

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, August 16, 2010

6 from 1:39 p.m. to 4:45 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

- 9 WAYNE GEORGE
- 10 KELLY BARRERA, Chairman
- 11 CARL YOUMAN
- 12 JAMES WERTER, Secretary-Treasurer

11 BOARD MEMBERS PRESENT:

12 JOHN "JACK" GORMAN

13 * * * * *

14 ALSO PRESENT:

15 DOUGLAS N. BURNETT, Esquire, St. Johns Law Group, 509
16 Anastasia Boulevard, St. Augustine, FL, 32080, Attorney
17 for Airport Authority.

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

19 BRYAN COOPER, Assistant Airport Director.

20 * * * * *

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

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1 PROCEEDINGS

2 CHAIRMAN BARRERA: Thank you, everybody. We'd
3 like to go ahead and call the meeting of the
4 St. Augustine-St. Johns County Airport Authority.
5 If I could get everybody to rise for the Pledge of
6 Allegiance.

7 (Pledge of Allegiance.)

8 APPROVAL OF MINUTES

9 CHAIRMAN BARRERA: Thank you. Do we have any
10 additions, deletions, or revisions to the minutes?

11 (None.)

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

14 FINANCIAL REPORT ACCEPTANCE

15 CHAIRMAN BARRERA: The financial report
16 acceptance? And Jim's -- on Jim's behalf, we'll
17 move that to the next meeting.

18 MR. WUELLNER: Next meeting? Oh.

19 MEETING AGENDA APPROVAL

20 CHAIRMAN BARRERA: Meeting agenda -- agenda
21 approval? Do we have any additions, deletions to
22 the meeting agenda?

23 (None.)

24 CHAIRMAN BARRERA: The agenda will stand as

25 approved.

4

1 TRIM DISCUSSION AND ACTION

2 CHAIRMAN BARRERA: The next item that we're
3 going to move to is we're going to go straight to
4 our agenda item on the TRIM notice and move to
5 that. Ed, did you have a -- anything that you
6 wanted to present on that?

7 MR. WUELLNER: Well, I would say Doug and I
8 will kind of tag-team on it, but suffice it to say
9 we have asked the questions at the appropriate
10 locations within the state to include the -- what
11 do they call it? Just jumped --

12 MR. BURNETT: TRIM compliance section of the
13 Department of Revenue.

14 MR. WUELLNER: Correct. And the Attorney
15 General's Office for an opinion to be sure we
16 understood the context of the -- the getting off
17 the tax rolls or setting the TRIM more
18 appropriately to zero, and then what -- what were
19 the implications of that, which is kind of how we
20 left it at the last meeting.

21 In a nutshell, it is basically a case we have
22 come down to an understanding that based on -- it's
23 not my fault; you control all that. Oh, I control
24 that -- the TRIM compliance office.

25 But essentially what it boils down to is the

5

1 Airport Authority can indeed set a millage at zero
2 and in the future, by the future meaning in future
3 years, the Airport Authority, if it was their
4 desire to return to the ad valorem tax rolls, it
5 would require a unanimous vote of the Airport
6 Authority then in place and at which point you
7 could assess a millage up to and including the
8 maximum millage within your charter, which is
9 currently one half of one mill.

10 We are in the final throes of getting that
11 opinion letter. They were aware of the dates and
12 all. I think the primary problem is that the --
13 our current Attorney General is also running for
14 Governor and the amount of office time is fairly --
15 I would suspect is fairly small. So we do not have
16 the final-final letter out of them.

17 However, all of the agencies we've talked to
18 and bounced this off of are in complete agreement
19 with Doug's opinion, which is that indeed you can
20 set a millage at zero and then it would require a
21 unanimous vote of the Authority to again get back
22 on ad valorem.

23 Now, I will make this small word of caution in
24 that as it relates to just the current year, is

25 that if -- if indeed, which would be my

6

1 recommendation, you set it at zero today, you do
2 not have the option in September to change your
3 mind. So if any -- anything happens in the next 30
4 to 45 days as you go into the public hearing
5 process, you would be statutorily limited because
6 of the current year related issues with statutes.

7 So, with that one little, just so you
8 understand that, the TRIM is -- its whole purpose
9 is to set the maximum millage that can be brought
10 forward into the public hearing process. So by
11 doing that today in the TRIM venue, you have
12 completely closed the door in September for being
13 able to do anything with ad valorem at this point.

14 So, other than that, you know, I would -- if
15 Doug's got something to add or whatever, but you're
16 welcome -- certainly welcome to ask him questions
17 about it.

18 MR. BURNETT: Let me just weigh in with this.
19 The legal issue, and I'll make it as concise as I
20 can, is that you can raise in any particular year
21 the millage by 110 percent with a two-third -- with
22 a, excuse me, three-fifth's vote. The statute says
23 that if you're going to raise it beyond that, then
24 it's got to be a unanimous vote.

25 Well, if you set the millage -- the sort of

7

1 brain teaser is if you set the millage at zero and
2 you later want to raise it, the statute says that
3 it's a 110 percent raise requires a unanimous vote.

4 A reasonable interpretation of the statute to
5 give effective to it is if you set the millage
6 later at 1 percent or .5 or .1 or any amount above
7 zero, that's -- should be interpreted as raising it
8 more than 110 percent, therefore, you could do that
9 with a -- with a unanimous vote of the board. From
10 a mathematician's perspective, you can't multiply
11 any number by zero and come up with a percentage.
12 So that's -- that's the issue.

13 I can tell you that the TRIM compliance
14 section of the Department of Revenue agrees with my
15 opinion, the legal counsel -- their legal counsel,
16 what they call the technical part of the TRIM
17 compliance section, agrees with my opinion. The
18 head of the TRIM compliance section who's been
19 there for a number of years agrees.

20 And where it's at at the Attorney General's
21 Office is that the Attorney General's Office works
22 very much, if I could use an analogy, to the way a
23 state attorney's office would work. You have a
24 number of assistant attorney generals who do a lot

25 of the day-to-day legal work and ultimately the

8

1 Attorney General's responsible for it. No
2 different than you have a number of prosecutors in
3 the State Attorney's Office that prosecute the
4 actual cases. At the end of the day, the State
5 Attorney's responsible for it.

6 The Attorney General has assigned one of his
7 assistants to our Attorney General request. That
8 assistant has read my memorandum of law that I
9 wrote in connection with this and the backup
10 documentation and does not disagree with my opinion
11 and hasn't written anything contrary to my opinion.

12 And it's their move to the next level off of
13 his desk waiting for the approval and going through
14 their approval process, which includes the deputy
15 Attorney General reviewing it and ultimately the
16 Attorney General signing it. So that's -- that's
17 where it's at from their standpoint.

18 An ultraconservative -- giving my client --
19 and obviously the Airport Authority being one of my
20 clients, wanting to give a client conservative
21 advice is why I wanted to do the Attorney General
22 Opinion. You're not just relying on me; you've got
23 something very strong and steadfast that you can
24 point to.

1 looking and saying, okay, well, all indicators and
2 everything in the statute seems to point to the
3 fact that clearly we could go back on the tax roll
4 with a unanimous vote. The issue is today, if you
5 set it at zero, you can't later change your mind so
6 to speak. So the ultraconservative thing to do
7 would be to set it at some amount above zero today
8 to move forward.

9 But, you know, the thing that clients
10 sometimes do that is different than lawyers' advice
11 is to do what's practical and reasonable rather
12 than what strictly the lawyer tells them is the
13 ultraconservative thing to do. So I -- you know,
14 I'll guide you with the -- with the fact that if
15 you set it at zero, it may be that the Attorney
16 General ultimately renders a different opinion. If
17 you set it at some nominal amount, you protect
18 yourself and make absolutely sure that something
19 doesn't come back from the AG's office that's
20 contrary to what we have so far.

21 So, that's where it's at. I -- I know they're
22 rushing it because they know the issue. I've --
23 from the day we sent it to them, I was calling to
24 find out who was it was going to be assigned to.

25 As soon as I found out who it was assigned to, I

10

1 was calling that gentleman and letting him know
2 that we had this meeting today.

3 And in fact, I think I called next to every
4 day last week. For example, four out of five dates
5 last week I called, and I called this morning as
6 well. And I called -- I called this morning and I
7 called at 1:05 this afternoon to see if there was
8 any updates. So I've been on them.

9 CHAIRMAN BARRERA: Okay. Thank you, Doug.

10 Let me open it up for public comment.

11 Mr. Martinelli? You're the only one I received a
12 comment card from.

13 MR. MARTINELLI: Okay.

14 CHAIRMAN BARRERA: Over to the mic.

15 MR. MARTINELLI: Oh, here. Last time you put
16 me in the corner, they gave me a hat. Two things.
17 I -- in the past and all of you folks know this, I
18 always like to keep our options open, and so at
19 this point in the TRIM, I would say keep your
20 option open and -- and adopt a not-to-exceed, which
21 is the current roll-back rate, I believe.

22 However, because of the situation with the
23 multimodal and many other things coming down the
24 pike, I think that there's a strong argument for

25 saying zero millage. However, based upon what Doug

11

1 just said, if you do adopt a zero millage and if
2 down the road the Attorney General rules that you
3 can't go back on the tax rolls, does that mean you
4 have to set up a new charter at that point? Do you
5 have to go back for a whole new charter?

6 CHAIRMAN BARRERA: Doug, this -- this -- this
7 decision today only affects this year; is that
8 correct? Or would it affect any of the years going
9 forward?

10 MR. BURNETT: Well, the question is if you set
11 it at zero and the main legal issue is if you set
12 it at zero, how do you exceed zero? By what
13 percentage, in excess of 110 percent? Which
14 requires unanimous vote.

15 So that -- that's the real issue, is what's at
16 stake later? The non -- the sort of impractical or
17 nonsensical interpretation of the statute is really
18 what we're trying to protect against. That's why
19 we've sought the Attorney General Opinion.

20 It doesn't make sense to interpret the statute
21 the way it potentially could be interpreted, which
22 is you can't multiply anything times zero to exceed
23 110 percent. So, yeah, it does affect future
24 years, if the interpretation were to be contrary to

25 what I believe makes sense for interpreting the

12

1 statute.

2 The added thing, and while -- let me -- this
3 is one thing that I did miss which was important
4 that came up at the last discussion that we've
5 broke wrote down.

6 One question was, if the Airport Authority is
7 going to level -- levy a millage of zero, is the
8 property appraiser/tax collector still going to
9 charge something because we may still be listed on
10 the -- the actual tax that goes out? It may stay
11 zero, but the St. Augustine Airport Authority may
12 still be listed on the list of taxing authorities
13 because we will remain a taxing authority in the
14 county. The Airport Authority will potentially
15 still be able to levy taxes, so it may still be
16 listed on the list with all of the other entities
17 that are in our county. And is the property
18 appraiser/tax collector going to charge anything in
19 connection with that?

20 And what we've gotten back from the
21 interpretation from -- or the -- or a confirmation
22 from them is that they're not going to charge
23 anything. They do it by percentage of the amount
24 collected. And so since there won't be anything

25 collected, they won't have a percentage to assign

13

1 toward the Airport Authority. So that's one
2 obvious positive thing. But the main issue is
3 being able to protect the Airport Authority's
4 future ability to levy some millage if it goes to
5 zero.

6 To go back to Mr. Martinelli's question, I
7 think that tied into there, does it require a new
8 charter? No. But would it require a legislative
9 action? Yes. If this interpretation were to go --
10 were to say that the Airport Authority sets a
11 millage this year of zero and at a later year wants
12 to set a millage of say .1, and because it set a
13 millage of zero, the statute says it has to be in
14 excess of 110 percent.

15 Mathematically you can't exceed zero by 110
16 percent, therefore you can't set a millage, then
17 the only way -- if that interpretation were to be
18 the interpretation, then the only way you could set
19 a millage would be to have an amendment to the
20 charter to say that the Airport Authority could
21 levy a tax, or to have an amendment to the statute
22 to clarify this issue.

23 MR. MARTINELLI: Okay. Is it -- is it wise to
24 see if we could get that amendment now, rather than

25 waiting for that to happen?

14

1 MR. BURNETT: You know, that's -- that's a --
2 I guess a difficult thing. The much easier thing,
3 probably by a landslide easier thing to do would be
4 to have the Attorney General Opinion. Amending
5 Florida Statutes is one you have to have -- you
6 have do it in statute -- I mean in session. You
7 have to have a sponsor for it and then you've got
8 to educate the -- the --

9 MR. MARTINELLI: I was just thinking as a
10 fallback. If the Attorney General's Opinion
11 doesn't come out or the Attorney General's Opinion
12 is for whatever reason negative, then pursue this
13 immediately. That kind of thing.

14 MR. BURNETT: True. Yeah, that is yet a
15 fallback -- another fallback. And I guess part of
16 why your staff has a recommendation to just go
17 ahead and set it at zero is this issue's going to
18 resolve itself one way or the other.

19 I think they recognize that there's -- this is
20 a very unusual circumstance by the way in that
21 government agencies don't come off the tax rolls.
22 You know, I found a Key Largo hospital authority
23 that did it.

24 MR. GEORGE: In the Keys.

25 MR. BURNETT: It doesn't like --

15

1 MR. WUELLNER: The battery's dead.

2 MR. BURNETT: Just give me -- thank you, sir.

3 I found the Key Largo -- a hospital authority that

4 had done it I guess in the 90s. But this isn't

5 something that happens very often, and it's a --

6 it's a novel new question.

7 I think that whether -- whether we seek to

8 amend the statute or not, I assume, my guess is

9 that it very well might get clarified at some

10 future legislative action that makes other

11 clarifications or changes to the revenue-related

12 statutes. That's something that makes a whole lot

13 of sense now. No one con -- I think in part no one

14 contemplated this.

15 And if you look at recent legislative changes

16 in Florida law, no one contemplated, for example,

17 that Florida would -- Florida may continue to not

18 experience growth. The statutes and a lot of

19 sections were recent -- or the last session were

20 amended and being proposed again more amendments to

21 come up related to eliminating the word "growth"

22 where all of these assumptions were made that

23 Florida's going to continue grow. So anyway, this

24 is an unusual one.

25 CHAIRMAN BARRERA: Let's open it up for board

16

1 questions. Carl, did you have a question?

2 MR. YOUMAN: Ed, you don't foresee any unusual

3 circumstances between now and September, do you?

4 Because even after September, we can have an

5 unusual circumstance for 12 months somewhere in

6 there and still be in trouble either way -- way,

7 right?

8 MR. WUELLNER: That's exactly why you have

9 reserves.

10 MR. YOUMAN: Right.

11 CHAIRMAN BARRERA: Buzz, I'm going to let --

12 Mr. Sanchez wanted to speak on this issue before he

13 left.

14 MR. GEORGE: Say again.

15 CHAIRMAN BARRERA: Commissioner Sanchez wanted

16 to speak before he left.

17 COMMISSIONER SANCHEZ: I just want to make

18 a -- a comment. Is that working? Can you hear?

19 MR. WUELLNER: Yeah, I think so. Sounds like

20 it.

21 COMMISSIONER SANCHEZ: I can probably talk

22 loud enough, anyway. I just wanted to make a

23 comment.

24 I -- I understand the -- the problem you're

25 facing now and I have to look at one realistic

17

1 thing. If you get in a problem where you're going
2 to have to bring back taxes, I don't see where
3 you'd have a problem getting the entire board to
4 vote for it. However that's an assumption.

5 The one thing I can tell you right now,
6 though, for quite a while now has been the airport
7 is coming off of the tax roll. That's even in my
8 brochure. Randy Brunson's been preaching it at
9 every political event. It's been in the
10 newspapers. It's been pushed and pushed and
11 pushed.

12 If you don't entirely come off the tax rolls,
13 your problems that I've talked about before are
14 going to start all over. You're going to get a
15 flock of e-mails and mad people and everyone saying
16 "I told you so."

17 MR. YOUMAN: That's right.

18 COMMISSIONER SANCHEZ: So you might want to
19 consider your perception and while -- you're
20 weeding through this thing. And I know it's a
21 little bit of a tough choice, but it's also a
22 choice that shows that you meant what you were
23 talking about that you're going to come off the tax
24 rolls and you did. And I'm just looking as an

25 outsider looking at the perception people are going

18

1 to have. Thank you.

2 CHAIRMAN BARRERA: Thank you. Buzz?

3 MR. GEORGE: In making a comment on the
4 perception that people are going to have, we've
5 taken the licks on this board, you know, seven or
6 eight years ago for perception that wasn't good and
7 I think we have an obligation to the county, to the
8 taxpayers, to make sure that this facility is an
9 ongoing operation that provides the aviation needs
10 of the -- of the county.

11 To me, I take the perception of a political
12 thing that we've said we're going to get off the
13 tax rolls, regardless of how much Mr. Brunson has
14 said out there, okay, that's fine, throw it out of
15 the way. That's not what my job is here. And I do
16 not -- for one, do not want to see us go forward
17 without having the ability to continue to grow if
18 we need it.

19 CHAIRMAN BARRERA: Carl, you had something you
20 wanted to say?

21 MR. YOUMAN: I agree with Buzz, but we -- the
22 board in the future will still have the ability to
23 vote in favor of the tax if it's necessary in the
24 next year. Correct?

25 MR. WUELLNER: I think that's the piece that's

19

1 up in the air.

2 MR. GEORGE: 20 percent or a hundred percent
3 or 200 percent of zero is the question. So whether
4 they have the ability to make that percentage,
5 mathematically that says they can't raise it, in my
6 opinion.

7 CHAIRMAN BARRERA: Ed.

8 MR. GEORGE: At the last meeting, we made a
9 fairly emphatic comment that we wanted something to
10 cover ourselves in case we had to come back, and as
11 you know, most of you know, there's a lot of things
12 that could possibly happen here that would be
13 wonderful for St. Johns County, and I would hate to
14 put the board in a position where they could not
15 respond to that.

16 I therefore make a motion that we set the
17 millage rate to the roll-back rate and then
18 readdress it at the next two meetings. And that
19 gives the Governor and the Attorney General a
20 chance for them to get a good perception of what
21 they're doing and come out with something in black
22 and white that supports it.

23 MR. BURNETT: Madam Chairman, may I comment?

24 CHAIRMAN BARRERA: Yes, Doug.

25 MR. BURNETT: And -- and normally with a

20

1 motion, I wouldn't come, but I'd just offer this.

2 MR. GEORGE: Don't do it. I'm sorry. Go

3 ahead.

4 MR. BURNETT: Okay. I just wanted to offer

5 this. You don't have to pick the roll-back rate.

6 And let me explain. Whatever the millage is, some

7 number above zero clearly fits within the statute.

8 And if it's some number above zero, then you can go

9 up to the maximum half a mill with a unanimous vote

10 of the board. So it just has to be some number

11 above zero, just so you --

12 MR. WUELLNER: That -- that's is correct,

13 yeah.

