we are here to help the
13 health, the economic health and the lifestyle
14 health of St. Johns County. It is not us and
15 them, okay? And if we can do it in the best way
16 for everybody, that's what I'd like to see done.

17 CHAIRMAN BARRERA: Certainly that's our goal.
18 And with that being said, I know that we are
19 also -- at least from my standpoint, I know from
20 other board members' standpoint, we're also
21 environmentally sensitive. All right. With that,
22 I'd like to adjourn the meeting.

23 (Meeting adjourned at 5:45 p.m.)

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1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA)

4 COUNTY OF ST. JOHNS)

5

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

7 certify that I was authorized to and did

8 stenographically report the foregoing proceedings

9 and that the transcript is a true record of my

10 stenographic notes.

11

12 Dated this 18th day of January, 2010.

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

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