

ST. JOHNS AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room B

4730 Casa Cola Way

St. Augustine, Florida

on Monday, April 18, 2022

from 4:00 p.m. to 6:47 p.m.

* * * * *

BOARD MEMBERS PRESENT:

- BRUCE MAGUIRE, Chairman
- SUZANNE GREEN
- JUSTIN MIRGEAUX
- REBA LUDLOW
- ROBERT OLSON

* * * * *

ALSO PRESENT:

DOUGLAS N. BURNETT, Esquire, St. Johns Law Group,
104 Sea Grove Main Street, St. Augustine, FL, 32080,
Attorney for Airport Authority.

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

* * * * *

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	I N D E X	
		PAGE
1		
2		
3	PLEDGE OF ALLEGIANCE	3
4	MEETING MINUTES	3
5	FINANCIAL REPORT ACCEPTANCE	6
6	AGENDA APPROVAL	18
7	STAFF REPORTS	24
8	BUSINESS PARTNER UPDATES	33
9	BUSINESS ITEMS	
10	A. Resolution 2022-02	38
	B. SJRWMD Proclamation	42
11	C. Performing Arts Center Presentation	45
	D. Eastside Development Alternatives	49
12	E. Airport Emergency Response Overview	96
	F. Safety Review Committee Update	116
13	G. Authority Staffing Considerations	138
14	PUBLIC COMMENT - GENERAL	149
15	AUTHORITY MEMBER COMMENTS AND REPORTS	155
16	ADJOURNMENT	157
17	REPORTER'S CERTIFICATE	158
18		
19		
20		
21		
22		
23		
24		
25		

1 P R O C E E D I N G S

2 CHAIRMAN MAGUIRE: All right. Okay. Reba,
3 will you lead us in the pledge?

4 (Pledge of Allegiance.)

5 MEETING MINUTES

6 CHAIRMAN MAGUIRE: All right. Meeting
7 minutes. Start off with anybody have any
8 changes/modifications to the minutes?

9 MS. LUDLOW: I do.

10 CHAIRMAN MAGUIRE: Okay. Reba.

11 MS. LUDLOW: I have a question. It says our
12 minutes were approved and then they were taken off.
13 Do we reapprove them or what?

14 MR. WUELLNER: Yes.

15 CHAIRMAN MAGUIRE: Yes.

16 MR. WUELLNER: Yes, we will reapprove them.

17 CHAIRMAN MAGUIRE: Yes, we do.

18 MS. LUDLOW: Oh.

19 CHAIRMAN MAGUIRE: We do. Okay.

20 MS. LUDLOW: Was -- and that was the only
21 change made in the whole minutes?

22 MR. WUELLNER: Yes, ma'am. It was a cover
23 issue.

24 MS. LUDLOW: I know.

25 CHAIRMAN MAGUIRE: Okay.

1 MR. BURNETT: You would have -- Mr. Chair, if
2 I might?

3 CHAIRMAN MAGUIRE: Go ahead.

4 MR. BURNETT: You'd have two issues. One, I
5 think what -- what would be on the agenda would be
6 the March minutes for review and approval.

7 The issue that Ms. Ludlow raised is -- which I
8 was going to discuss, which is the February 28th
9 minutes, February 28, 2022 is the minutes from two
10 months ago where James Wilson was here serving as
11 Authority attorney.

12 Mr. Wilson's not affiliated with St. Johns Law
13 Group and it gave the incorrect impression to the
14 public. So the court reporter was gracious enough
15 to change the cover page, send us a new cover page,
16 your staff uploaded the cover page.

17 And so that would be what's for review and
18 consideration regarding the February 28th minutes,
19 which is the change of the -- the cover page to the
20 minutes that correctly reflects James -- James P.
21 Wilson's business address and not in affiliation
22 with St. Johns Law Group and our address. And then
23 also what's in the agenda, though, is the March
24 meeting minutes.

25 CHAIRMAN MAGUIRE: Okay. All right. Does

1 that answer your question?