14 MR. BURNETT: -- understand that particular

15 legal -- legal issue. So it could be a .01 or

16 whatever number. It doesn't have to be the

17 roll-back rate.

18 MR. GEORGE: The smallest number we could get

19 then would be .00001?

20 MR. WUELLNER: Three zeros and a one.

21 MR. GEORGE: Three zeros and a one?

22 MR. BURNETT: That's probably reasonable, yes.

23 MR. GEORGE: Okay. I haven't seen the new

24 budget numbers, you know, and I'm not willing after

25 the first one just to say, yeah, that sounds like a

21

1 doable thing. So that was why I was suggesting it
2 to be at the rollback, so that we'd have that
3 chance on the 14th and the 20th to really have our
4 ducks in line.

5 Because I think we're all caught up with the
6 idea that -- that we all campaigned and part of our
7 campaigns were to get off the tax roll. And I
8 think we're all wrapped up with we're going to make
9 it, we're going to get off the tax rolls. But
10 let's don't cut ourselves short until we've got two
11 more sessions we can go through.

12 CHAIRMAN BARRERA: We have a motion. Do we
13 have a second? Can we ask -- can we make it a
14 separate motion while we still have a motion on the
15 table if the motion doesn't get a second?

16 MR. BURNETT: If there's no second, it fails
17 for a second.

18 MR. GEORGE: Yeah, that's right.

19 MR. BURNETT: Therefore we could have a new
20 motion.

21 MR. YOUMAN: Can I ask a question first?

22 CHAIRMAN BARRERA: Uh-huh.

23 MR. YOUMAN: So the process, because I'm
24 relatively new to this budget process, we have two

25 more -- two more months before the absolute final

22

1 final final decision is made?

2 MR. WUELLNER: You've got -- you will have two
3 public hearings. You will have two public hearings
4 in September approximately a week apart, wherein
5 you will adopt a tentative and a final millage and
6 budget action during those two meetings.

7 MR. BURNETT: You can -- they're on the
8 screen, the September 14th and the September 20th
9 dates.

10 MR. GEORGE: We can't see that screen.

11 MR. YOUMAN: To clarify, the -- the two dates,
12 we still have up to the 17th to say zero or not?

13 MR. GEORGE: 20th.

14 MR. YOUMAN: Or the 20th.

15 MR. BURNETT: Yes, sir.

16 CHAIRMAN BARRERA: The 14th would be the first
17 public --

18 MR. WUELLNER: Let me -- let me -- let me make
19 sure you're completely clear, because I don't want
20 you to --

21 MR. YOUMAN: Yeah.

22 MR. WUELLNER: Whatever -- whatever action you
23 do today, which is a required action today, we
24 don't have any more time -- we have to have it in

25 today by 4:30, that's some decision relative to

23

1 TRIM.

2 The TRIM is a de facto not-to-exceed number as
3 you enter the two public hearings in September. So
4 whatever you set today as a TRIM, you may not
5 exceed in September. You may come down, but you
6 may not go up. So, those two public hearings form
7 the formal statutory approval process for your
8 budget as well as the -- the assessment of ad
9 valorem if any.

10 MR. YOUMAN: So hypothetically if we set it
11 for .0001, which is next to nothing, I don't know
12 what that equals --

13 MR. WUELLNER: That's as big as it can be.

14 MR. YOUMAN: That's as big as it can be. So
15 it's a moot point except for protecting against the
16 zero factor.

17 MR. WUELLNER: Correct. That is correct.

18 MR. YOUMAN: So, in effect, if we make it
19 0001, we are, how do I say it, living up to the
20 letter of what we -- what's been promised to the
21 voters, but protecting future boards to make sure
22 we have in writing from the Attorney General. Is
23 that correct or incorrect?

24 MR. WUELLNER: I would say it certainly can be

25 argued that it met with the intent of -- of what

24

1 y'all have promised relative to zero because it --

2 I was just about to do the math.

3 It would -- if you did your .0001, the
4 maximum -- the maximum amount of ad valorem taxes
5 that the Authority could get would be \$1800 for the
6 whole year. That's an approximation, but that's
7 effectively it. So divide that among 180,000
8 residents and it's approximately a penny apiece, in
9 the event you -- you for whatever reason had to
10 keep it at .001 as you went through the public
11 hearing process.

12 So, you know, I think in a de facto way,
13 you're meeting the -- you know, the goal of zero.
14 The fallback of course is you get into the two --
15 two public hearings. If we have the Attorney
16 General letter that makes everyone comfortable,
17 then you can indeed make it really zero so the
18 penny goes away.

19 CHAIRMAN BARRERA: Doug, how many -- how many
20 legal opinions did you get on this from government
21 officials or from people inside government?

22 MR. BURNETT: The Property Appraiser's Office.

23 CHAIRMAN BARRERA: Uh-huh.

24 MR. BURNETT: The specific section of the

25 Department of Revenue is the TRIM compliance

25

1 section, because this relates to setting TRIM. And
2 in the TRIM compliance section, not only did I get
3 the -- that section head's opinion, but she also
4 sought the opinion of their technical department
5 for the Department of Revenue, their lawyers -- the
6 Department of Revenue has its own set of
7 attorneys -- and they concurred as well.

8 And so -- and I can also tell you that the
9 assistant Attorney General who the -- our Attorney
10 General Opinion's been assigned to has not found
11 any error in my memorandum of law that I sent to
12 the Attorney General related to it. So we don't
13 have the final from the Attorney General, but
14 that's where it's at this stage.

15 One added thing to comment on about setting
16 the millage at a .001 that raises \$1800, the only
17 problem with that is if we levy a millage, we're
18 going to have to pay our percentage share of the
19 millage.

20 CHAIRMAN BARRERA: Which will cost the airport
21 money.

22 MR. BURNETT: Yes. So it's probably
23 mathematically needs to be at about a .03 mill to
24 be able to pay the --

25 MR. WUELLNER: You're talking a couple of

26

1 dollars. It's not a --

2 MR. BURNETT: Yeah. You tell me the number.

3 MR. WUELLNER: Well, it's -- it equates to --

4 currently, we're approximately \$3 million in

5 collection last year and it amounted to \$60,000.

6 So when you bring it all the way down, you're

7 looking at less than \$10 probably.

8 MR. BURNETT: Okay.

9 MR. YOUMAN: Would this --

10 MR. GEORGE: I'll pay it. I'm sorry.

11 MR. YOUMAN: Would this be collected even

12 though at the last meeting on the 17th we

13 officially go --

14 MR. WUELLNER: No.

15 MR. YOUMAN: -- to zero?

16 MR. WUELLNER: No. If you go to zero, then

17 that all disappears.

18 MR. YOUMAN: It all disappears. That's what I

19 thought. Okay.

20 MR. WUELLNER: And I have to correct my math

21 in deference to my math teacher wife. It is 10

22 cents not one cent.

23 MR. YOUMAN: May we have the Chairman's

24 opinion.

25 CHAIRMAN BARRERA: Well, I -- my opinion is

27

1 that we planned to come off the tax rolls, we have
2 a reserve to come off the tax rolls, and in my
3 opinion, I'm going to vote for a zero millage rate
4 because we have our attorney's opinion, we've had
5 legal opinion rendered, and we've had staff
6 recommendation. And I see no need to assess any.
7 We have other -- we have other funding
8 opportunities.

9 MR. YOUMAN: I -- may I comment?

10 CHAIRMAN BARRERA: You may comment.

11 MR. YOUMAN: I -- I have a tendency to agree
12 with Mr. George in that when the Attorney General
13 doesn't -- doesn't agree, he can void everything
14 that -- all of those opinions. And if it's not in
15 writing, we don't have it.

16 And I don't think it's fair to future boards
17 not to make absolutely absolutely sure, when we can
18 just say .003, take the heat from everybody for one
19 month and stand up for what's right for the future
20 boards to make sure everything's absolutely in
21 writing ultraconservative, I understand that, and
22 then on the 17th (sic) say zero. Because by then,
23 the Attorney General should be able to have an
24 opinion, wouldn't you think?

25 MR. BURNETT: I would think so. They

28

1 understand how pressing it is to get this opinion.

2 MR. YOUMAN: Can you relate to them what they
3 put us through here?

4 MR. WUELLNER: Not that they'll care.

5 MR. YOUMAN: I know they won't care, but still
6 it's the point.

7 CHAIRMAN BARRERA: My question, Doug, is is
8 how -- how strong is the assistant Attorney
9 General's opinion, and was it in writing?

10 MR. BURNETT: It's not in writing. He -- he
11 doesn't have the authority to release it. I just
12 know that I've talked to him about it extensively
13 and there's, you know, nothing of, "Well, did you
14 consider this?" or you know, "Now that I've
15 reviewed it, did you actually look at this former
16 case or this case law or that case law or this
17 section of statutes?"

18 Frankly, I kept thinking when I was looking at
19 it and going around to -- and talking on the phone
20 to the different agencies, that I was going to find
21 something that either gave me the absolute answer
22 or told me I was wrong for some reason, and that
23 just hasn't happened. There's -- there's nothing
24 there.

25 The statute specifically says, "A rate in

29

1 excess of 110 percent may be adopted if approved by
2 unanimous vote of the membership of the governing
3 body." So, the whole issue turns on what that
4 means by "in excess of 110 percent."

5 Everyone I've talked to interprets that that
6 if you set anything above zero, no matter what it
7 is, if it's some number above zero, you've exceeded
8 it by 110 percent. That's what they believe the --
9 the intent is of the statute.

10 So -- and -- oh, and by the way, I can tell
11 you that in speaking with the assistant Attorney
12 General, his comment to me was that he actually
13 researched the legislative history and found
14 nothing contrary in the legislative history related
15 to the language. So, all indicators are consistent
16 with what my legal memo was on the issue. So...

17 CHAIRMAN BARRERA: Thank you. Buzz?

18 MR. GEORGE: It is my opinion that if I am
19 looking for someone to take action; i.e., signing a
20 letter, if that action is a difference in \$1800 and
21 \$3 million in taxes and I think by signing this
22 letter I can eliminate \$3 million, my perception is
23 that's good for me. I think if you leave it at the
24 rollback, I think there's a better impetus for

25 getting what we want out of the Attorney General.

30

1 CHAIRMAN BARRERA: Ron, did you have something
2 that you wanted to add? You were --

3 COMMISSIONER SANCHEZ: I just wanted to make
4 one comment. I have always supported the airport a
5 hundred percent, even when times looked like it
6 could be quite damaging to the airport.

7 I want to offer my full apology to Mr. George
8 who mistook my comment basically. Maybe it's what
9 I said. But everyone voting on this is a
10 politician, even yourself, sir. The people out
11 there are looking at politicians right now.

12 The only reason I brought that up was not to
13 promote Randy Brunson or myself or anybody else.
14 If -- whatever you want to do, it doesn't matter to
15 me one way or the other. And I said that in my
16 very first visit to the airport, I believe. I'm
17 not here to try to change your decisions.

18 What I meant by what I said was, those people
19 looking are the same ones that for years and years
20 in error has considered this a rich man's airport.
21 They don't understand what goes on out here. But
22 to them, it's a rich man's airport taking their tax
23 money. So that -- that's why I really wanted to
24 bring that up. That's the people that perception

25 is important to. But you're free to do whatever

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1 you want and you know that.

2 But I -- you know, I wish there was five
3 people in attendance today. That would also help,
4 but that's not possible, either. So again, I
5 apologize if you think what I said was political.
6 It was definitely not political. So I just wanted
7 to be sure that was on the record. Thank you.

8 CHAIRMAN BARRERA: Buzz?

9 MR. GEORGE: Mr. Sanchez, I apologize if you
10 thought that I was attacking your statement as
11 political. I most emphatically feel that we have
12 an obligation to St. Johns County aviation. And we
13 have the option up to September the 20th where five
14 members can be here, three members can be here. We
15 can say it's zero then. But up till the 20th of
16 September, we have the ability to get something in
17 black and white to give us further protection, and
18 I think that's the way we should go.

19 MR. YOUMAN: I agree with Mr. George, but I do
20 not agree on the full roll-back rate. What I would
21 agree to is .0003, which is essentially zero, which
22 is what we promised, but we're protecting future
23 boards and the Airport Authority and the voters and
24 anybody that's using the airport.

25 MR. WUELLNER: 0003?

32

1 MR. BURNETT: And --

2 COMMISSIONER SANCHEZ: Madam Chairman, can I
3 make one more quick statement? I had told you
4 earlier that I had to leave and I didn't want the
5 perception of the fact that I'm leaving because
6 there's a little disagreement. That has nothing do
7 with this whatsoever. You're free to do whatever
8 you want to decide to do. And -- and I have to
9 leave now. So thank you.

10 MR. YOUMAN: See you later, Ron.

11 MR. BURNETT: You may want to ask Mr. Wuellner
12 about his opinion on what number it would be above
13 zero if you're going to set something above zero.
14 I think I misspoke or misunderstood the issue
15 related to the --

16 MR. WUELLNER: Well, we --

17 MR. BURNETT: -- number.

18 MR. WUELLNER: Yeah. Historically we work
19 backwards from a budget meeting. So really at this
20 point, if 0001 preserves -- you know, preserves it
21 then, you know, that -- that's an acceptable level.
22 The difference between \$1800 and \$6000.

23 CHAIRMAN BARRERA: We have a motion on the
24 table. We don't have a second. Can we entertain a

25 new motion?

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1 MR. YOUMAN: I'd like to make a motion to set
2 the rate at .0001 for waiting for a definitive
3 answer in writing from the Attorney General to
4 protect future boards and then at the future --
5 future meeting, make the final vote for zero.

6 CHAIRMAN BARRERA: Do we have a second? I
7 won't be seconding that.

8 MR. GEORGE: What did we establish the TRIM
9 not-to-exceed at the last meeting, or we have not
10 established any of that?

11 MR. WUELLNER: We have not. That's what's --
12 that's why it's -- there's a sense of urgency for
13 today, is that we deferred that decision until
14 today, which is the last day to transmit that.
15 Failing that, it will be automatically set to zero.

16 MR. GEORGE: Failing that on September the
17 20th or today?

18 MR. WUELLNER: Today.

19 MR. BURNETT: Today.

20 MR. WUELLNER: In the absence of a con -- you
21 know, a number to the contrary, it will be set to
22 zero for having failed to put the amount -- to
23 provide the form and the information to the
24 property appraiser by the statute appointed time,

25 date and time.

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1 MR. GEORGE: Can I ask the other board members
2 to -- you don't have to respond. Have you looked
3 at the budget enough to say that with the
4 commitments that we would be making for projects
5 next year and the \$6 million that we have in -- in
6 reserve, that you feel comfortable in approving
7 that now based on your knowledge of what's in the
8 budget?

9 CHAIRMAN BARRERA: Based on my knowledge and
10 based on legal opinion and based on staff's
11 recommendation, yes. I've reviewed the budget at
12 least four times and I've gone over the numbers in
13 length with Mr. Wuellner.

14 MR. YOUMAN: I've gone through the budget
15 numbers and I agree with Kelly, and I support the
16 staff on the budget. And it's -- and it's set for
17 a zero rate.

18 MR. GEORGE: Then I second the motion for
19 .001.

20 CHAIRMAN BARRERA: Okay. We have a motion and
21 a second. I won't be supporting it, so all in
22 favor, say aye.

23 MR. GEORGE: Aye.

24 MR. YOUMAN: Aye.

25 CHAIRMAN BARRERA: All opposed? Aye. And the

35

1 budget TRIM will be set at a notice of .0001.

2 MR. WUELLNER: Okay.

3 MR. GEORGE: Wait, wait, wait. Say that
4 again.

5 MR. WUELLNER: Three zeroes.

6 CHAIRMAN BARRERA: Three zeros -- .0001.
7 That's what you just voted on.

8 MR. GEORGE: You said that you would not be
9 supporting it. So therefore it's two out of three.

10 CHAIRMAN BARRERA: It's two out of three.

11 MR. GEORGE: But it requires three.

12 CHAIRMAN BARRERA: Not on this -- not on this
13 budget.

14 MR. WUELLNER: Just a majority of votes
15 present.

16 MR. GEORGE: Sounds good.

17 MR. BURNETT: Three is a quorum and then it's
18 a majority of the three that are present.

19 MR. WUELLNER: Last item on TRIM before I hit
20 the send button essentially is confirming the date.
21 We need to -- we need to -- we have to submit the
22 first public hearing date. The second one can
23 still be set later, or we can talk about it even
24 later in the meeting.

25 The first available date is September 14th

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1 based on the current clock -- current -- currently
2 statute. It's about 12 -- just for your
3 information, it's about 12 days later this year
4 than it has been in previous years because the
5 clerk or the property appraiser's tax -- or records
6 were not -- were certified late this year. So it's
7 about 12 days later. So this is the earliest
8 possible date, is the 14th. And the -- you know,
9 we would -- your meeting normally will be the 20th.
10 So the final public hearing as well as the 20th --
11 it would occur on the 20th.

12 You can -- it's still fine within the statute,
13 if you want to do the first public hearing on the
14 20th, then you could move the second public
15 hearing, you know, out to the 27th or 28th if you
16 can get it. The problem with the 27th and 28th is
17 right now she's not in town. I don't -- it doesn't
18 matter to me. We can do it any day of the week.

19 MR. YOUMAN: The earlier the better, because
20 the probability is high I'll be heading for
21 Lethbridge, Canada towards the end of September.

22 MR. WUELLNER: Toward the end of September.
23 And right now you're in ACI on the 27th, so that
24 kind of messes --

25 CHAIRMAN BARRERA: I've already RSVP'd that I

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1 could do the 14th and 20th. I responded to that
2 e-mail. So I'm good for those dates.

3 MR. WUELLNER: So if you're -- if you're good
4 with the 14th, that's what will be included on the
5 TRIM notice and we'll be -- we're locked into that
6 date. And then you have a period of time to
7 conduct the second -- the second public hearing,
8 which right now I would suggest would be at our
9 regular.

10 MR. GEORGE: What is the earliest date that we
11 could do the two of them?

12 MR. WUELLNER: The first date at all is the
13 14th.

14 MR. YOUMAN: Oh, okay.

15 MR. WUELLNER: That is the early -- absolute
16 earliest that the first public hearing can be.

17 MR. GEORGE: And then the second one has to
18 be --

19 MR. WUELLNER: It's got to be --

20 MR. GEORGE: -- five days later, seven days
21 later?

22 MR. WUELLNER: Yeah, it's actually got an
23 advertising requirement which kind of hiccoughs
24 itself. About the earliest it can occur is about

25 seven days. Legally it could be done as early as

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1 five, but it's -- it's got to be in the newspaper
2 advertised for five days prior to the meeting or
3 not more than five days prior. Three to five days
4 is the range there. But by the time you get the
5 ads to The Record, get that confirmed, the proof on
6 it all because we're responsible for the content
7 and then it gets published, it typically is a
8 seven-day kind of window.

9 MR. GEORGE: What if we ran the ads early and
10 did the first one the 14th and the next one the
11 15th?

12 MR. WUELLNER: I think you run into an issue
13 the mandatory ad language says -- has language
14 related to tentatively adopted, which can only
15 occur at the first public hearing. I know that --
16 I don't think you can get it --

17 MR. GEORGE: Okay. All right.

18 MR. WUELLNER: Trying to work with you here,
19 but it's really really tight language in the
20 special districts.

21 MR. YOUMAN: We had originally scheduled it
22 for the 14th, hadn't we?

23 MR. WUELLNER: No, I --

24 CHAIRMAN BARRERA: We had -- we had -- we had

25 discussed it being on the 14th via e-mail.

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1 MR. WUELLNER: We didn't discuss it.

2 CHAIRMAN BARRERA: We -- it was circulated
3 from staff as the suggested -- as the first date
4 possible would be the 14th and the follow-up date
5 would be our regular meeting on the 20th.

6 MR. YOUMAN: This stupid -- this stupid
7 computer's configuring.

8 MR. WUELLNER: You -- you have -- the only
9 dates you cannot do these hearings are dates that
10 are directly over the top of the school board or
11 the county commission. Any other date, you may
12 conflict with any other board within St. Johns
13 County except those, too.

14 The school board will be wrapped up ahead of
15 the 14th. They have a different time -- statutory
16 time line than do other agencies. They will be
17 done ahead of us, so we don't have a conflict with
18 the city -- excuse me, the school board. The
19 county is already set for a Tuesday, which is the
20 21st --

21 MS. HOLLINGSWORTH: 21st and 29th.

22 MR. WUELLNER: -- and the 29th. So as long as
23 we stay off the Tuesdays, you could do it any day
24 of the week. There may be a statute problem with a

25 weekend, but I don't think we're probably talking

40

1 about that anyway.

2 MR. YOUMAN: Give me one second.

3 MR. GEORGE: And who has a problem with these
4 two dates?

5 MR. WUELLNER: I'm not aware of anyone that --

6 MR. GEORGE: I'm sorry. I thought you said
7 Kelly had a problem.

8 MR. WUELLNER: Only if we move it to --

9 CHAIRMAN BARRERA: If you move those dates.

10 MR. GEORGE: Oh, if you move it.

11 MR. WUELLNER: -- the first public hearing to
12 the 20th. If you don't move it, it's fine.

13 MR. GEORGE: I don't have a problem with
14 either one of those dates.

15 MR. WUELLNER: Are you still needing a minute?

16 MR. YOUMAN: Yeah. The way it is.

17 CHAIRMAN BARRERA: Can we move on and come
18 back to this or do we need to have this settled in
19 this agenda -- in this period?

20 MR. WUELLNER: Well, I need to submit the form
21 and it has to be on there, for the first one
22 anyway.

23 CHAIRMAN BARRERA: Okay.

24 MR. GEORGE: While he's doing that, can I make

25 a comment, Madam Chairman?

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1 CHAIRMAN BARRERA: Yes.

2 MR. GEORGE: This whole thing about the TRIM,
3 I think we need to make a big deal out of the
4 actual signing of the budget. Several reasons.

5 One, I think the staff has done one heck of a
6 job over the last seven years in trying to go along
7 and -- you know, and work toward cutting this
8 corner and do this, get this done. I mean, we
9 built a building in 53 days over here so that we
10 could get revenue coming in. And that took a lot
11 of extra effort on the time of the board.

12 But to give you a little background, the board
13 back in August of '03 gave the airport director,
14 with his agreement, the instructions to develop a
15 plan to get off the tax rolls. And in September of
16 '04, we signed our first budget with the plan to
17 get off the tax rolls.

18 At that time, Suzanne Green, Jack Gorman, Bob
19 Cox, Joe Ciriello, and myself were all dedicated
20 toward fulfilling those campaign promises if at all
21 possible in getting off the rolls. Since that
22 time, Randy Brunson and Kelly came in and they have
23 wholeheartedly supported everything we've done as
24 far as, can we pay for it? How does that impact

25 the plan? Always keeping focused on the plan. And

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1 then this year, we've got Carl and Jim, and they
2 also have come in and done their homework to keep
3 us off the plan -- or on the plan to get off the
4 tax roll.

5 And I think that we are destined to be .001 or
6 .0000, you know, on September the 20th. And I
7 would like to request of Ed and his staff that he
8 set up some formal signing, and I'd like members of
9 his staff and every one of those board members to
10 get a pen that he signed it with.

11 CHAIRMAN BARRERA: On that note, Buzz, I would
12 like for you to take the lead on that initiative --
13 as the senior board member here and as the member
14 of the PR -- the board member of the PR committee,
15 to take the lead on getting that message out --

16 MR. GEORGE: I can do that.

17 CHAIRMAN BARRERA: -- and on following that up
18 and also on any quotes that -- that are needed.

19 MR. GEORGE: Okay. Thank you. I would
20 appreciate that.

21 MR. YOUMAN: May I make one comment?

22 CHAIRMAN BARRERA: Certainly.

23 MR. YOUMAN: I support Mr. George's comments,
24 but I just want to make sure everyone understands,

25 and I thank your comments about my participation,

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1 but I'm a new board member and this has been set up
2 and I cannot take credit for this at all. It was
3 the administration and previous board members that
4 put this package together, and I'm just here voting
5 it and supporting their fantastic efforts from the
6 past.

7 MR. GEORGE: We all contributed. But most
8 importantly, Ed and his staff did. They pulled it
9 off.

10 MR. YOUMAN: That's correct.

11 MR. GEORGE: There is no pie in the sky.
12 We're getting off.

13 MR. WUELLNER: As promised.

14 MR. YOUMAN: Just one more minute. This
15 thing's taking its time.

16 CHAIRMAN BARRERA: That plan in September of
17 2 -- that plan in September of 2004 was actually
18 accomplished in six years instead of seven. It was
19 a seven-year plan.

20 MR. GEORGE: Yeah.

21 CHAIRMAN BARRERA: That was announced in 2004.

22 MR. YOUMAN: Come on, speedy computer.
23 There's a signal in here.

24 MR. WUELLNER: Well, I was going to leave it

1 MR. YOUMAN: Just put it the 14th.

2 MR. WUELLNER: I'm sure we can get a quorum
3 for that date if -- you know, for the first public
4 hearing, so -- and we could probably still change
5 that date for another date or so if we absolutely
6 had to. So, with your concurrence, we'll go ahead
7 with the 14th and blast that off.

8 MR. YOUMAN: Yeah, make it the 14th.

9 MR. WUELLNER: Are you all right with it?

10 MR. YOUMAN: 14th's okay with you?

11 MR. GEORGE: Yeah.

12 MR. YOUMAN: Yeah, 14th.

13 MR. WUELLNER: So everybody's okay with that?

14 MR. YOUMAN: I'll make it happen.

15 MR. WUELLNER: All right. Then I will.

16 CHAIRMAN BARRERA: Okay. Let's move on to
17 committee reports. We have the very first one, the
18 FPO. Carl?

19 COMMITTEE REPORTS

20 MR. YOUMAN: TPO was Thursday last week. That
21 was the first meeting this summer. And they had
22 some consent agenda resolutions for some monies to
23 be parceled out for Florida DOT \$250,000 in federal
24 SU funds to conduct various planning studies and

25 interlocal agreement with the City of Jacksonville

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1 to receive \$100,000 to compete -- complete Phase 1
2 North Florida Freight, Logistics and Intermodal
3 Development Plan, and those passed.

4 They had the finance report, and they issued
5 the 2010-11 Transportation Improvement Program
6 listing the most important projects, and our 313
7 project is still, you know, floating around up
8 there.

9 And the Treasure Coast Regional Planning
10 Council gave a presentation on the FEC AMTRAK
11 situation. And they sent -- handed out a brochure.
12 I didn't -- I didn't get but one copy, and I made a
13 number of comments about the situation at the
14 meeting and let everybody know what our position is
15 at the airport at the meeting. And it was just for
16 comment purposes at the end, and that was it for
17 the TPO meeting this month.

18 (Mr. Werter enters the room.)

19 CHAIRMAN BARRERA: Did you feel it was
20 productive?

21 MR. YOUMAN: My comments?

22 CHAIRMAN BARRERA: Uh-huh.

23 MR. YOUMAN: Well, the board chairman said --
24 I think I made him nervous because he said, "Well,

25 we can't take a position on this." I said -- I

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1 said, "I agree with you, but I just want it on
2 record on the North Florida TPO that we did not
3 agree with the stance that's taken by the Treasure
4 Coast TPO involving themselves in the affairs of
5 the St. Johns County," and I just wanted that on
6 record.

7 CHAIRMAN BARRERA: Okay. Thank you.

8 Mr. Zimmerman, did you want to speak on behalf of
9 the IDC?

10 MR. ZIMMERMAN: Yes. Jim Zimmerman, St. Johns
11 County Industrial Development Authority. Rather
12 mundane since all of your exciting stuff about
13 TRIM. We finally have a web site. So if anybody's
14 interested in looking at it, it's
15 saintjohnscountyyida.com. Thank you.

16 CHAIRMAN BARRERA: Thank you.

17 MR. YOUMAN: Do you spell out the whole
18 county?

19 MR. ZIMMERMAN: Yes.

20 MR. YOUMAN: Okay.

21 MR. ZIMMERMAN: S-a-i-n-t.

22 CHAIRMAN BARRERA: EDC, did -- I know you have
23 a meeting coming up. Jim?

24 MR. WERTER: Yeah. It's coming up this week

25 on Thursday.

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1 CHAIRMAN BARRERA: Carl?

2 MR. YOUMAN: The last meeting, Jim had to
3 leave early and he asked that I --

4 CHAIRMAN BARRERA: Report on it?

5 MR. YOUMAN: -- report on it. And on the EDC
6 meeting, the main focus was a presentation by
7 Mr. Wanchick the county manager on the budget. And
8 the main gist of that has been seen in the papers,
9 et cetera, is that previous regimes have bonded out
10 our community, our county to the fullest extent and
11 they're going to be paying on the full allotment of
12 our bonds for like 10 to 20 years and the budget is
13 going to be tight, very tight. They're going --
14 they're in trouble. They're going to be in trouble
15 in time. And then I gave a presentation on the
16 AMTRAK station situation to the EDC.

17 CHAIRMAN BARRERA: Great. Thank you.

18 MR. YOUMAN: There were positive -- there were
19 positive -- on the bond, there were positive
20 responses by most people there, except politically
21 everybody is -- seems to be afraid to take a stand
22 one way or the other.

23 CHAIRMAN BARRERA: Okay. Thank you.
24 Intergovernmental? Did we have --

25 MR. WUELLNER: I don't think they had one last

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1 month, actually. It's every other month now.

2 CHAIRMAN BARRERA: And on -- I'm going to go
3 out of order on the Aerospace Academy. Carl?

4 MR. YOUMAN: Aerospace, they did not have a
5 meeting since our last meeting, but at the FAC
6 conference, it was brought up about aerospace in
7 one of the sessions, and I stood up and said great
8 things about the people who were involved in our
9 aerospace program because of their volunteerism and
10 the activities and described a little bit how it's
11 grown so fast and that people from outside
12 St. Augustine from the county are coming now to
13 St. Augustine and they're bringing kids in vans and
14 how good these kids are.

15 And I recommended to all of the airports'
16 people that were in Florida that they take a hard
17 look at this and see about developing this program
18 at their respective airports because it -- it's a
19 growth factor for the industry in providing people
20 who are interested to continue aviation and the
21 growth of aviation in our country.

22 CHAIRMAN BARRERA: Thank you, Carl. Are you
23 ready to speak on the AMTRAK subject, or would you
24 like Ed to take the lead on that presentation?

1 given talks at the EDC and to SAAPA. We met
2 with -- Bryan and I talked to Stephanie Kopelousos
3 at the FAC conference and gave her some
4 documentation for her direct review. And we are
5 continuing to present it as everywhere and
6 everywhere we can, and hopefully we get some
7 opinion pieces in the paper from people in a
8 positive manner.

9 I do have one comment about that. I don't
10 know whether it's -- there's been a -- in the --
11 these are responses to a blog in The Record to
12 their article "Airport Board Opposes Rail Site."
13 And those that are against it, I mean, I really
14 tried to keep an open mind as to the negative
15 factors that they were presenting, but it appears
16 that after reviewing all the responses that purport
17 to support the San Marco site are not based on
18 facts but on feelings, beliefs, non sequiturs, and
19 suppositions.

20 And it's very frustrating when you -- when you
21 see responses like that and -- and it's like trying
22 to kill the goose that lays the golden egg.
23 That's -- but we shall keep plugging along and
24 striving to put it right here in the transportation

25 function of the county where we are the economic

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1 engine that drives this county. Simple as that.

2 CHAIRMAN BARRERA: Thank you, Carl. We also
3 asked Ed, he made a presentation to -- to SAAPA on
4 Saturday, and we asked him if he would present
5 today.

6 MR. YOUMAN: Can I make one comment? I see in
7 the audience Alice Sutherland is with us. I had a
8 meeting with her and Alice has taken avante-garde
9 for the airport at St. Augustine and she -- she has
10 even made some comments in some of the blogs, and
11 I'd like to thank her for her support.

12 CHAIRMAN BARRERA: Thank you.

13 MR. WUELLNER: Well, I'm not sure we've -- try
14 it again. I do that every time.

15 I made this presentation the other day at the
16 SAAPA meeting to help explain the Airport
17 Authority's position as it relates to the
18 intermodal transportation center and to provide a
19 little background information. But basically the
20 inter -- intermodal transportation center, the
21 first question that usually gets asked is what we
22 are talking about? What does that mean?

23 As we're envisioning it, the idea is to create
24 a single central location that's designed to link

25 many modes of transportation access in one -- one

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1 location. So it -- the idea is to, you know, make
2 a one shop -- one-stop shop kind of mentality for
3 the -- for the traveling public and those trying to
4 just arrive in our community.

5 And why -- why would we want to do that? And
6 the reasons are -- are pretty straightforward, but
7 one is obviously convenience. And when you start
8 talking about transportation, if you can always
9 point to the same location of where you're going to
10 begin or end your travel, it speaks to the
11 convenience of the facility instead of having to
12 figure out where it is do I -- where do I go to
13 catch a train? Where do I go -- obviously there's
14 an airport, but where do -- you know, where is all
15 those -- where do all of those modes come together?

16 Next of course is connectivity. Any time you
17 put multiple modes of transportation together,
18 there's an opportunity to create sort of an energy
19 between those modes of transportation. If you
20 think about airports, sea ports, even -- even rail,
21 they're -- in almost every case, that's not the end
22 destination. It's got to connect to something
23 else, even if it's just the family automobile to go
24 home or a rental car to go somewhere else or a taxi

25 or a shuttle or whatever. So there's obviously a

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1 need to do connectivity no matter how you put
2 together the transportation in your -- in your
3 community.

4 It's more economical -- we're going to --
5 we're going to talk -- I'll talk just really
6 briefly about it, but the economy that I'm speaking
7 to is avoiding the duplication of really expensive
8 infrastructure within our community. So if we can
9 build one facility that accommodates all of those
10 needs, it ob -- it speaks to reducing the overall
11 capital improvements or capital investment that
12 your community has to make to accommodate all of
13 those modes. It also speaks to the operating
14 costs.

15 Some of the modes of transportation in a
16 community our size end up saddled with a -- a large
17 share of operating costs that aren't readily
18 recovered within the -- the particular mode of
19 transportation.

20 I will tell you air travel, air service from a
21 commercial standpoint is one of those typically
22 rare modes of transportation wherein you can
23 recover those and it allows -- by combining these
24 types of transportation together, you get to share

25 the synergies of the operating costs within that --

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1 within that facility. Not quite sure I touched it
2 right there. Okay. We're stuck.

3 CHAIRMAN BARRERA: There we go.

4 MR. WUELLNER: Okay. It's timely. Thank you.

5 I -- I'm looking down and it's coming up.

6 Timely --

7 MR. MARTINELLI: Snuck up on you.

8 MR. WUELLNER: Speaking toward timely, it
9 is -- you've got a unique opportunity in time right
10 now. The opportunity presents itself right now to
11 begin consolidating those modes of transportation
12 in one location. If you go on out and build a
13 separate facility for rail, you've pretty much shut
14 the door, at least for our foreseeable future, in
15 combining those modes later. There we go.

16 Choices, and obviously it's all about choices.
17 If we can put as many modes together, then the
18 opportunities are there for the traveling public,
19 whether you're arriving by air or departing by air
20 or land or by rail in this case.

21 I -- we did a quick comparison of the two
22 basic plans that are out there today to deal with
23 the rail aspect of this. And first of all, you
24 know, we asked the question: Is it a unified

25 solution that's out there? And of course with the

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1 City, it's not. It's obviously a single-purpose
2 facility. It's designed to just accommodate the
3 AMTRAK and that's it. So we're already going down
4 the wrong track with -- with consolidating these
5 modes of transportation.

6 Of course the intermodal center as the Airport
7 Authority would like to move it forward does
8 combine those modes of transportation. Hopefully
9 avoiding all of the duplication of cost and
10 resources and providing that financial incentive to
11 do that.

12 Is it easy to access? Well, you know, I -- I
13 say no, the City's location isn't. It's at a very
14 interesting location, meaning it's got -- got a
15 number of transportation-related issues. As San
16 Marco joins U.S. 1, you've got a traffic light
17 there. A busy -- relatively busy shopping center.
18 It -- it's not easily found because the station
19 itself sits well off of U.S. 1. There are even
20 complications in siting the station there in the
21 first place.

22 Of course the Airport Authority's solution
23 along U.S. 1 is along a section of track that is
24 already dual-tracked. It's also on a -- a long

25 section of straight track, which improves the

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1 ability to construct a station or a siting. And of
2 course our station location is directly across from
3 the airport, providing that intermodality.

4 Next is the one -- one-stop operation. Of
5 course the City's solution is not that. It again
6 is single mode and the Airport's is -- yeah, you
7 know, when you look at the -- the comparison of the
8 two facilities, I mean, there are no other ground
9 transportation access points or resources or
10 anything else currently at the station location the
11 City's proposing. The Airport Authority's, we're
12 already in the rental car business and providing
13 cabs and we're already linked to Sunshine Bus. And
14 of course the local community knows where the
15 airport is already.

16 Is it self-sustaining? This is where it gets
17 kind of interesting. The City's version of this
18 project requires them to match a grant. Current
19 version is about 30 percent of the -- of the actual
20 capital costs would have to be met directly out of
21 city ad valorem or tax dollars.

22 Then the continuing basis, although the
23 operating costs come out of the City's ad valorem
24 tax bases, there's no revenue source identified and

25 to be honest, there really aren't many revenue

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1 sources associated with AMTRAK from a station
2 operator perspective.