2 MS. LUDLOW: Yes, it -- nothing was changed in
3 the February 28 minutes except the cover page.

4 MR. WUELLNER: Correct.

5 MS. LUDLOW: Right? Okay.

6 CHAIRMAN MAGUIRE: Correct.

7 MS. LUDLOW: So we do -- and we approve this,
8 then I vote to reapprove the minutes as stated.

9 CHAIRMAN MAGUIRE: Let's see if there's any
10 other modifications first.

11 MS. LUDLOW: Oh, thank you.

12 CHAIRMAN MAGUIRE: Any other changes or
13 modifications?

14 MS. GREEN: No, and I've reviewed the minutes
15 from both.

16 CHAIRMAN MAGUIRE: Say again.

17 MS. GREEN: I've reviewed minutes from both
18 and that's correct.

19 CHAIRMAN MAGUIRE: Okay. Motion to approve?

20 MS. GREEN: Approve.

21 MR. OLSON: Second.

22 CHAIRMAN MAGUIRE: Second. All in favor?

23 MS. GREEN: Aye.

24 MR. MIRGEAUX: Aye.

25 MS. LUDLOW: Aye.

1 MR. OLSON: Aye.

2 CHAIRMAN MAGUIRE: Aye. Opposed?

3 (None.)

4 CHAIRMAN MAGUIRE: Okay. The minutes are
5 approved.

6 FINANCIAL REPORT

7 CHAIRMAN MAGUIRE: The financial report.

8 MS. LUDLOW: February. Now we're going to do
9 March.

10 CHAIRMAN MAGUIRE: Yeah, the ones we -- go
11 ahead.

12 MR. WUELLNER: If I may, Ms. -- Mrs. Ludlow
13 was nice enough to send us some comments earlier
14 today regarding the potential -- the financial
15 statements for March as transmitted to you-all, and
16 I do want to report that there is a misassociation,
17 as you pointed out, within the -- appears to be the
18 commercial tenant revenue line.

19 Two tenants that are -- it doesn't affect the
20 bottom line at all, but it does affect where
21 they're being categorized, especially as you look
22 at the statement of operating revenues and
23 expenses, the single sheet item where it's pretty
24 easy to see. We have two tenants that are being
25 associated currently with corporate -- with

1 corporate leases and they should be under
2 commercial leases.

3 And this really stems back -- it's probably
4 been going on a while, and our accountant failed to
5 pick up that when the tenant, the individuals
6 occupying those lease -- excuse me, those
7 leaseholds changed, that the accounting system
8 wasn't updated to point them to the right
9 classification within the -- within the financial
10 statement.

11 MS. LUDLOW: So doesn't that statement of
12 revenue and expenses --

13 MR. WUELLNER: Yes.

14 MS. LUDLOW: -- when the, I'm going to get my
15 glasses in a second, but commercial tenant revenue
16 was down 45 percent, but then other lease
17 revenue --

18 MR. WUELLNER: Correct.

19 MS. LUDLOW: -- was up 185 percent.

20 MR. WUELLNER: Correct. All --

21 MS. LUDLOW: That was --

22 MR. WUELLNER: We'll get the -- the next ones
23 to reflect and have them pointing correctly, but a
24 quick review of the numbers, there's no -- there's
25 no material change in the numbers -- there's no

1 number change at all in fact. It's just how
2 they're classified. So we'll get that fixed for
3 next month.

4 MR. OLSON: So, while we're talking about
5 that, could you just encapsulate the difference
6 between the commercial tenant and the corporate --
7 corporate tenant?

8 MR. WUELLNER: Corporate's primarily a
9 storage-related tenant, whereas a commercial lease
10 would be someone in business, actually operating an
11 aviation business.

12 MR. OLSON: Okay. So storage --

13 MR. WUELLNER: Storage versus -- for instance,
14 Ring Power is a storage tenant. They don't operate
15 Ring Power out of the thing or --

16 MR. OLSON: Okay. Thank you.

17 MR. WUELLNER: Uh-huh.

18 MS. GREEN: And it doesn't change the bottom
19 line.

20 MR. WUELLNER: Not at all.

21 MS. GREEN: Okay.

22 MS. LUDLOW: Okay. There was one more. And I
23 didn't understand this. You know, I had --
24 someone's going to have to really give me a lesson
25 on Customs.

1 Because U.S. Customs, you know, here to date
2 we -- our revenue we brought in 8,000 and so far we
3 brought in 40, but then our expenses are still like
4 they're -- expenses are still too high, like \$8-
5 and \$10,000 a month.

6 MR. WUELLNER: Yeah. Keep in mind that the --
7 since its inception, the U.S. Customs has never
8 been a cost center that was profitable or even
9 equals its own cost. It's always been an
10 expenditure to the general Airport Authority's
11 budget. We attempt to recover as much as possible
12 with the revenue line item with the fees charged by
13 users, but it has never been.

14 MS. LUDLOW: Okay. So it looks like we pay
15 \$17,000 a month?

16 MR. WUELLNER: It's probably close to that.

17 MS. LUDLOW: And most of that is for late
18 people? We pay extra for late planes coming in?

19 MR. WUELLNER: No. There -- a portion of that
20 is, but it's a really small component of that.
21 It's the monthly -- they actually bill it in
22 quarters now, but the monthly charge that
23 U.S. Customs has for general staffing of that
24 facility during normal working hours --

25 MS. LUDLOW: Okay. The whole --

1 MR. WUELLNER: -- you pay for all that.

2 MS. LUDLOW: The whole facility, lighting,
3 grounds --

4 MR. WUELLNER: No, no, no, no. Just staff.

5 MS. LUDLOW: Just that building.

6 MR. WUELLNER: No --

7 MS. GREEN: Staff.

8 MR. WUELLNER: -- just staff.

9 MS. LUDLOW: Oh, just staff.

10 MR. WUELLNER: That's the -- that's what you
11 pay the federal government to staff 40 hours a week
12 with U.S. Customs.

13 MS. LUDLOW: 17,000 a month.

14 MR. WUELLNER: Uh-huh.

15 MS. LUDLOW: Can I get that job?

16 MR. WUELLNER: It's close to that, if it's not
17 right.

18 MS. LUDLOW: No, it's there, 17,000.

19 Okay. So do we know what -- what our total
20 income is from Customs?

21 MR. WUELLNER: It's --

22 MS. LUDLOW: I mean, you have revenue here.
23 You know, like we brought in \$40,000 year to date.

24 MR. WUELLNER: It's a part of the use fees
25 line. It is not broken out on the sheet I'm

1 looking at, anyway. We can get -- we can get you
2 that number, but it's --

3 MS. LUDLOW: Broken out. Okay.

4 MR. WUELLNER: It does not --

5 MS. LUDLOW: Yeah, it's 17,000. So it's on
6 Page 3. Right. And so loss of Customs operations
7 this month year-to-date is 63. Who is our biggest
8 user of Customs?

9 MR. WUELLNER: Primarily your corporate and
10 commercial users of the airport. We do not charge
11 currently and have really never charged, other than
12 the first few months in existence, single-engine
13 access and -- and I would refer to as light twin
14 pistons.

15 MS. LUDLOW: Don't we have one client/tenant
16 on the field that uses it more than the rest of
17 Customs combined?

18 MR. WUELLNER: I can think of several that are
19 using it. One is AeroGo. One of the bigger users
20 is Ring Power.

21 MS. LUDLOW: Yes.

22 MR. WUELLNER: And I believe Regency -- I
23 think it has a different name now.

24 MS. LUDLOW: So my thought is why don't we go
25 up on the fees to cover our losses?

1 MR. WUELLNER: We can. We can.

2 MS. LUDLOW: I mean, because the deal with
3 Ring Power was a special -- I understand, you know,
4 was a special understanding that they got so much
5 for a certain price and it's less than what most
6 other people pay. So I thought maybe we should
7 relook over the Customs contract with Ring Power.