3 The Airport's location tries to take advantage
4 of the synergies of return of commercial service
5 hopefully next year. All of those activities will
6 already be there and being supported by other modes
7 of transportation also. So the operating costs in
8 a sense can be covered within the Airport
9 Authority's current budget.

10 And it's helpful to point out here that, you
11 know, even based on the discussion today, the
12 Airport Authority's ad valorem requirement is
13 effectively gone as of this point, meaning that it
14 will be covered by operating -- operating revenues
15 of the Airport Authority into the future, both from
16 an operating cost and a capital cost. So it -- you
17 know, it's not going to be on the backs of local
18 taxpayers. Certainly not just the City of
19 St. Augustine as it would -- as envisioned now.
20 But all of the benefits are still there, which is
21 an important point.

22 Does it need ad valorem dollars? Of course
23 the City's at this point does. The Airport
24 Authority's plan does not. Let me read my own

25 here.

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1 Commuter rail expandable? Another interesting
2 point is that the City's location currently for
3 AMTRAK has physical limitations that would prevent
4 it from getting to a 500 to 1,000 parking space
5 kind of facility that has been identified by JTA as
6 a requirement for the commuter rail component.

7 The airport location does allow for that
8 ultimate development of well over 1,000 parking
9 places that can be used to support commuter rail in
10 the future. So of course we think that's a good
11 thing in that respect.

12 Then the last question that keeps getting
13 thrown out is walkable to the downtown
14 St. Augustine. That appeared to be an AMTRAK kind
15 of question. It's not really an official kind of
16 question, but it keeps getting brought up that,
17 "Hey, you can walk from the St. Augustine station
18 to downtown." Well, really? I mean, that's a
19 five-mile walk from that location.

20 You know, pick a day like today with your
21 rolling suitcase and you start heading downtown?
22 Not -- not likely. And, you know, so their site
23 realistically is no different than the Airport's at
24 about seven miles. Once you're in a car or cab,

25 rental car or whatever you're in, you know, it

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1 becomes awfully relative.

2 What would the center actually accommodate
3 or -- at that location? And I've sort of already
4 hit on it, but commercial and general aviation
5 access points, which includes air service. AMTRAK
6 and commuter rail, not just AMTRAK, would access
7 local and regional bus services, both Sunshine Bus,
8 and as JTA continues to extend their runs down into
9 St. Johns County, could easily be accommodated at
10 that site. Specialty providers such as taxis,
11 limos, shuttles, tour operators, you name it, all
12 of those can be accommodated at that airport
13 intermodal site. Rental cars of course.

14 And, you know, with the Airport's move into
15 the FIND district grant process this year, I think
16 you're going to be able to talk formally about
17 having the grant on your table in September, but it
18 would look like you're going to begin that process
19 of doing the permitting to allow some limited barge
20 commercial access to the property.

21 Keep in mind intermodality is not just about
22 moving people or connecting people. It also
23 includes movement of goods and commercial loads
24 through the -- through the port. So we actually

25 have an opportunity with the developing the sea --

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1 seaplane basin area into a commercial barge port,
2 for lack of better words.

3 So, assuming you -- you like that idea, one of
4 the iterations that's actually out there today kind
5 of gives you a feel for how it would lay out.

6 There's terminal related to air service directly
7 across U.S. 1 from that facility is how -- the rail
8 connectivity. It's the only place in St. Johns
9 County where air and rail are going to come
10 together. They -- they exist that way now, but
11 when you factor in commercial service, it's right
12 there.

13 It's -- and I'll go ahead throw one more
14 little up there to kind of point out where the rail
15 component collects up there at U.S. 1. But you can
16 see from the layouts, it creates a pretty efficient
17 and hopefully a very attractive facility to serve
18 as a gateway for all of these modes of
19 transportation.

20 So how can you help? If you're interested in
21 helping, we -- we typically have some -- I don't
22 know if we brought any down, but there's some --
23 what am I looking for?

24 MS. HOLLINGSWORTH: What are you asking for?

25 MR. BURNETT: The form letter.

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1 MR. WUELLNER: You're pointing already, so --
2 anyway, there are some draft letters -- we go at
3 this all day, so... There are some draft letters
4 that you -- you're welcome to use or, you know,
5 come up with your own language if you're willing to
6 support it.

7 But we -- we need you to in a grassroots sort
8 of way get involved, make those contacts, write
9 those letters, drop those e-mails to the Secretary
10 of Transportation here in the state, the Federal
11 Rail Administrator up in -- I believe it's in
12 Maryland or Pennsylvania, I can't ever get it
13 right, plus AMTRAK's offices in D.C. Anywhere you
14 can drop a note of support would be helpful.

15 At this point we're being told that the only
16 support letters that have come in have been from
17 the typical letter writers that are in downtown
18 St. Augustine. So if you would like to get
19 involved, we'd love to have you involved and
20 getting involved.

21 And don't -- don't be afraid to speak up about
22 your -- your support for it. I think a lot of
23 people are afraid to get generally involved. But
24 your support is critical in this. So, it's a

25 one-time opportunity and, you know, hopefully it's

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1 not going to get squandered away at this point.

2 CHAIRMAN BARRERA: And I would just like to
3 add that both Carl and Ed will make themselves
4 available to any group that you would like for them
5 to come and speak on -- on this behalf -- on the
6 issue. Carl?

7 MR. YOUMAN: Just a couple of more comments.
8 One thing -- one thing I can't understand is
9 St. Augustine has got a budget -- apparent budget
10 problem with \$2 million less revenue, people being
11 laid off, combining jobs. And even with the
12 newspaper article about just the \$25,000
13 appropriation for a trip related to the 450th
14 anniversary has been jumped on.

15 If you -- if you just say that \$1 million is
16 required for a platform and a station, that's
17 hypothetical, the City's portion would be \$200,000.
18 And I'm not sure if the taxpayers of St. Augustine
19 really realize how much money it's probably going
20 to cost them to put this station in and to carry it
21 themselves.

22 The other thing that I would want to make --
23 put on record, I've been looking for a common
24 denominator as to why the county has been split

25 like this so to speak in the AMTRAK issue, since it

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1 was united ten years ago and it was the -- behested
2 to the airport to put this together. But it
3 changed in this new AMTRAK phase.

4 And the only common denominator is -- that I
5 can find is Treasure Coast TPO led St. Augustine
6 down a utopian path just to be able to put AMTRAK
7 in, feeling that the station issue would be too
8 expensive out here and they just wanted to get
9 AMTRAK in and -- no matter what, and I don't
10 believe they looked at the benefits to the St.
11 Johns County citizens as a whole. Thank you.

12 CHAIRMAN BARRERA: Do we have any other board
13 comment on this?

14 MR. GEORGE: I'd like to have the name and
15 address of all of these places, Ed, that you
16 thought we ought to write.

17 MR. WUELLNER: We have them.

18 MR. GEORGE: Okay.

19 MR. WUELLNER: We were actually able to hand
20 some out on Saturday, and we walked off --

21 MR. GEORGE: Okay.

22 MR. WUELLNER: -- without the brochures with
23 the insert and the address, but we will get it to
24 you.

25 MR. GEORGE: Sounds good. Fine. We -- we

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1 have an election year coming up in St. Augustine
2 also and there -- I think there are three city
3 council seats up, and I think this thing that Carl
4 just mentioned about -- you know, if you're behind
5 the eight ball, here you are, you're going to
6 commit to 200,000, you know, more dollars out of
7 your -- out of the taxpayers' pocket. And how many
8 people do you think are going to come in and walk
9 from the terminal to downtown to spend money to
10 make up that \$200,000? I don't think it's going to
11 happen.

12 MR. WUELLNER: Well, it -- you know, an
13 important point is just order of magnitude. And I
14 think that gets lost in the shuffle because when
15 you hear a number such as AMTRAK's bringing -- or
16 expected ridership, and then these are their
17 numbers, is about 17,000 passengers a year getting
18 on and off the train.

19 Well, that seems like a big number when you --
20 when you put it into perspective, but when you back
21 it out and go, well, how does that -- how would
22 that compare to say air service? A single flight
23 like we had with Skybus is literally a 60-plus
24 thousand passengers on and off a year kind of

25 number.

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1 So you're looking at a number that's what,
2 one-third, less than one-third kind of number. So
3 it's -- it's -- it's not a huge item that will
4 really ever be able to sustain itself as a
5 stand-alone facility. Those things tend to fall
6 into disrepair and then become hangouts in a
7 negative way.

8 And when you put it with a much more active
9 transportation facility, it takes advantage of all
10 of those things. And of course airports are among
11 the most heavily secured transportation types of
12 access as it is. So you have plenty of law
13 enforcement presence as well as just general
14 activity that discourages loitering and activities
15 that you don't -- that become unsightly.

16 MR. GEORGE: Preaching to the choir.

17 MR. WUELLNER: I --

18 MS. SUTHERLAND: Can I ask a few questions?

19 MR. WUELLNER: I think I turned the mic off.

20 CHAIRMAN BARRERA: We'll let Sacha go first
21 and then -- then you, Alice.

22 (Mr. Burnett leaves the room.)

23 MS. MARTIN: Sacha Martin, 133 Coastal Hollow
24 Circle. I think just if I were somebody who just

25 walked into this room for the first time, my

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1 biggest question would be what is it going to cost
2 the airport to create this multimodal, intermodal
3 facility, physical facility, and how long is it
4 going to take?

5 Because I did sit in on one of the Treasure
6 Coast meetings, and their big point was that it had
7 to be ready within three years and it had to be
8 there in three years. And this railroad station
9 that used to exist was already there, which was a
10 very big plus in terms of convincing -- convincing
11 AMTRAK to come. So there's a cost and who's going
12 to pay for it? And does -- is it going to be able
13 to get here within three years?

14 CHAIRMAN BARRERA: Ed?

15 MR. WUELLNER: Yeah. The answer is absolutely
16 yes. It's a -- you're correct. It's a three-year
17 horizon that they're currently on, assuming they're
18 successful with the project as it was submitted.
19 It's -- it's a very small facility, and our
20 estimates currently are from starting from scratch,
21 this project is a less than a -- less than a
22 \$500,000 effort to get up and running.

23 And the beauty of intermodal like this is that
24 you can -- you can add a mode. What we're trying

25 to say here is you could add rail even if

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1 commercial service wasn't here.

2 My gut feeling is you're going to have
3 commercial service long ahead of AMTRAK, so it
4 becomes -- you know, it's just another element of
5 transportation that's being added in the same
6 place. So taking advantage of infrastructure that
7 would also get built to support aviation, meaning
8 parking lots and those kind of support-related
9 things.

10 There's actual -- there's not much in terms of
11 physical requirement that's actually there for the
12 AMTRAK facilities. It's a few thousand square foot
13 of building, and it's really just enough to house a
14 couple of restrooms and a little place to get out
15 of the weather. It's not an elaborate -- elaborate
16 kind of facility.

17 The beauty here with our plan is that you
18 can -- that facility can then link very easily to
19 another building that's more air related that has
20 things like restaurants, place to get a cup of
21 coffee, grab a magazine, do the -- do the other
22 business transactions that are common in a -- in an
23 airline terminal. So -- and get your rental car,
24 do -- you know, as an inbound passenger. So

25 it's -- it's -- it makes a lot of sense in terms of

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1 not duplicating capital investments in facilities.

2 This is a very common methodology in Europe.

3 I mean, it is absolutely the way it's done. The

4 U.S. has just been for whatever reason typically

5 very stubborn about some things and this is

6 probably one of them. So it -- it's just gotten

7 legs in many large cities where they struggle to

8 pump millions and millions and millions of dollars

9 into reconnecting facilities that should have never

10 been separated.

11 CHAIRMAN BARRERA: And, Sacha, I would just

12 ask that when you look at the costs, you also need

13 to look at the building that's 50 years old, what

14 are your costs going to be to maintain it, to rehab

15 it, to bring it up to code? What's the energy

16 efficiency of that type of building and those type

17 of costs.

18 Where the Airport's looking at you can do a

19 multimodal in a phased motion, and we would also be

20 able to provide travelers aid beyond just the

21 services. The airport plan is much more

22 sustainable. When you have one mode of

23 transportation that's experiencing a downturn, you

24 have another mode of transportation to be able to

25 rely on.

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1 And the Airport's plan also opens itself up to
2 what's currently being looked at as ener -- energy
3 and transportation alternatives to those type of
4 fundings of multimodal projects as opposed to
5 separate, one mode, singular mode transportation.
6 So those type of fundings would -- would
7 potentially be more available for the airport than
8 what it would be at a stand-alone station --

9 MR. WUELLNER: I --

10 CHAIRMAN BARRERA: -- to keep in mind.

11 MR. WUELLNER: I would also add, too, that I
12 don't think anybody's been particularly forthright
13 in explaining also to the community that the City
14 does not own the building they're proposing to use.
15 They've got to come to some agreement with FEC to
16 use that, whether it's been lease or by purchase.

17 They cannot eminent domain that facility
18 because it's owned by a railroad that is also an
19 eminent-domained facility -- or entity, which means
20 the only way that would ever sort out is at the
21 legislature which, you know, assuming there was
22 some wholesale support for, would take its -- take
23 its time in moving through that. It's a local
24 matter basically.

25 So, it -- it's not a foregone conclusion. No

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1 matter who puts what where in St. Johns County,
2 eventually there's an agreement with FEC for access
3 to the edge of the rail. And in almost all of
4 these cases, there's a component for Florida DOT
5 also.

6 We don't -- we don't own the property that a
7 station would go on either. It's -- because of the
8 nature of it, it's on FEC right-of-way. It's got
9 to be right up next to the track to -- to work,
10 which is property they own. So that cost number's
11 not even in the equation that anybody's talking
12 about today.

13 CHAIRMAN BARRERA: Thank you, Sacha. Alice?

14 MS. SUTHERLAND: Alice Sutherland, 15 Davis in
15 St. Augustine. This is a real passionate sort of
16 subject for me. One thing I'm more excited about
17 than aviation, and that's rail service. It's --
18 rail has been a part of my paternal family for a
19 hundred and some-odd years.

20 But there is a lot of confusion about this
21 project. I don't understand the City's position,
22 and I'm still continuing to try to talk some sense
23 into some of the people that are promoting the city
24 location.

25 I don't understand how they're just looking

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1 past this all together. I don't understand how the
2 county has just been absolutely silent, from what I
3 can tell. They have not taken a position. And
4 it's clearly the absolute best choice. The bus
5 station was moved out of the city. They didn't
6 care. When FEC headquarters moved out of the city,
7 nobody was on top of that and they didn't care.

8 They couldn't even manage properly the shuttle
9 from the downtown parking garage to the plaza
10 without failing -- they reported they didn't have
11 the numbers to see it as a success, but there were
12 a lot of problems that they weren't on top of that
13 caused the numbers not to be recorded correctly.
14 So there -- the City of St. Augustine is not in the
15 business of transportation, and the Airport has
16 done an incredible job with transportation.

17 As a business owner in the city of
18 St. Augustine, a homeowner who pays taxes, I'm
19 absolutely blown away by the City's position on --
20 on this. It's such a -- it should be such a
21 no-brainer. My business depends on tourism
22 dollars. It depends on the tours that are going to
23 be coming into the city of St. Augustine.

24 And for the City of St. Augustine to take this

25 stance about this nothing location that really is

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1 going to amount to what would be like a Greyhound
2 Station in my opinion, it's just beyond me that
3 they can't see something more visionary for the
4 greater good of the entire county. You know, we're
5 always going to just be, you know, an exit off of
6 I-95 with this line of thinking.

7 But like Ed said, the multimodal facility has
8 been key to the success of European transportation
9 for 20 some-odd years now. Probably even before
10 that. You can now check in for your flight at
11 Victoria Station, have been able to do for 20 years
12 or more. It -- it's just key to how they move
13 about that continent, if you will. And we are way
14 behind in this country.

15 And I don't understand the time lines. I keep
16 hearing a lot of different things from the City.
17 They keep saying it's in the bag, it's done, the
18 packet is done. And maybe somebody could answer
19 when exactly is this supposed to be decided upon
20 and who ultimately makes that decision? Is it the
21 Florida DOT based on AMTRAK's recommendations?

22 MR. WUELLNER: This -- this is what we know
23 about that process. The Treasure Coast -- it's not
24 even a TPO. What do they call it? Regional

1 put the application together. So that's South
2 Florida essentially.

3 MS. SUTHERLAND: Uh-huh.

4 MR. WUELLNER: They were asked to do the
5 application. Which was a huge effort, and I'm not
6 trying to take anything away from Treasure Coast's
7 effort in doing this. It's a -- it's a tough job
8 and they've done a great job of putting it
9 together. But the fact is Treasure Coast is going
10 to be -- is worried about reestablishing AMTRAK,
11 not about what goes on in St. Augustine. That's --
12 that's -- it's just another way to get the train
13 into their area.

14 The application has been submitted. It is
15 going to be awaiting federal dollars or it's going
16 to compete with other grants all over the country
17 for rail-related dollars. At some point, they
18 will -- the federal government will make a decision
19 as to what the awarded.

20 (Mr. Burnett enters the room.)

21 MR. WUELLNER: Keep in mind the grant is not
22 to Treasure Coast or Treasure Coast TPO. The grant
23 will come to the state of Florida to be
24 administered or allocated by Florida Department of

25 Transportation. That's why it's critical that you

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1 voice your opinion relative to this to the current
2 Secretary of Transportation.

3 The way the money will be distributed to
4 cities is much like it would be in any other
5 transportation project. It's through a joint
6 participation agreement, which is essentially an
7 inter -- an interlocal agreement for what FDOT and
8 the local entity supporting the project in which
9 they agreed in the funding formula and whatever
10 else, the other grant conditions to get the project
11 built.

12 So, AMTRAK has indicated they'll stop wherever
13 the station is. It's -- you know, while they may
14 have some things they like better about one
15 location or another in the future, the reality is
16 they're much like an airline; they'll go where the
17 passengers are.

18 So while they -- I think they have some input
19 in it, all the criteria I've heard AMTRAK speak
20 towards is -- the only public statements I've heard
21 are almost anecdotal in the kinds of criteria,
22 which is we want our passengers to have a view out
23 of the train while it's stopped.

24 I'm not sure what that has to do with

25 transportation or putting bodies on or off the

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1 train, but that -- that's the kind of input that
2 was provided by AMTRAK so far, other than the
3 normal siting-related construction criteria was
4 thrown out.

5 MS. SUTHERLAND: Having been in the station in
6 Jacksonville, I can see where the view is just
7 spectacular up there.

8 MR. WUELLNER: Well, we -- we found it kind of
9 interesting. It was kind of an interesting
10 position, because no matter where the station is,
11 ultimately the train goes through St. Augustine.
12 So if -- if you want a view of St. Augustine, we
13 didn't take a thing out of the picture for them;
14 it's just it's only going 20 miles an hour at that
15 point instead of stopped for five minutes.

16 That's the other thing miscon -- you know,
17 confusion is the train, you know, doesn't sit on --
18 sit in this location for 30 minutes waiting on
19 passenger. It stops, picks them up and we're out
20 of here. And I also wanted to point out that when
21 you do the math all the way down, you're only
22 looking at I think it's 11.6 passengers average per
23 train getting on and then 11.6 getting off the
24 train every time it comes in. So this is not

25 dumping 150 people in our community in a big

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1 tourism way. It's, you know, pretty small numbers

2 based on the two trains a day they've been --

3 MS. SUTHERLAND: And that's where my interests

4 lie, you know, besides the overall good of the

5 county, is I can absolutely clearly see the numbers

6 of, you know, arrivals being way greater here at

7 the airport with the connectivity with the

8 impending air service that, you know, I have no

9 reason to believe that that won't happen. The

10 airport has done everything that they have said

11 that they were going to do, and I know that is the

12 key, you know, on your agenda for the coming year.

13 So I have to assume that that is going to happen.

14 And I want the AMTRAK here at the airport.

15 And what I've been doing to try to promote that is

16 sort of working around the city leaders a little

17 bit and hit the people who absolutely understand

18 the visionary part of this by locating it at the

19 airport; the people in tourism, the hotel owner,

20 the restaurant owners, the B&B owners, the people

21 who see the difference between, you know, 20,000

22 more people coming to the city of St. Augustine or

23 220,000 people coming to the city of St. Augustine.

24 Because that's ultimately what it boils down to.

1 in the success of an AMTRAK station at St.
2 Augustine Airport, and I firmly believe that. And
3 if -- if I can do anything, anybody can think of
4 anything besides the ten letters I'm going to
5 write, competitively.

6 MR. WUELLNER: I -- I'm looking at it
7 pragmatically. How much money would you spend to
8 get 23 more people in your community a day? I
9 mean, because that's really the kind of number
10 you're looking at.

11 MS. SUTHERLAND: Yes. The one thing I keep
12 hearing from City people that I speak to on this
13 issue is "It's cheaper, it's cheaper, it's
14 cheaper." I don't know of any good decision that's
15 ever been made because it was cheaper. It's always
16 been a really bad way to go.

17 MR. WUELLNER: Assuming it was correct in the
18 first place.

19 CHAIRMAN BARRERA: And the only other thing I
20 would add to that is that we have the expertise
21 on -- between Ed, our staff, and on our board.

22 MS. SUTHERLAND: Right. That's something I've
23 discussed with them at length, is that there is
24 nobody at the city that has that sort of

25 transportation experience. The city bus service is

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1 run by a nonprofit, you know, Council on Aging.

2 They do a great job with it. The City hasn't

3 wanted to be involved with it. So now why do they

4 want to be in the transportation business? I don't

5 get that. But anyhow.

6 CHAIRMAN BARRERA: Thank you, Alice. Derek?

7 MR. HANKERSON: Thank you, very much. I do

8 have the opportunity to make a few other comments

9 with reference to this whole intermodal concept,

10 but I want to talk just briefly about a couple of

11 things to keep these things separate.

12 I, too, similar to yourself have family

13 history with reference to transportation. My

14 father before he passed away worked for the Federal

15 Aviation Administration. So he built multimillion

16 dollar transportation -- thank you -- multimillion

17 dollar transportation systems to make our traveling

18 safer.

19 In addition, very early in my political life,

20 I had the pleasure of working for a gentleman by

21 the name of Bill McCollum, and yes, he is our

22 Attorney General and running for Governor. This is

23 not about a political speech. What this is about

24 is insanity. Insanity is doing the same thing over

25 and over and expecting different results.

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1 When I worked for that man, I was 20 years
2 old. This airport was here. We could have done
3 something then to -- to have brought us up to today
4 to prepare for the 450th and 500th anniversary that
5 is what, two, three years down the -- down the
6 road.

7 In addition, I've had numerous opportunities,
8 hundreds, thousands of opportunities to spend time
9 at FBOs throughout the country. Why? Because I
10 used to work for two men. One by the name of
11 George Herbert Walker Bush, who was vice president
12 and president. Worked for him for 16 years. And
13 then his son who was president.

14 I traveled with them. We've traveled from
15 international airports to Miami to Tal -- to Texas
16 to D.C., but we also traveled on small aircraft.
17 Those small aircraft would stop at FBOs. I was
18 amazed how many FBOs throughout this country do
19 what we're trying to do today. It's really common
20 sense to me.

21 If you look at Washington, D.C., you fly
22 into -- you fly into Reagan National. You've got
23 the AMTRAK station right here. People go from the
24 train station -- they go from the airplane to the

25 train station, the rental cars, boom, they're out,

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1 they're gone, they're doing whatever you want to
2 do. Go to Harrisburg, Pennsylvania, the exact same
3 thing. Go to Tallahassee, they're a small airport,
4 the same thing.

5 The only thing I want to say is this basically
6 to me, I'm not a bright guy, it makes sense. And
7 I'm really surprised that it's taken us this long
8 to get to this point with this novel idea, because
9 the two things that we have that have always been
10 the two leaders with reference to Florida's
11 economy, number one is tourism, number two is
12 agriculture. Number one is tourism -- number one
13 is tourism. Number two is agriculture. To me,
14 this just makes common sense, and it's an easy
15 sell.

16 CHAIRMAN BARRERA: Absolutely.

17 MR. HANKERSON: And I would be more than
18 willing to do any and everything to work with Buzz,
19 since he's chair of the public relations committee.
20 And we can talk about those things later, but I
21 just -- I just had to say that.

22 CHAIRMAN BARRERA: Thank you, very much.

23 MR. YOUMAN: Thank you.

24 CHAIRMAN BARRERA: Vic?

25 MR. MARTINELLI: Okay. I'll try to keep it

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1 very brief because I know this has been hashed
2 over. The audience. The audience. The decision
3 makers. That's the audience you want to get to,
4 okay?

5 You can talk to county commissioners. You can
6 talk to city commissioners. You can talk to public
7 who have their minds already made up and don't want
8 to be confused with facts. Those are the
9 naysayers. Or you can select your audience and
10 make sure that the audience you address are the
11 decision makers.

12 Now, who are the decision makers? Well,
13 obviously those in the I'll call them political
14 organizations or staff organizations such as DOT
15 and so on who are ultimately going to be making
16 some decisions. But also, a large part of that
17 decision-making community that works behind the
18 scenes are the people who are businessmen.

19 We are in a capitalist, thank goodness,
20 society. And so you really have to I think get to
21 the Lions Club, to the Kiwanis, to the Chambers of
22 Commerce. Those are the people who really
23 ultimately have the influence and can take that
24 influence to the decision makers at FDOT and

25 wherever else.

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1 So, I would say yes, Alice, what you've said
2 is very fine. About 90 percent in my opinion of
3 what you said here should be said to the county or
4 to the City of St. Augustine commissioners because
5 it makes a lot of sense and they're the ones that
6 should be paying attention to what you said.

7 MS. SUTHERLAND: I've been trying.

8 MR. MARTINELLI: And so, what we need to do,
9 though, I think is not waste effort and time on
10 the -- the efforts that are not going to give us
11 any return, but rather direct those efforts toward
12 the population that's going to help us and
13 ultimately get us where we want to go.

14 Apropos of that and one of the things that's
15 out there is of course the fact that we are or we
16 were going to get right off the tax rolls,
17 hopefully we will, and that this intermodal complex
18 is not a ruse or another excuse for the airport to
19 get back onto the tax rolls. And that's
20 scuttlebutt that I've heard out there.

21 And so between now and the 20th or the 24th or
22 whenever the final decision is made, and hopefully
23 that will be zero millage, I think if we can get
24 the message out there that intermodal and setting

25 up this airport as the primary intermodal mover is

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1 not a way to get back on the tax rolls. I think
2 it's very very important to get that message
3 across.

4 So again, pick your audience, make sure that
5 the efforts that you direct out there are to the
6 people who are going to make the decisions.

7 CHAIRMAN BARRERA: Thank you. And I would ask
8 for anybody's help with that as we go forward,
9 that -- to -- to help us find those audiences.
10 Thank you all.

11 REPORTS

12 CHAIRMAN BARRERA: Okay. Our next agenda item
13 is our reports, and we'll go right ahead to
14 Mr. Nehring.

15 MR. NEHRING: No.

16 CHAIRMAN BARRERA: Nothing to report? Harry?

17 MR. RUHSAM: On Saturday, July 31st, SAAPA had
18 its quarterly dinner. A real good turnout. Noel
19 Schoondecker's (sic) sister's Oscar was there for
20 everyone to see and the topic was about the making
21 of the movie The Aviator, how the special effects
22 were done. And let's see.

23 SAAPA's sponsoring the FSAACA fly-in on
24 September 11th. Checks were written for the first

25 of the Aerospace Academy scholarship awards. That

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1 program just got underway this year. And we did
2 vote -- SAAPA voted to keep the old clubhouse for
3 informal gatherings and for storage.

4 And lastly, which has been spoken about
5 already, we had our monthly meeting Saturday, well
6 attended, and we had a good presentation, Ed's
7 presentation about the intermodal facility. We
8 also had a nice presentation by Luke Alcorn from
9 the FAA on air traffic control procedures.

10 And then lastly, we had Elliot Mintzer who's
11 formed a HelpFourPaws pet rescue operation with
12 aircraft, and SAAPA voted to help. He's having a
13 fundraiser, a golf outing in November, I believe
14 it's November 11th. And SAAPA's sponsoring one
15 hole to help fund that effort. That's pretty much
16 it.

17 CHAIRMAN BARRERA: Thank you, Harry. Doug?
18 We're ready for you.

19 MR. BURNETT: I was counting out -- I wanted
20 to -- we worked on a number of things this month,
21 but I want to bring you up to speed on Hangar 10,
22 something we talked about at the last meeting. We
23 have since, and I drafted and sent, but Andrew
24 Holesko and Mr. Wuellner to a look at it before I

25 sent the letter.

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1 I sent a letter out to Bilco Construction, NCI
2 Group, which is the holding group for SECO, which
3 is the building manu -- the building fabricating
4 company, and to HydroSwing Doors, which is the door
5 company.

6 And what we've put together is a meeting that
7 will take place in two days on the 18th here.
8 They're going to get an opportunity to walk through
9 the hangar, and then afterwards, we're going to
10 have a meeting to see if we can resolve it.

11 My letter was addressed to the three heads of
12 the three companies involved; again, being the
13 contractor, the building fabricator, and the door
14 manufacturer, and copied 13 people. And
15 essentially those are the 13 people that we know
16 touched this project on behalf of those three
17 different companies, to make sure everybody was
18 aware of what was going on and that we had this
19 meeting.

20 And I've got some strong language in it that
21 this our -- this is their opportunity to come in
22 and try to resolve it, and from the Airport
23 Authority's perspective, it doesn't really matter
24 who's at fault. The letter's not about and the

25 meeting's not about pointing fingers. The

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1 meeting's about getting the taxpayers the
2 functional equivalent of what the Airport Authority
3 spent taxpayer dollars to have constructed, period.

4 So hopefully we'll have something positive to
5 report to you after the meeting in two days. And
6 that's -- that's all I've really got to update you
7 for at this time.

8 But it's -- it's one of those times where
9 we're going to get hopefully a structural engineer
10 or an engineer from HydroSwing to attend, an
11 engineer from the building manufacturer to attend,
12 and the contractor to attend, where we can actually
13 have real progress made on what exactly is the
14 problem, what exactly needs to be corrected, and
15 then we can deal with how we get it corrected. So
16 that's all I have to report.

17 CHAIRMAN BARRERA: We'll look forward to
18 hearing the results of that. Ed, did you want to
19 do from the control tower?

20 MR. WUELLNER: Yeah. I've got Mark's -- the
21 information. But essentially July was a pretty low
22 slow month for pretty much everybody here. But
23 still, year over year, we're still up about 16
24 percent over the previous year. So it's still

25 good. We're still above last year's July numbers

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1 significantly. However, you know, we'll see how it
2 plays out.

3 We were actually on a pace prior to last month
4 to have numbers, operations numbers anyway, that
5 were better than the last three years. So we'll
6 see how the pace -- how August plays out when the
7 numbers are in a little later. Guess move on to
8 updates?

9 CHAIRMAN BARRERA: Uh-huh. Please.

10 PROJECT UPDATES

11 MR. WUELLNER: Hangar facility, which is right
12 next door here, finishing construction now. Really
13 expect to have the building basically completed
14 within the next couple of days to occ -- then we'll
15 begin the -- getting the certificate of occupancy
16 as well as punch list items and looking at occupied
17 not later than the end of the month at this point.

18 13/31, the rehab project has begun. The north
19 end, actually the first thousand feet or so has
20 already been completed. So that paving's -- and
21 that includes adding the safe -- the overrun area.
22 The blast pad area is completed up there, too.

23 They will begin -- they will close the runway
24 overnight tonight to do some pavement marking out

25 there of that area as well as show the relocated or

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1 displaced threshold so that tomorrow they can begin
2 work on the southern end of the runway to get that
3 next thousand feet done at that end.

4 Once that's complete, which is approximately
5 two to three weeks out, there'll be more
6 significant nighttime closure periods as they have
7 to bring the work element into the center sections
8 of the runway. But for another three, maybe four
9 weeks, should have maybe a once a week or an
10 occasional overnight closure. But by and large,
11 you're looking at daytime work going here that
12 doesn't affect the -- the overall use of the runway
13 till then. Hopefully the pace will continue and
14 will be -- that'll be completed approximately
15 Thanksgiving.

16 We are continuing to advise all pilots and
17 users to check their NOTAMs and to keep going to
18 the web site for current and downloadable
19 information you can take with you as a pilot to
20 include a sketch of the airport what's closed and
21 the NOTAMs that are out there at this point. So
22 you can just download that as a pdf and print it at
23 your leisure. And as I mentioned, tonight is the
24 only night this week, but the runway will be closed

25 from 8 o'clock tonight until 6 p.m.

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1 And ARFF facility, I'm pleased to announce
2 that we received notification through
3 Representative Mica's office that the grant has
4 been awarded for the ARFF facility. That document
5 should be in our hands in the next couple of days.

6 Barring no objection from the Authority, we'll
7 go ahead and get that executed and returned to FAA
8 and that will get that project kicked off as soon
9 as the building permits are completely secured. So
10 that's good news. I expect to see the safety area
11 agreement within the next less than ten days at
12 this point. And that's a separate agenda item or
13 at least relative to the construction piece of
14 that.

15 Next is the environmental assessment with
16 Taxiway B and the safety areas. I -- I reported to
17 you in an e-mail, but we have received the FONSI
18 determination, the Finding Of No Significant
19 Impact. So that has cleared the -- the major
20 environmental hurdle.

21 It is in permitting with the individual
22 agencies that have jurisdiction. I expect those
23 permits to probably clear out in a late -- an
24 October kind of time line, which would put the

25 construction shortly thereafter. Probably

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1 beginning in November as a best guess.

2 We have the construction bids. As I
3 mentioned, they were opened just ahead of the last
4 meeting, so as an agenda item, we're hoping to
5 tentatively award that, and I'll talk about that in
6 a few minutes when we get to that item.

7 Sustainability project, I really didn't have
8 anything new to report. I wasn't provided a whole
9 lot of new stuff but I -- suffice it to say I
10 understand they made a presentation on that
11 initiative down at FAC.

12 It was well-received and they're in the
13 process of identifying those sustainability
14 initiatives for your consideration -- your
15 consideration and working on the brochure and the
16 like. So I'm sure we'll have a much more detailed
17 report from them in September on that project.

18 CHAIRMAN BARRERA: Ed, the intermodal would go
19 underneath one of those sustainability initiatives.

20 MR. WUELLNER: Okay. Yeah. The -- that's not
21 a bad idea.

22 The issues reporting, basically the
23 noise-related database, there is nothing to report
24 this month. There have been no noise-related

25 complaints for the last -- from July 2nd through

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1 August 6th. So nothing -- nothing reported to us.

2 In terms of benchmarking, T-hangars are at 98
3 percent leased. Corporate's at 80. Looks like
4 there's one or two, I can't read my writing --
5 looks like three 2500 square footers that are still
6 out there and a 3000.

7 We may want to talk in September about looking
8 at the rate, even if it's just -- since most of
9 those are annual leases, maybe reducing that rent,
10 even if it's on a short-term basis might put -- you
11 know, some activity through that. That's got to be
12 better than nothing. So if we can get somebody in
13 there, it's -- it's got to help.

14 MR. GEORGE: Whatever we do will have an
15 impact on the ones that already have one.

16 MR. WUELLNER: Well, sure. Yeah, we'll have
17 to work through that.

18 MR. GEORGE: Yeah.

19 MR. WUELLNER: Fortunately it's not a high
20 number of units involved in the picture, anyway.

21 Jet fuel sales, you can see as well as
22 self-service, it kind of follows the reduction in
23 activity in July. It was again a fairly slow
24 month. You see all of those numbers are kind of

25 off a little bit for this month. But I'm happy to

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1 say that most of that's picking back up again. So
2 something -- something about July this year that --
3 summer's typically a slower period anyway. Just
4 people, when they do fly, want to do it early or
5 late, don't want to get knocked around all
6 afternoon. Okay. That's it for the reports,
7 unless somebody has a question.

8 CHAIRMAN BARRERA: Okay. Let's go ahead and
9 move on to the agenda item.

10 MS. HOLLINGSWORTH: Well, Derek.

11 CHAIRMAN BARRERA: Oh, yes. I'm sorry, Derek.

12 MR. HANKERSON: That's okay.

13 CHAIRMAN BARRERA: If we could go ahead and
14 have you do your presentation at this time. Great.

15 MULTICULTURAL & INTERNATIONAL ECONOMY

16 MR. HANKERSON: Thank you, very much. I
17 really truly want to thank you for the opportunity
18 to be here today. I think it's somewhat ironic
19 that we were talking about the --

20 (Mr. Wuellner leaves the room.)

21 MR. HANKERSON: -- intermodal connectivity
22 when the presentation that I have has to do with
23 international -- domestic and international
24 travelers to include what I like to call

1 And I think it goes in line with -- with the
2 North Florida Regional Airport at St. Augustine
3 sustainability initiatives, because when I look at
4 this, it complements what I plan to talk about
5 today with reference to economic sustainability.

6 Granted, the projects that we're working on
7 will hopefully enhance growth as well as
8 encourage -- this is encouraging private sector
9 investment as a business owner and facilitating
10 trade and tourism.

11 I must say that I'm not sure if any of us have
12 done a tremendous job in -- in pitching our
13 airport. And I say this because State Senator Tony
14 Hill was here a couple of weeks ago. He had no
15 idea this airport was here, and he's the vice
16 chairman of the economic development and
17 transportation committee. We got him over
18 because -- well, let me restate that. He knew that
19 the airport was here, but he did not know to what
20 extent we -- we worked or -- or the various
21 different accouterments that are here for
22 international travelers.