8 MR. WUELLNER: Well, we don't have a specific
9 contract with Ring Power. They pay per use.

10 MS. LUDLOW: An agreement.

11 MR. WUELLNER: Yeah. Well, they pay per use
12 like everyone else.

13 MR. OLSON: Just user fees, that sounds like a
14 good thing to look at. And I just -- recently, one
15 of our tenants at the airport generated a list of
16 all the international travel in and out of our
17 airport and it's pretty impressive. Most of it is
18 to the islands.

19 MS. LUDLOW: Uh-huh.

20 MR. OLSON: A lot of it is to Bahamas. But
21 there's even flights in last year between here and
22 Iceland and several other European countries.

23 MS. LUDLOW: Thank God it's not Russia. I got
24 in enough trouble --

25 MR. OLSON: Well, we'll see.

1 MS. LUDLOW: With that one.

2 MR. OLSON: Maybe they're on the list. I
3 don't know.

4 MS. LUDLOW: Yeah, they only did like -- last
5 two years they haven't come in. But the year
6 before, it's only been like 15 trips a year or the
7 year before that was 19 trips a year.

8 MR. WUELLNER: I would recommend we look at it
9 in the context of budget. But I would also just
10 put on the table that you need to remind yourselves
11 that this service is free at many locations.

12 MS. LUDLOW: Okay.

13 MR. WUELLNER: So before you go crazy with
14 fees.

15 MS. LUDLOW: Can -- can I make a motion that
16 this be addressed at the next meeting?

17 MR. WUELLNER: Sure. Well, at -- at budget,
18 which is coming up over the next two months --

19 CHAIRMAN MAGUIRE: Yeah. And you don't have
20 to make a motion.

21 MR. WUELLNER: -- the process.

22 CHAIRMAN MAGUIRE: You can ask the board their
23 opinion. If we get concurrence, we don't need a
24 motion, just general direction to --

25 MS. LUDLOW: But somehow it doesn't come up

1 again.

2 CHAIRMAN MAGUIRE: Hmm?

3 MS. LUDLOW: Somehow sometimes it doesn't come
4 up again. Just like we missed Holesko's report
5 last time. You know it was supposed to be on the
6 agenda for this time --

7 MR. MIRGEAUX: Well, annual budget will come
8 up --

9 MS. LUDLOW: -- but isn't.

10 MR. MIRGEAUX: -- and this is a good thing for
11 that.

12 CHAIRMAN MAGUIRE: Does anyone have any
13 problems with doing some research and evaluation --

14 MR. OLSON: No.

15 CHAIRMAN MAGUIRE: -- of the fees?

16 MS. GREEN: Not at all, no.

17 MR. OLSON: No, I think that's --

18 CHAIRMAN MAGUIRE: I think one of the biggest
19 issues is what Ed brought up, is we have to compare
20 it with what other airport are doing, okay? If we
21 can raise it, I'm all for always increasing
22 revenues to the airport. And if we can do it and
23 make more money, then we ought to do it.

24 MR. MIRGEAUX: I -- I just -- I don't have
25 anything bad to say about researching the issue

1 and, you know, more information is better, but if
2 you increase user fees, you're going to drive
3 traffic down. Like they're going to go someplace
4 else.

5 And, you know, instead of -- you know, the
6 Customs and Border patrol cost is fixed. We
7 have -- you know, the number of FTEs, the number of
8 hourly employees that we have there that we're
9 paying for, that's fixed.

10 So if we want to, you know, recoup the cost of
11 it, it's actually to drive traffic up, not drive
12 traffic down. I think, you know, if we establish a
13 user fee, it's going to drive traffic away.

14 MS. LUDLOW: But we should not play sparse --
15 partiality to any one tenant.

16 MR. MIRGEAUX: I agree with that. And I don't
17 think the taxpayers should be subsidizing, you
18 know, the -- you know, two or three users. But
19 again, the solution to that is to drive traffic up,
20 not drive traffic down.