23 We brought him here because it was a wonderful
24 opportunity. To me, it was a no-brainer. We

25 brought in a group of 40 Bahamian elected --

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1 elected officials and also tourist officials from
2 the Bahamas. They were delighted to know that the
3 airport was here, delighted to know that there was
4 a Customs agent and delighted to know that we're
5 able to bring them into this airport instead of
6 flying them out to Jacksonville.

7 In addition, because of the relationship that
8 our company has built up through the TDC and also
9 with Prime Outlets, we were able to take them
10 shopping. And when international travelers come in
11 to shop, they spend on average -- they spend on
12 average of about \$2,000 a pop. So there was a
13 substantial --

14 (Mr. Wuellner enters the room.)

15 MR. HANKERSON: -- increase, uptick in our
16 economy as a result of them -- as a result of them
17 joining us. So today, I had wanted to -- if I can
18 get this --

19 MR. WUELLNER: Did you get it?

20 MR. HANKERSON: There we go. Today I really
21 wanted to talk about, again, the international
22 shopping traveler study which I provided you with
23 and also some research that my partner and I had
24 done approximately six years ago. Ironically, most

25 of the things that we had talked about came to

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1 fruition.

2 If we're looking at the agenda, the first
3 thing is really I'm going to go through the agenda
4 quickly and then I'm going to talk about each
5 section as quickly as I possibly can because I know
6 that you-all have other business to attend to.
7 There is a lot of information on here, but I talk
8 fast and think fast. So we will get through this
9 rapidly. If you have any questions, please stop me
10 as I'm going along.

11 Resource maximization. I think you-all pretty
12 much talked about it today, but Ed really hit the
13 nail on the head. One area that we'll have to
14 maximize is this wonderful facility, but by doing
15 that, we can take into account the convenience, the
16 economy of it, the timeliness, and providing
17 various choices.

18 With reference to partners, we work with a
19 number of different -- a number of different
20 partners to include Mandela & Associates, which is
21 out of Virginia, and the Hester Group, which is out
22 of Jacksonville.

23 Talk briefly about the methodologies, the
24 demographics, findings, and the cities that have

25 been ranked. I'm talking about the shopping

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1 experience for the international and multicultural

2 travelers. Rental cars, Ed talked about that.

3 Also when he talked about this facility,

4 people can come here and pick up their

5 transportation, go wherever -- wherever they want

6 to go. As well as taxi service. We'll talk

7 briefly about the purpose of our international

8 travelers trips. Talk a little bit about personal

9 experience, holiday and pleasure shopping.

10 The demographics. With reference to

11 demographics for our international study, we took

12 into account five different -- five different

13 countries. And we have been to three of those to

14 include Germany, United Kingdom and Canada, to see

15 their operations.

16 When I say operations, I don't just mean

17 transportational operations, looking at the

18 airports dealing with the FBOs, watching how people

19 shop. Not only when we are there, meaning

20 Americans, but also how international travelers

21 shop when they come to the United States.

22 Those who we surveyed tend to be people in the

23 above \$60- to \$70,000 category. Again, they were

24 from five -- five countries. Get back here. I

25 think I'm going -- let me go.

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1 MR. WUELLNER: We can get that little ditty
2 off the screen there.

3 MR. HANKERSON: Okay. We're also going to
4 talk about, and I had mentioned this but I'll start
5 from the top, about some research that we had done
6 travel related and primary research, economic
7 development and transportation, cross-cultural
8 exchange, and new southern economic paradigm and
9 also 2015 vision for Florida.

10 MR. WUELLNER: Can we get you to use a mic?

11 MR. HANKERSON: I was going to walk back over
12 here.

13 MR. WUELLNER: Thanks.

14 MR. HANKERSON: Economics has always played a
15 part in our -- in our system, but I think the
16 gentleman over there stated it earlier when he said
17 that we're capitalists. We are, which is -- which
18 is a great thing. There have been various
19 different theories.

20 And I had brought one book -- just to kind of
21 not belabor the point, but I had just wanted to
22 make reference to a number of different theorists.
23 John Keynes -- actually it's John Maynard Keynes.
24 Should not have been Keynes (phonetic), but he

25 had -- his theory was basically throw money at

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1 things and it -- this theory was big during the
2 economic depression.

3 We had government programs to put money into
4 the system so that we could hopefully inspire
5 people to purchase more goods and services. And I
6 think that we've done that through various
7 different tax credits and tax benefits and tax
8 writeoffs.

9 However, Adam Smith's theory came back when
10 really capitalism was first kicking off in the
11 newfound colony of what is now known as America.
12 He believed that the economic -- the economic
13 superiority of free hired labor over slave labor
14 is -- was obviously a benefit to the slave owner.

15 Whereas his theory, based on the -- the
16 capitalistic system was that instead of using
17 slaves, if people were working at something that
18 they enjoyed, and I'm trying to put this into the
19 most basic -- basic layman's terms, if they were
20 not slaves, but if they were working at a project
21 as a business owner, that they would produce more
22 themselves.

23 I'm not sure which theory works the best, but
24 I can tell you that I have had numerous different

25 positions in my life outside of government, and I

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1 found that when I was in sales and worked in a
2 position that was commission-based, I worked much
3 harder than when it was just a salary or a bonus.
4 I worked much harder because of the Adam Smith's
5 theory. At least that's how I relate to. I'm
6 going to make more money if I hustle, so I hustled
7 and I made -- made more money.

8 British commerce or the triangle of slave
9 trade is interesting because a lot of times we
10 don't want to talk about slavery and we don't want
11 to talk about import or exports of goods. But
12 these are things that built the system.

13 And this capitalistic system -- and I'm glad
14 that we have this map up here, because if we were
15 using this map as a training point, we would have
16 England, we'd have Spain, Portugal and Africa, and
17 we'd have the United States. So products and
18 services, including people, were traded throughout
19 countries. We're at that same place today.
20 Products and services are being transported via
21 plane, trains, automobiles. We're just not
22 transporting people. With reference to slavery,
23 everyone was -- was a slave. So we don't have to
24 belabor that point.

1 interesting with reference to multicultural and
2 international communities is that there are four
3 groups -- and I'll touch upon this shortly, but
4 there were four groups that will have \$25 trillion
5 of disposable income by 2015. Those four groups
6 are African Americans, Asian Americans, Hispanics,
7 and Native Americans. But yet we have not really
8 marketed to -- towards those four segments of
9 society.

10 However, this airport has been very proactive
11 in allowing us to bring groups of people in so they
12 can see how we could potentially address
13 capitalize -- maximize off the travels, travels in
14 tourism -- or travel and tourism industry with
15 those from various different countries. And again,
16 I'll use the example of the Bahamians that we
17 brought in, the 40 Bahamians that we -- that we
18 brought in.

19 With reference to our partners, talked about
20 this earlier, but we work with
21 Mandela & Associates. Mandela & Associates is
22 working on a number of different studies. One
23 study has to do with specifically -- one study has
24 to do specifically with Hispanic shoppers and the

25 other study has to do specifically with African

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1 American shoppers.

2 If we're looking at the economies, I
3 personally think that we leave -- at least as
4 capitalists, we leave half the money on the table,
5 because our marketing and advertising for whatever
6 it is that we do has been geared toward the
7 majority. The majority, Caucasians. There's
8 nothing wrong with that. But we leave half of the
9 money -- half the money on the table by -- by not
10 marketing towards minorities to include African
11 Americans, Hispanics, and the international
12 community.

13 Hester Group is an advertising public
14 relations firm out of Jacksonville. The Haitian
15 American Historical Society was here recently --
16 and actually they will be here tomorrow because
17 we're working with them to try and build on top of
18 the current curriculum while talking about Haiti.

19 Why are we talking about Haiti? Because Haiti
20 had a huge influence in the United States. Just
21 like Hispanics had a huge influence in the United
22 States with reference to the American Revolution.
23 We've seen the articles, a couple of articles in
24 the paper here recently about the Malaga, Spain

25 trip or the trip to Spain and how the lighthouse is

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1 now going to step up to the plate and they're going
2 to Spain, also. Well, this is a wonderful
3 opportunity, and our organization or company is
4 working with the lighthouse on this trip.

5 Basically what this trip is, this is a trip to
6 talk about the Galveztown, which was a brig. In
7 1781, General, I'm sorry -- Admiral Bernardo de
8 Gálvez sailed with regiments, Hispanic regiments
9 into Pensacola and helped us defend the American
10 territory.

11 With reference to the Haitians, General Jorge
12 Biaso (phonetic), who is buried in Tolomato
13 Cemetery, was the -- the second highest ranking
14 officer in the colonial period next to the Governor
15 Montiano.

16 We want to try and focus on their interests
17 because there is a Savannah -- there is a Savannah.
18 There is a monument that is built in Savannah which
19 contributes -- which gives contributions to the
20 Haitian regiment that fought in the Savannah
21 campaign during the American Revolution that is
22 entitled Les Chass -- excuse me, Les
23 Chasseurs-Volontaires de Saint-Domingue. That one
24 monument has brought in 31.7 million additional

25 dollars to Savannah. Why? Because it's a Savannah

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1 monument -- it's a monument in Savannah and it
2 attributes to the contributions of Haitian
3 Americans.

4 We're also working with Clifton Heritage
5 Cultural Park which is at Nassau, Bahamas. Again,
6 the Bahamians want to make that heritage site
7 similar to our heritage site up the road, Kingsley
8 Plantation, so that people are drawn to the Bahamas
9 to continue to learn more about the underground
10 railroad.

11 In addition, with reference to Palatka, Dennis
12 Rolle owned property in Palatka, and he wanted to
13 make the Palatka area a utopian community. He
14 brought in 200 vagabonds and vagrants from England.
15 His utopian -- utopian community failed. He
16 imported 200 African slaves and they tended the
17 cattle, tended the field. Fortunately or
18 unfortunately after the American Revolution -- he
19 was a loyalist. After the American Revolution, he
20 picked up, moved to the Bahamas.

21 There are a lot of African Americans,
22 Bahamians, blacks, whatever the title is today,
23 that have the last name Rolle. Why is that
24 important? Well, these people with the last name

25 Rolle's families fought in the American Revolution.

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1 Why is that important? We can again bring
2 them here. Here family reunions, Rolle family
3 reunions. Bring other Hispanics and African
4 Americans to St. Augustine, have them fly into the
5 airport, visit these different sites, spend their
6 money here in St. Augustine when we all -- and we
7 can all benefit.

8 One of the partners which we recently acquired
9 was Disney in Orlando. They are working with us
10 on -- or should I say working with Laura Mandela on
11 this African American study, which I can provide
12 you more details about later. But basically we're
13 trying to track what African Americans and again
14 Hispanics are spending -- spending their money on.

15 With reference to the methodologies, the data
16 that we collected use -- we used an international
17 online panel of respondents which was managed by
18 Global Market Insight, GMI, and the surveys were
19 all translated into appropriate languages. The
20 Canadian survey was provided in English and French,
21 and the survey was administered between January
22 13th and January 27th, 200 -- 2009.

23 I'm going to jump around here, but with
24 reference to the -- with reference to economics,

25 what we found was on average the Canadian shopper

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1 or the Canadian traveler nearly -- what we found
2 with the Canadian shopper or Canadian traveler was
3 nearly half of Canadian travelers surveyed said
4 that shopping was either a key reason for their
5 trip to the U.S. or was a factor in their choice of
6 destination. The average Canadian shopper traveler
7 spent 2,490 U.S. dollars on their trip to the U.S.,
8 with nearly a third, \$757 on shopping. Apparel is
9 the most frequently purchased item by Canadian
10 shoppers.

11 With reference to the German traveler, over 50
12 percent of all German travelers surveyed said that
13 shopping was either a key reason for their trip or
14 a factor in their choice of destination. 88
15 percent of German travelers predominantly shopped
16 for themselves. German travelers spent on average
17 of \$4,127 per shopper. Levis and Nike's were the
18 most top-two most shopped brands by Germans.

19 The Japanese shopper, over half of all
20 Japanese travelers surveyed said that shopping was
21 either a key reason to their trip or a factor in
22 their choice destination. For Japanese shoppers --
23 for Japanese shopping travelers, convenient
24 transportation to the shopping area and wide

25 selection of products are the most important

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1 elements of the shopping experience.

2 And with reference to the British shopper,
3 almost 50 percent of British shopping travelers
4 surveyed said shopping was either the key reason
5 for their most recent -- most recent U.S. trip or a
6 factor in their choice of destinations. And good
7 value and variety are most often cited as the most
8 important elements of the shopping experience. The
9 individuals that we surveyed were exclusively
10 profiled.

11 The cities that were ranked where the
12 international shoppers traveled the most tended to
13 have been New York, California, Nevada, and
14 Florida. There were three, really two areas in
15 Florida where travelers tend to spend most of
16 their time. I'm sure you can figure out those two
17 areas. Correction. There were three. Miami, Fort
18 Lauderdale, Tampa -- oh. Four. Miami, Fort
19 Lauderdale, Tampa, and Orlando.

20 The topped ranking retail brands -- the
21 international shopper travelers are brand savvy.
22 Brand preference varied by inbound market.
23 However, number one was Nike. Number two was Levi.
24 Number three was Gap. Number four, Polo. Number

25 five, Abercrombie & Fitch. Number six, Calvin

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1 Klein. Number seven, Adidas. Eight, Armani,
2 Banana Republic, Louis Vuitton, Sony. Nine, Apple.
3 Ten, American Eagle.

4 When I stop and think what's down the road to
5 this beautiful inter -- intermodal connectivity are
6 all of the shopping outlets that have each and
7 every one of these -- these brands. And so I'm
8 thinking out of the box as I normally do that the
9 top-ranked cities within the next five or ten years
10 can include St. Augustine specifically with our
11 450th and 500th anniversary.

12 And to kick out -- to kick off all of these
13 events, we have an opportunity to work again on
14 this Malaga, Spain trip, which is recreation of the
15 Galveztown. It's going sail from Spain to
16 St. Augustine, dock in St. Augustine, and then it's
17 going to sail to Galveston -- Galveston, Texas. And
18 of course Galveston, Texas was named after Bernardo
19 de Gálvez.

20 And I'm hoping that we can tie in many of
21 these things with St. Augustine and with reference
22 to the multicultural and international travelers
23 that we hope to bring -- hope to bring through
24 town. The 450th and 500th celebration, I

25 personally believe is going to bring in travel --

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1 travel -- bring in travel -- travelers from
2 throughout the southeast as well as international,
3 the areas that I named. Why? Because this
4 birthday celebration is not just about
5 St. Augustine. It's not just about Florida. It's
6 about multicultural economies.

7 And when I say multicultural, I don't just
8 specifically mean African American and Caucasians.
9 I mean Canadians because they were involved in the
10 American Revolution. I mean Germans because they
11 were involved in the American Revolution if we're
12 looking at the Hessians. If we're looking at the
13 history of Florida with reference to Fort Mose, we
14 have the Scottish Highlanders. We had people who
15 came in for the second largest at Fort Mose a
16 couple of weeks ago, which was the first
17 reenactment of the Bloody Battle of Fort Mose.

18 And as we continue to build up to the 450th
19 and 500th, I'm confident that we're going to bring
20 in shoppers from all over the country, travelers
21 from all over the country. These people are
22 looking at spending money, and I'm hoping and
23 praying that they spend their money here where
24 we're giving them a history lesson and also while

25 they're spending time in the oldest occupied

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1 European settlement in North America to include
2 focusing on the Colonial Spanish period, the
3 British Period, the Second Spanish Period and the
4 formation of the United States. I was on a roll.

5 Several years ago, the University of Georgia,
6 Terry School of Business had done a study, and I
7 meant to bring the study today, but it's about a
8 150-page document, and it listed the four groups as
9 having \$25 trillion -- \$25 trillion of disposable
10 income by 2010. Again, those groups are African
11 Americas, Hispanics, Asian, and Native Americans.

12 Interesting enough, when we look at the
13 African American component, what we'll find is that
14 many African Americans are moving back south. They
15 left the south -- they left the south really during
16 the 60s because there were no jobs in the south.

17 They moved north. Those people have roots in the
18 south. And what we're finding, that the 50 million
19 baby boomers that are eligible to retire are
20 starting to move back home.

21 So we're starting to find an influx in the
22 southeastern region of the United States to include
23 South Carolina, Georgia -- North Carolina, South
24 Carolina, Georgia, and Florida, which we're trying

25 to maximize economies of scales in those areas,

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1 which I like to call the new southern economic
2 paradigm.

3 Why the new southern economic paradigm? We've
4 had the pleasure of working over the course of the
5 last four or five years with the National Park
6 Service with reference to extending the
7 Gullah/Geechee Cultural Heritage Corridor, which
8 currently extends from Wilmington, North Carolina
9 down to Duval County, Florida.

10 Now, how can you have the oldest occupied
11 European settlement with the first free black
12 settlement in North America which was established
13 in 1738 but yet not have the corridor extend down
14 to where blacks were traveling to? They were
15 traveling to Spanish Florida. Why? Seeking
16 freedom.

17 So what we've been able to do through the
18 National Park Service is work with them to extend
19 the Gullah/Geechee Cultural Heritage Corridor down
20 to St. Augustine. What does that mean? That means
21 that in the future, within the next few years,
22 hopefully when people open a map that has the
23 Gullah/Geechee Cultural Heritage Corridor, what's
24 going to be down at the bottom? St. Augustine.

1 the United States, we're hoping that travelers and
2 if we position ourselves correctly with various
3 different tourist agencies in the areas that I
4 named starting off maybe as a pilot, we can bring
5 them here, show them the airport. I don't know.

6 Maybe they can fly from Atlanta to
7 St. Augustine, a one-way trip. Or maybe we can do
8 what was done in Augusta, Georgia when I lived in
9 D.C. and would visit at that time my fiancé. I'd
10 fly in from Reagan National Airport. I'd fly to
11 Atlanta. And then from Augusta -- from Atlanta,
12 I'd fly into Bushfield which was in Augusta. My
13 plane was usually late, but nevertheless there was
14 a puddle jumper that got me from Atlanta to
15 Augusta.

16 I think that would be a wonderful opportunity
17 if we could fly people from JIA down here for all
18 of these celebrations that we're working on. Once
19 we have the AMTRAK, we can do the exact same thing
20 that's done with -- the exact same thing that's
21 done in New York with the Long Island Express.

22 We can do the exact same thing that's done in
23 Baltimore with the AMTRAK train and with the MARC
24 train that Vice President Joe Biden has taken 20,

25 30 years over his life to get back to Delaware. I

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1 would see him every so often hopping on an AMTRAK
2 train every night going to Delaware. So I just
3 think that these are wonderful opportunities for us
4 as we move into the future.

5 I want to read a couple of other things and
6 then I'll close this out because I know this --
7 you-all have other business to attend to. Minority
8 disposal income will grow faster than Caucasian
9 households over the next five years. There is
10 increasing evidence that if you haven't, you should
11 begin paying attention to Latinos.

12 In a report published last August in the Miami
13 Herald from the Associated Press, "Disposable
14 incomes of minorities will go to levels about \$500
15 billion, and most income is spilt on -- spent on
16 entertainment, culture, history, education, and
17 restaurants." I'm not sure about you, but I think
18 we all -- I think we have all of that here in St.
19 Johns County.

20 "Disposable incomes controlled by minorities
21 will continue growing at a faster rate than that of
22 Caucasian households at least through 2009,"
23 according to a study released by the University of
24 Georgia. "By 2009, the combined power -- combined

25 buying power of blacks, Hispanics, Asian Americans,

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1 and American Indians will exceed \$1.5 trillion,
2 more than triple the 1990 level of \$446 billion,"
3 the study found.

4 In essence, the buying power of these four
5 groups as we continue to maximize the southern --
6 the southern paradigm, utilizing transportation
7 models and transportation systems as the airport
8 and with the soon to be -- I like to speak positive
9 and speak in the future, the soon-to-be AMTRAK, I
10 can see all of these travelers coming to
11 St. Augustine, spending their money in
12 St. Augustine, getting us off the tack roll -- tax
13 rolls and we all live happily -- happily ever
14 after.

15 One other thing that I left out is we also
16 have had the opportunity to work with -- actually
17 there were two other things I left out. We also
18 have had the opportunity to work with the National
19 Park Service in extending the Underground Railroad
20 network.

21 This is huge. This is huge because the words
22 get to write the history and in our history books,
23 it says that the Underground Railroad went north.
24 Well, it did go north. But prior to it going

25 north, it came south. It came south because again

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1 people were offering -- the Spanish were offering
2 freedom. They weren't just offering freedom to
3 African Americans, but they also offered freedom to
4 Minorcans. Actually it was the British who offered
5 freedom to Minorcans in 1777 and they walked up
6 here from New Smyrna Beach.

7 So the thought process that I've had over the
8 course of the last 20 or 30 years, having been able
9 to study, see the trends of disposable income with
10 reference to international travelers, with
11 reference to minority -- minority travelers
12 basically leads me to one place and that place --
13 that one place is the St. Johns County airport,
14 the -- St. Augustine Airport and St. Johns County
15 Airport Authority, because basically to me, it
16 makes sense.

17 By combining all of our marketing advertising
18 communications, direct market, multiple markets,
19 international markets, gender specific and
20 children's markets, I truly think that we have a
21 huge opportunity to grow economically and --
22 economically by 2010 by maximizing the various
23 different opportunities that we have on the -- on
24 our plate, in addition to the international --

25 international travelers that come through Florida.

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1 My wife and I have the pleasure of traveling
2 to Europe quite often. In addition, we have
3 friends and relatives that come over. And when
4 they come over, they don't want to spend their time
5 playing golf. They spend a little bit of time at
6 the beaches. The majority of them want to spend
7 time learning about history, learning about their
8 connections, the Germans' connections to America,
9 which we know came about with reference to the
10 American Revolution.

11 We know that the American Revolution is -- is
12 an interesting topic to Germans. Why? Because we
13 stop by a museum that is dedicated specifically to
14 the Hessians, the German Hessians who fought the
15 American Revolution. And they are actually
16 renovating their museum. That museum will be open
17 in 2011.

18 Back to the National Park Service's
19 Underground Railroad. If we look at those two
20 projects, the National Park Service Underground
21 Railroad and Gullah/Geechee Cultural Heritage
22 Corridor project, in addition to what the
23 lighthouse is working on with reference to trying
24 to make that a nation old -- the nation's oldest

25 port or national -- national heritage area, I think

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1 again it only makes sense that we can maximize our
2 economic -- maximize our economic resources. And
3 on that note, that is about all that I have.

4 CHAIRMAN BARRERA: Thank you, Derek. Derek, I
5 just echo that the international travelers tend to
6 come over here with empty suitcases.

7 MR. HANKERSON: Oh, it's unbelievable. We
8 have friends and relatives, when they come to shop,
9 they spend two grand. When the Bahamians come to
10 shop for the junkanoo festival, each of them spend
11 two grand. It's documented. I mean, Sacha has
12 been on travel junkets with them. They would dock
13 here and they would fill their planes right here
14 and fly back to the Bahamas.

15 MS. MARTIN: First they go to Walmart and they
16 buy suitcases and they buy big ice carts --

17 MR. HANKERSON: Exactly.

18 MS. MARTIN: -- and they fill them up.

19 MR. HANKERSON: Well, exactly. And the reason
20 why they do that is -- is a couple of reasons.
21 With reference to the European shopper, this is the
22 first time in my lifetime, our lifetime that the
23 Euro is about 4 to 1 to the dollar. So they come
24 over here with empty suitcases and they leave with

25 a boatload of stuff. We used to go over there and

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1 buy boatloads of things and come back. Now we
2 can't.

3 With reference to the -- the Bahamian -- the
4 Bahamian shoppers, they come here because they have
5 the products -- well, they have some of the
6 products in the Bahamas, but the products are twice
7 as expensive. So a packet of three Hanes T-shirts
8 would be \$24 there whereas here it's \$10. So to
9 me, it just basically makes -- just basically makes
10 sense. So thank you very much for the time, and I
11 look forward to catching up with y'all again soon.

12 MR. YOUMAN: Thanks, Derek.

13 CHAIRMAN BARRERA: Thank you, Derek. Before
14 we continue on with our meeting, I'd like to go
15 ahead and take a five-minute break and let
16 everybody stretch their legs and then we can come
17 back and continue with our board meeting. Thank
18 you.

19 (Recess had.)

20 CHAIRMAN BARRERA: Thank you. We'd like to
21 reconvene the St. Johns County-St. Augustine
22 Airport Authority meeting for August the 15th --
23 16th. I'd like to go ahead and move on to our next
24 agenda item. That will be the safety area project.

1 SAFETY AREA PROJECT

2 MR. WUELLNER: Yes, ma'am. Safety area
3 project, we received 11 bids. To refresh your
4 memory, the safety area project is the -- basically
5 the first phase of the environmental work, which
6 would be the restoration of the island back to
7 marsh and includes the reestablishment of the
8 safety area -- area all along the eastern edge --
9 southeastern edge probably better described of the
10 Runway 13/31.

11 It was bid -- bids came in at \$3,299,805 to
12 Turnbull Environmental, which coincidentally is a
13 St. Augustine company. And there's likelihood that
14 we're going to have FAA -- FAA participation will
15 come through here in the next -- as I mentioned
16 earlier, in the next hopefully ten days or so.

17 We would like to be able to tentatively award
18 that for purposes of being able to solidify that
19 grant arrangement with FAA. So we're asking that
20 you tentatively award to Turnbull Environmental the
21 Bid Schedule A work at \$3,299,805. And that award
22 would be contingent upon obviously receipt of the
23 FAA grant and corresponding FDOT and of course
24 permits from the various environmental agencies.

25 CHAIRMAN BARRERA: Okay. We'll open that up

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1 for public comment. Mr. Martinelli?

2 MR. MARTINELLI: No comment.

3 CHAIRMAN BARRERA: Ms. Ludlow?

4 MS. LUDLOW: No comment, thank you.

5 CHAIRMAN BARRERA: That will close out the

6 public comment portion. We can open it up for

7 board question and answer. Jim?

8 MR. WERTER: When we were down at the FAC

9 meeting -- well, actually before that, on my way

10 down, I stopped off in Ormond Beach and met with a

11 friend of mine, an avid intracoastal --

12 intercoastal -- no, it is intracoastal fisherman.

13 He was describing how they were dredging or

14 developing a spoils island a little bit further

15 south of Daytona, and a factor that I didn't think

16 of came to light in that where usually he fishes,

17 he usually zips across in his boat. And he has a

18 shallow water boat. And one time this past

19 weekend, he zipped across and because of the

20 changing silt because of the dredging, ran aground,

21 you know, a hundred yards worth of almost dry land

22 and he was stuck there for a while.

23 And it brought to mind that environmental

24 issue when -- if we go ahead and use the spoils

25 island here. But Mariben of LPA, I asked her about

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1 it, and I'm glad to see that there's a lot of
2 foresight in how to handle it. She already
3 addressed the problem, that they would have a
4 water-screening fence line to help restrict the
5 silting problem in using that spoil -- spoils
6 island. I just found it interesting and I'm glad
7 that our -- our organization LPA is on top of it
8 seems every detail regarding the project.

9 CHAIRMAN BARRERA: Okay. Any other board
10 questions or comment?

11 MR. WERTER: I only wish that Jack was here to
12 hear that.

13 CHAIRMAN BARRERA: Okay. Do we have a motion
14 or any further discussion? Buzz?

15 MR. GEORGE: I make a motion that we accept
16 staff's recommendation and proceed.

17 MR. YOUMAN: I second.

18 CHAIRMAN BARRERA: Do we have any further
19 board substitution?

20 (None.)

21 CHAIRMAN BARRERA: All in favor, aye?

22 MR. GEORGE: Aye.

23 MR. YOUMAN: Aye.

24 MR. WERTER: Aye.

25 CHAIRMAN BARRERA: Aye. Motion passes.

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1 MR. GEORGE: I have one comment, Madam

2 Chairman, if I could make it.

3 CHAIRMAN BARRERA: Go ahead.

4 MR. GEORGE: I can't see your face. I don't

5 know if you can -- if you approve. You know,

6 what -- I think we have -- the point that Ed made

7 about this being a local company, you know, we've

8 got the economy that's -- that's poured -- a lot of

9 people out there are looking for new avenues that

10 they can get in the game so to speak.

11 And I would like to suggest that, Ed, you

12 consider putting on a seminar on how to do business

13 with the airport. You know, go through the bid

14 process. You know, how we do this, how we do that.

15 And we don't limit it just to St. Johns County, but

16 my personal objective would be that St. Johns

17 County companies come in, you know, and maybe they

18 can give us some feedback on why that's difficult

19 to do the way we have it. Maybe we can take

20 projects and break it up a little bit so that we

21 can get them involved. I just think it's a good

22 opportunity for it. What do you think?

23 MR. YOUMAN: I second that.

24 CHAIRMAN BARRERA: I agree. I think that that

25 would be something --

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1 MR. YOUMAN: Excellent.

2 CHAIRMAN BARRERA: -- that would be great to
3 have the Chamber of Commerce promote. I think it
4 would be a great idea.

5 MR. GEORGE: Yeah, maybe get the County and
6 the City to go in with us. But we'd rather take
7 it. Thank you.

8 CHAIRMAN BARRERA: Let's move on to our next
9 agenda item.

10 MR. WUELLNER: Did y'all vote?

11 CHAIRMAN BARRERA: Yes. We voted. It was
12 unanimous.

13 PARK NAMING DISCUSSION

14 THE WITNESS: The park naming suggestions, and
15 at this point, we'll let Bryan do a staff
16 presentation for us.

17 MR. COOPER: I don't have an additional
18 presentation from the one that I did last board
19 meeting. And in meeting with the members of the
20 two committees, we still have not been able to come
21 up with any other names. We keep going back to the
22 same name.

23 However, we have come up with another
24 suggestion that I think majority of the members

25 thought might not be a bad idea. And that is the

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1 possibility of having the public or -- or some
2 group name the park in a contest and announce the
3 winner of that contest at the opening ceremonies
4 next month. That was one suggestion, and I think
5 that has some merit since we've been unable.

6 I think we had one of our committee members,
7 Sacha, had -- had sent an e-mail to Mr. George with
8 another name or something similar to what we had
9 before, and that name was acceptable to everyone
10 that I talked to. I don't have that in front of
11 me. Do you have that?

12 MR. GEORGE: Well, it was a -- it was a memo
13 she sent to the entire PR committee, and I just got
14 a copy of it. But Sacha's right here.

15 MR. COOPER: That name was very similar to
16 what we were using. I think it used the word
17 Preserve instead of Park, and I -- what more can I
18 say? We keep coming back to the same thing.

19 CHAIRMAN BARRERA: Okay. We'll open it up for
20 public comment. If you'll just stand by, Bryan,
21 for questions. Sacha?

22 MS. MARTIN: I think when you're naming the
23 park, this park, the most -- the highest priority
24 should go to the fact that it's at the airport.

1 Park, it could be in Palatka. It could be in

2 St. Louis. It could be anywhere.

3 So my recommendation was that you call it The

4 Airport Park on Indian Creek, because the second

5 most important thing is that it is on the water, a

6 waterfront, which "Indian Creek" obviously says

7 it's on a waterfront. And in fact it leads into

8 the intracoastal, which has all kinds of future

9 possibilities associated with it, especially since

10 we want to have in the building of this park

11 eventually a kayak ramp to restore the boat dock so

12 that small boats could come in and go out and maybe

13 use for fishing. And then of course eventually the

14 platform where you can see aircraft taking off

15 because it's right near the end of the runway.

16 And so, therefore, I had recommended the name

17 The Airport Park on Indian Creek. And then if

18 somebody would like to donate say \$3 million to the

19 project, then we can name it The Rockefeller

20 Airport Park on Indian Creek. It leaves that

21 possibility open. But by naming it The Airport

22 Park, it -- it makes it say this is a park at the

23 airport.

24 CHAIRMAN BARRERA: Thank you, Sacha.

1 MR. MARTINELLI: I think naming the park is
2 one ingredient in a whole mosaic of objectives.
3 The PR committee is charged with public relations
4 and getting the message of the airport out to the
5 public. One of the ways you get a double bang for
6 the buck if you will is going the public route and
7 having the public involved in naming the park.

8 Now, if you put a very tight time constraint
9 on that activity, you may defeat the purpose of the
10 activity. So the very first thing is to decide
11 whether or not you want to have the naming of the
12 park coincide with the opening of this building,
13 the official opening of it.

14 If that's not of primary importance, I think
15 you can do a lot of advertising and publicity out
16 there about this park and what it looks like and
17 what it will do and who can partake of the benefits
18 of the park.

19 And down the road, as Sacha says, if you want
20 to put in a boat ramp and you want to bring a tour
21 boat in, you know, this is just a pie in the sky,
22 but these are all possibilities, then I think you
23 can get the public interested in it and have them
24 submit names and then have a big event in the

25 awarding of the names and maybe even spring for a

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1 helicopter ride over downtown St. Augustine for the
2 winner.

3 In any event, you accomplish a PR objective
4 with the naming of the park, and ultimately since
5 the Airport Authority board is responsible, have
6 the submissions to the -- to yourselves and then
7 you judge whomever you want to have win it. And I
8 know that, for example, Mary Willis and her
9 historic contributions to this area is of primary
10 importance.

11 Well, all of those things you folks keep in
12 your minds and you use those as criteria when you
13 make your judgment of whose entry will win. So I
14 suggest that what Bryan suggested earlier can be a
15 tremendous PR boom and at the same time give the
16 public something that automatically is advertised
17 out there and everybody will know that this park is
18 XX Park.

19 CHAIRMAN BARRERA: Thank you, Reba?

20 MS. LUDLOW: Do Mary first.

21 CHAIRMAN BARRERA: Are you not going to speak?

22 MS. LUDLOW: I want to talk, but after Mary.

23 CHAIRMAN BARRERA: Mary?

24 MS. WILLIS: Mary Tarver Willis right down the

25 street. Araquay Park is my address. I am not Mary

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1 Rockefeller, but I'll donate the helicopter ride.

2 Maybe that will influence you, buy a little

3 influence, right?

4 As I've told you before, I also represent the
5 county in that I serve on the countywide historic
6 resource review committee. I'm an aspiring
7 archeologist and I've presented to you my many
8 hours of research, giving you the Indian and the
9 Spanish background.

10 Now remember the English were only here 21
11 years during the revolutionary times. But I have
12 surveys by Henry Washington, otherwise known as
13 Harry, going back 200 years in the 1800s, and I
14 have documents here when there was a hearing after
15 the Spanish came back, returning the ownership
16 legally to Pablo Sabate. And I have traced down
17 his living descendent right here in St. Augustine
18 who chose to change her name back to Sabate even
19 after she was married.

20 So I'm here to represent my committee, the St.
21 Johns County Historic Resource Review Committee and
22 to speak for them in that they have been very
23 enthusiastic if we consider any sort of recognition
24 of this land grant, which was six miles on the

25 river. And I'm not here to discuss the naming of

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1 the park, but is it okay if I go ahead and make my
2 other comments?

3 CHAIRMAN BARRERA: Please. This is your time.

4 MS. WILLIS: Okay. We need a name for this
5 building. And I also have served on your park
6 committee for several years, and with your public
7 relations committee, which Bryan Cooper so kindly
8 invited me to.

9 And we discussed all the names and we
10 recognized and read the memos from Jack and from
11 Buzz and considered all of the names suggested.
12 And of course we -- we really like Indian Creek
13 because of the water connotation.

14 But I'm here today to speak about Sabate,
15 which is called Sabate here for locals, and the
16 fact that they were first Caucasians. If we name
17 this Indian Creek in this area, that recognizes the
18 first owners, the indians. And if you choose to
19 name this building Sabate -- and after all, you've
20 already had many functions here in this building.
21 And where do you tell them to go? "The new
22 building on the south end"?

23 Anyhow, it would be very nice and I urge you
24 to consider Sabate House for this lovely grandiose

25 building. And I won't go through the dates

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1 anymore, but this goes back for 200 years and would
2 recognize the Spanish heritage in a county and city
3 and area that is very very historically minded.
4 Thank you.

5 CHAIRMAN BARRERA: Hopefully, Mary, that
6 people don't see this building as grandiose in any
7 way. We want it to be useful and we want everybody
8 to have the opportunity to use it.

9 MS. WILLIS: I stand corrected.

10 CHAIRMAN BARRERA: As is -- and I do want to
11 reiterate is a revenue-producing building, both
12 downstairs and parts of upstairs and the meeting
13 space. I have somebody else to speak. Reba?

14 MS. LUDLOW: Yes. I came to this one because
15 Mary already had it at my level. Reba Ludlow,
16 Ponte Vedra. And there are people in this room
17 that think the PR committee does nothing. I want
18 to correct them.

19 We spent a long time on this, and we thought
20 it was settled. And I think it should be settled
21 today. I'm sorry, Vic, your idea is good. There's
22 no reason this has gone on this long. I think
23 there are some Figaro people here that should keep
24 their fingers out of the pie as they're

1 I think it should be settled. It's a perfect
2 time today, you know, with the group you have here,
3 and -- let's see. Let me see. It's the best
4 opportunity and I don't care -- I don't care if
5 it's The Airport Park on Indian Creek. I don't
6 care what it is. I want it settled.

7 I mean, we spent hours on this. Quit arguing.
8 Just do it. Let me see. I'm going to see if I
9 missed anything here. And that's fine to have it.
10 If we can say Sabate or The Sabate Special Event
11 Center, you know, it doesn't matter. Just come up
12 with the name today. That's my plea.

13 CHAIRMAN BARRERA: Okay. Sacha, we'll
14 entertain having you back up again.

15 MS. MARTIN: I just want to mention we are
16 having this grand opening on September 17th, and
17 when we send out the invitations, we have to call
18 it something. And if you call it The Airport Park
19 on Indian Creek, it can be a temporary name, but
20 it's a -- it's a good generic name. It does -- as
21 I said, it says it's the airport first and it's a
22 waterfront second, and both of those names are in
23 there.

24 We spent a lot of time actually at one of our

1 don't think it was ever presented to the board.

2 We -- we picked Sabate House. If you look at the
3 groups who have held functions here since it's been
4 opened, everybody calls it something else.

5 I mean, I just got a thing from SAAPA saying,
6 okay, we're having this fly-in and where is it?
7 It's at the new multiservice building. The -- the
8 Republicans have called it several different names
9 because they've had like three different functions
10 here. Once it was the special events building, and
11 the other one it's the special use building.

12 If we want to be able to sell it to some of
13 these marketing people who are being invited to
14 come to the grand opening, then -- and they arrange
15 for like AAA to have places to have events, if you
16 say it's a multiuse building, it's pretty darn --
17 what does that mean?

18 And if you have people calling it a different
19 name each time, if we're -- if you were going to
20 have a wedding reception here, for example, you
21 know, not a big one, would you like to have your
22 wedding as -- at the multiuse building at the
23 airport? Which could be anywhere on the airport.
24 It could be over at the commercial terminal.

25 You'll have people landing up at the commercial

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1 terminal. Or, if you have a name like Sabate
2 House, that's special and you say, "I'm having my
3 reception or my event at the Sabate House."

4 And so I would like -- maybe we don't have to
5 decide the name of this today, but if we're going
6 to have this dedication, this public -- we need to
7 put something in the invitation that makes sense
8 and that is meaningful. And you can change it
9 later on. You can change it to whatever you like a
10 year from now. That's my thought.

11 CHAIRMAN BARRERA: You thank you, Sacha.
12 We'll open it up for board discussion. And I'll
13 start off with, right now we have the agenda item
14 of the park and I don't think that it would be fair
15 to try to evaluate the -- an agenda item of also
16 trying to name the building.

17 There is a lot of different factors that go
18 into naming of the building, including the
19 businesses that are already located here. And to
20 try to go ahead and do that today, I think would be
21 beyond our scope. I appreciate you mentioning it
22 as something to think about for the future.

23 Also, I'd like to ask Cindy, when we have been
24 talking about this meeting space and using it for

25 the revenue-producing people who've already started

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1 using this meeting space, what name was it that
2 staff came up with on that? Was it the conference?

3 MS. HOLLINGSWORTH: Professional offices and
4 meeting facility.

5 CHAIRMAN BARRERA: Professional offices --
6 professional offices and meeting facilities. Okay.

7 Thank you. Now I'll open it up for the park naming
8 for the board members for discussion. Buzz?

9 MR. GEORGE: Our objection last week was not
10 on my part meant to imply that I didn't appreciate
11 what the PR committee was done (sic). What it was
12 meant to focus on was the original intent of
13 putting in a facility was so that we could get the
14 public involved in aviation. The suggestion, The
15 Airport Park on Indian Creek is totally acceptable
16 to me, and I would recommend we go with that, but
17 I'd rather hear the other guys first.

18 CHAIRMAN BARRERA: Carl?

19 MR. YOUMAN: I agree with Wayne.

20 CHAIRMAN BARRERA: Jim?

21 MR. WERTER: I think it's a little long. I
22 just think it's a little long.

23 MR. GEORGE: Well, hearing that, you know, I
24 went through several iterations of Observation Deck

25 at St. Augustine Airport Indian Park and this was

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1 the shortest it came up with. So therefore I'd
2 like to make a motion that we accept The Airport
3 Park on Indian Creek.

4 MR. WERTER: Well, that's cutting it off for
5 discussion.

6 MR. YOUMAN: I'll second.

7 CHAIRMAN BARRERA: A motion and a second can
8 be made, but then there's discussion whether or
9 not -- and I haven't even had a chance to -- to
10 discuss it.

11 I -- I think that I like the name Preserve. I
12 think Preserve really more adequately describes the
13 area. It doesn't sound as industrial as Airport
14 Park. I think if you wanted to put Airport
15 Preserve or Air Preserve -- no, Air Preserve
16 doesn't go. But I think the word Preserve would be
17 more adequate to the surroundings.

18 So I'd like to see that in -- in the name in
19 some way. If you wanted to do Indian Creek
20 Preserve or Indian -- or Airport Preserve at Indian
21 Creek, however you wanted to mix it up. But I
22 think that sounds a little bit more descriptive of
23 the area.

24 MR. WERTER: If I may.

25 CHAIRMAN BARRERA: Uh-huh.

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1 MR. WERTER: Indian Creek -- I had it a second
2 ago. Indian Creek Preserve, The St. Augustine
3 Airport Indian Creek Preserve or Indian Creek
4 Airport Preserve.

5 MR. YOUMAN: Did this name come out of the PR
6 committee?

7 CHAIRMAN BARRERA: That was one of the names
8 that --

9 MR. GEORGE: That was the only name that Bruce
10 brought up out of the PR committee, yes.

11 MR. YOUMAN: I mean the Preserve?

12 CHAIRMAN BARRERA: Preserve is what Bryan
13 suggested in his presentation to us. That was one
14 of the names that he said was presented.

15 MR. GEORGE: Okay.

16 MS. LUDLOW: You had a first and a second.

17 MR. GEORGE: What if we do The Airport Park,
18 which covers my concern, on Indian Creek Preserve?
19 Is that too long?

20 MR. WERTER: Isn't that longer?

21 MR. YOUMAN: It gets all the elements that
22 every -- every -- little piece that every one of us
23 want in there, it seems like.

24 MR. GEORGE: Then I'll change my motion to do

25 that.

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1 MR. YOUMAN: I'll second that.

2 CHAIRMAN BARRERA: Can you restate it? The
3 Airport Park on Indian Creek Reserve.

4 MR. GEORGE: Yes, that's what I want to change
5 it to. Change my motion to.

6 MR. WERTER: Or Indian Creek Airport Park. Do
7 we have to have St. Augustine? Obviously we're
8 here in St. Johns County. What other airport is
9 there?

10 MR. GEORGE: The international one out at
11 Hastings.

12 CHAIRMAN BARRERA: I think that Vic's idea was
13 a great idea. I think being on the -- on looking
14 at the opening, that it will be more beneficial to
15 have a name sooner than later. I think that that's
16 something that we definitely need to think about
17 going forward because I think you're right on that.
18 I like Indian Creek -- Airport Preserve on Indian
19 Creek or Indian Preserve or --

20 MR. GEORGE: I thought my motion covered
21 everybody's concern, so evidently we're twisting
22 the words around now.

23 MR. WERTER: How about what everybody wants
24 with a d/b/a.

25 MR. COOPER: I received one more name. I

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1 received this from Virginia Simpson. Virginia was
2 the lady that was chairman of the group that put
3 together the bird island park up in Ponte Vedra.

4 She spent some time with me last -- a few days
5 ago, and -- and we walked the park and spent quite
6 a bit of time, a few hours on this. She suggested
7 Indian Creek Preserve at Northeast Florida Regional
8 Airport or Indian Creek Preserve at St. Augustine
9 Airport. It's the same words that you had, just --

10 MR. GEORGE: No, but it's different. The
11 difference is that we came up with the idea of a
12 park. The primary purpose as I remember it -- and
13 I can go back to the minutes, but the primary
14 purpose was to get people -- give them the ability
15 to watch aviation, planes taking off and landing.
16 And you turning it around doesn't put that
17 emphasis. It drops the emphasis on aviation.

18 CHAIRMAN BARRERA: So restate your -- your
19 name.

20 MR. GEORGE: Wayne George.

21 CHAIRMAN BARRERA: Your date of birth?

22 MR. GEORGE: Figaroa or something like that.
23 The Airport Park on Indian Creek Preserve.

24 CHAIRMAN BARRERA: I can live with that.

25 MR. GEORGE: And I call the -- my motion.

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1 MR. YOUMAN: We still have a second on it.

2 MR. GEORGE: You seconded it. I'm just
3 repeating what I said earlier.

4 MR. YOUMAN: Right. I understand.

5 MR. WUELLNER: Are you thinking of signage?
6 You've got seven or eight words here.

7 MR. WERTER: That's what I was thinking. I've
8 got a four-word -- I've got a four-word name here.
9 You know, Indian Creek Aviation Preserve or Park,
10 either one. I'm good with either term. Shortens
11 it up, four words. You've got aviation --

12 MR. GEORGE: Okay. I'll shorten mine to
13 Indian Park -- I mean Airport Park-Indian Creek.
14 That's four.

15 MR. WERTER: I see your four and -- but, you
16 know, you're talking four words. Even that way,
17 but the dash is a little nonflowing, but --

18 MR. GEORGE: Well, we have -- let's kill this
19 motion before we go into some other naming
20 routines.

21 CHAIRMAN BARRERA: Yeah, let's --

22 MR. GEORGE: Okay.

23 CHAIRMAN BARRERA: Let's kill that motion and
24 open it back up for further discussion. You want

25 to call it to a vote?

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1 MR. GEORGE: You want me to make the motion
2 again --

3 CHAIRMAN BARRERA: No, we'll call each
4 other --

5 MR. GEORGE: -- or just repeat what we
6 already -- the motion I had already made?

7 CHAIRMAN BARRERA: You just repeated it a
8 second ago.

9 MR. GEORGE: Okay. I made a motion and then
10 the discussion was about Preserve. And then I
11 modified my motion -- my motion to say The Airport
12 Park on Indian Creek Preserve, and Mr. Youman
13 seconded that.

14 CHAIRMAN BARRERA: And do we want to call it
15 for a vote now?

16 MR. GEORGE: I'd like to call a vote on it.

17 CHAIRMAN BARRERA: Okay. All in favor, aye?

18 MR. GEORGE: Aye.

19 MR. YOUMAN: Aye.

20 CHAIRMAN BARRERA: I'm comfortable with that
21 and I'm also comfortable with yours. I -- I do see
22 Ed's point on that with the signage and the length,
23 but I can --

24 MR. GEORGE: Is that a yea or a nay?

25 CHAIRMAN BARRERA: It's a yea.

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1 MR. GEORGE: All right.

2 MR. WERTER: And officially nay.

3 CHAIRMAN BARRERA: Okay. Motion passes.

4 MR. WERTER: Ed, will our budget cover the

5 paint for the sign?

6 MS. LUDLOW: We have a name.

7 MR. WUELLNER: No. I can't even afford the

8 sign material with the size of that --

9 (Court reporter interruption.)

10 MR. BURNETT: He was questioning the size of

11 the sign.

12 MR. WERTER: What time is that --

13 MR. COOPER: I missed that. What was the name

14 you chose?

15 MR. WERTER: Come on, Bryan.

16 MR. GEORGE: It was The Airport Park on Indian

17 Creek Preserve.

18 MR. YOUMAN: Or APIC for short. No, that's

19 not it.

20 MR. WERTER: What time is the --

21 MR. GEORGE: Either that or de plane.

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

23 old business. Meeting room use.

24 OLD BUSINESS

25 MR. WUELLNER: Yes. I would call your

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1 attention to the copy of the policy you have which
2 is Policy 20 -- 2010-01. And the only change made
3 as consistent I believe with the direction we got
4 last time was to change the scope of the insurance
5 requirement, Subsection 20.

6 MR. BURNETT: Top of Page 4.

7 MR. WUELLNER: Top of Page 4, is suggested to
8 change to basically be only applicable to events
9 that serve alcoholic beverages. Otherwise, the
10 policy remains as it -- as previously been vetted.
11 That would be our recommendation. Just make that
12 small change and --

13 CHAIRMAN BARRERA: Okay. We'll open it up for
14 public comment. Reba?

15 MS. LUDLOW: Ed, repeat that.

16 MR. WUELLNER: The --

17 MS. LUDLOW: I know about the alcohol. All
18 you have to do is add a line that says alcoholic
19 beverages are permitted?

20 MR. WUELLNER: No.

21 MS. LUDLOW: No.

22 MR. WUELLNER: All we're doing is making the
23 insurance requirements only applicable to events
24 that serve alcohol.

25 MS. LUDLOW: Oh.

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1 MR. WUELLNER: So if it's a non-alcohol event,
2 it's -- it's -- it does not require stand-alone
3 insurance.

4 MS. LUDLOW: Okay. That -- okay. I still
5 can't hear exactly. So you're saying you have to
6 put up a deposit if we're going to have alcohol?

7 MR. BURNETT: No. You have to provide
8 insurance that names the airport --

9 MS. LUDLOW: Oh, we have to provide -- that's
10 what I kept missing, was the insurance word. Okay.
11 They have to provide -- the entity that's going to
12 use alcohol has to provide their own insurance.

13 MR. WUELLNER: Correct.

14 MS. LUDLOW: How do you get that kind of
15 insurance?

16 MR. WUELLNER: There's special event insurance
17 that can be purchased.

18 MS. LUDLOW: Oh.

19 MR. WUELLNER: Rental insurance.

20 MS. LUDLOW: Okay. But nothing to do with the
21 airport? I mean, they -- we don't have an arm
22 that -- that's a special event insurance arm,
23 right?

24 MR. WUELLNER: Correct.

25 MS. LUDLOW: So they just get their own.

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1 MR. WUELLNER: Correct.

2 MS. LUDLOW: Okay. All right. I guess I
3 agree.

4 MR. YOUMAN: Thank you, Reba.

5 CHAIRMAN BARRERA: Vic?

6 MR. MARTINELLI: More specifically, there are
7 two organizations that I'm aware of right now that
8 would need that coverage. One is SAAPA for first
9 Fridays, for example, if we had the event here.
10 And the other is QBs. And I think as far as
11 SAAPA's concerned, we can -- I don't know what our
12 insurance coverage is now for SAAPA, if we have
13 any. We probably don't.

14 MR. WUELLNER: You do.

15 CHAIRMAN BARRERA: You do.

16 MR. MARTINELLI: We do? SAAPA does? Okay.
17 Then we can -- we can cover that.

18 As far as QBs, I don't think that we do have
19 any special event insurance coverage. So that's
20 one that we would have to go back and take a look
21 at. Other than that, I imagine there would be just
22 private parties or whatever that would be coming in
23 here for a wedding or something like that. Is that
24 the way you set, generally? Okay.

25 CHAIRMAN BARRERA: For instance, if the

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1 Chamber hosted a mixer here.

2 MS. LUDLOW: Kelly, if there's no one else, I
3 want to say something else.

4 CHAIRMAN BARRERA: Reba.

5 MS. LUDLOW: I want to say now that I finally
6 understood the sentence and I said that I agree --
7 well, I don't really agree. I changed my mind.
8 And that's because if it -- I mean, SAAPA is, you
9 know, at St. Augustine Airport Pilots Association.
10 Why should we be penalized to have to do that?

11 I don't think there's any -- any more danger
12 with people drinking responsibly than there is not
13 drinking responsibly. And I would say that if
14 we're pilots, that we're pretty responsible. So,
15 no, I don't think they should have to provide extra
16 insurance.

17 CHAIRMAN BARRERA: Thank you, Reba. We'll
18 open it up for board discussion. Do we have any
19 board discussion on this item? Buzz?

20 MR. GEORGE: I make a motion we accept staff's
21 recommendation.

22 MR. WERTER: I second it.

23 CHAIRMAN BARRERA: Any further board
24 discussion on this item?

1 CHAIRMAN BARRERA: Hearing no further board
2 discussion, we can call it to a vote. All in
3 favor, aye.

4 MR. GEORGE: Aye.

5 MR. YOUMAN: Aye.

6 MR. WERTER: Aye.

7 CHAIRMAN BARRERA: Aye. Motion passes
8 unanimously.

9 HOUSEKEEPING

10 THE WITNESS: Next item is housekeeping. A
11 couple of other business follow-ups. In September,
12 we have board members that want to discuss the
13 conferences and Ed's annual evaluation. So those
14 would be September items.

15 We also have the grand opening of this
16 facility, the park, and the maintenance facility.
17 Right now it's tentatively scheduled for September
18 the 17th at 9 a.m. And Reba, Sacha, Alice, myself
19 and Cindy are continuing to plan it. Have any
20 other housekeeping items?

21 (None.)

22 PUBLIC COMMENT

23 CHAIRMAN BARRERA: Okay. Public comment.
24 Vic?

25 MR. MARTINELLI: I'm commented out.

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1 CHAIRMAN BARRERA: And Reba?

2 MS. LUDLOW: No comment.

3 AUTHORITY MEMBERS

4 CHAIRMAN BARRERA: Authority members? Jim?

5 MR. WERTER: No comment, other than I'm going
6 to lose my breath saying the park's name.

7 CHAIRMAN BARRERA: Wayne? Buzz?

8 MR. GEORGE: I don't have any comment.

9 CHAIRMAN BARRERA: Carl?

10 MR. YOUMAN: I'd just like to thank everyone
11 who was involved with the naming process. I know
12 it's been a frustrating experience, and I just hope
13 that you're happy with what the board decision is
14 today. And thank you, very much for your effort.

15 MS. LUDLOW: Thank you.

16 CHAIRMAN BARRERA: And lastly, I think that
17 we've got a lot of exciting things that are going
18 on at the airport including the park, the multiuse
19 building, the grand opening that's coming up and
20 also with the multimodal or intermodal
21 possibilities here at the airport, and I appreciate
22 everybody's help and would encourage everybody to
23 participate.

24 If you do have -- again, as stated earlier, if

25 you have any groups or organizations that you would

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1 like for Ed and Carl to talk to about the
2 intermodal, please follow up with them.

3 Also, if you'd like to get a board member's
4 perspective about the TRIM rate and on the PR,
5 please follow up with Buzz, as both of them will be
6 leading those efforts. And, Buzz, did you want to
7 say one more thing before we adjourn?

8 MR. GEORGE: Yes. My thoughts on the budget,
9 the TRIM rate, good discussions we had. We've had
10 a plan for seven years to get off the tax roll, and
11 I don't think that we can relax our emphasis on
12 the -- I'm going to call it profitability of the
13 airport because we're doing this.

14 It's going to require that we as a board and
15 the staff continue to put more emphasis really on
16 how do we make that gap between operating revenue
17 and operating expenses, you know, bigger. So it's
18 going to be a task.

19 CHAIRMAN BARRERA: It's going to take a lot of
20 hard work, but I'm confident we'll be able to do
21 it. All right. Meeting adjourned.

22 (Meeting adjourned at 4:45 p.m.)

23

24

1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA)

4 COUNTY OF ST. JOHNS)

5

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

7 that I was authorized to and did stenographically report

8 the foregoing proceedings and that the transcript is a

9 true record of my stenographic notes.

10

11 Dated this 28th day of August, 2010.

12

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

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