21 MS. LUDLOW: Well, and what's our next closest
22 Customs? There's not one within a hundred miles.
23 Fort Pierce, Daytona --

24 MR. WUELLNER: Jacksonville.

25 MS. LUDLOW: -- Orlando?

1 MR. MIRGEAUX: Jacksonville.

2 MS. LUDLOW: Jacksonville. Who wants to go
3 there? But, yes, I see what you mean, Justin,
4 and --

5 MR. OLSON: That's something to look at, but
6 it's probably a question of degrees.

7 MS. LUDLOW: Yeah.

8 MR. OLSON: And -- and benchmarking with what
9 other airports are doing.

10 MR. MIRGEAUX: Yeah, but I agree more
11 information is better, I'm sure.

12 CHAIRMAN MAGUIRE: Okay. Can you provide more
13 information?

14 MR. WUELLNER: Yeah, absolutely. Sure.

15 CHAIRMAN MAGUIRE: Okay. Is that
16 satisfactory, Reba?

17 MS. LUDLOW: Yes, it is. Thank you.

18 CHAIRMAN MAGUIRE: What else?

19 MS. LUDLOW: Oh, are we still on the agenda?
20 I see we have performing arts center request to
21 present?

22 CHAIRMAN MAGUIRE: Did we finish the financial
23 report?

24 MS. LUDLOW: Oh. I'm sorry. You're right.

25 CHAIRMAN MAGUIRE: Any other comments or

1 questions on the financial?

2 MS. GREEN: No.

3 CHAIRMAN MAGUIRE: Okay.

4 MS. LUDLOW: Then I vote to approve them as
5 corrected.

6 CHAIRMAN MAGUIRE: Well, if there are no -- if
7 they're presented with no questions, we can accept
8 them as is.

9 MS. LUDLOW: But --

10 MR. MIRGEAUX: Do we need a motion for that?

11 CHAIRMAN MAGUIRE: No.

12 MS. GREEN: Huh-uh.

13 CHAIRMAN MAGUIRE: If there are no changes to
14 the financial report, you do not need a motion, you
15 just accept them as presented.

16 MS. LUDLOW: But there -- there are changes.
17 He said the numbers are basically the same --

18 CHAIRMAN MAGUIRE: Oh, the 45 percent.

19 MR. WUELLNER: They are the same.

20 CHAIRMAN MAGUIRE: Oh, the bottom line.

21 MR. WUELLNER: The bottom line is exactly the
22 same.

23 CHAIRMAN MAGUIRE: Okay. To clarify, though,
24 there were internal changes to that?

25 MR. WUELLNER: Correct.

1 CHAIRMAN MAGUIRE: So let's go ahead and make
2 a motion. Okay. You can make a motion.

3 MR. WUELLNER: Well, there's no -- we're not
4 changing the presentation of the statements today.
5 We will have it fixed for next month so it will be
6 pointing properly.

7 CHAIRMAN MAGUIRE: Okay.

8 MR. WUELLNER: So there's no change to the
9 actual statements.

10 CHAIRMAN MAGUIRE: All right. So we'll carry
11 that over to the next meeting.

12 MS. LUDLOW: Thank you.

13 CHAIRMAN MAGUIRE: Okay.

14 AGENDA APPROVAL

15 CHAIRMAN MAGUIRE: All right. Agenda
16 approval. We have a lengthy agenda. Any comments,
17 questions, concerns, deletions?

18 MS. LUDLOW: I do. I'm sorry, am I the only
19 one who -- I must not have a life. Anyway, I take
20 this seriously.

21 So -- and of course I printed out the first
22 agenda which had the performing arts on there,
23 which wasted all my ink and all my paper, you know,
24 because then it was taken off to just say a request
25 for -- to present.

1 Okay. My question is, why do we want a
2 request to present a performing arts center when we
3 can't get a -- a request to present from someone on
4 our airport that has to do with airport facilities?

5 Can we have that on the -- on the request for
6 a talk? You're giving performing arts how many
7 minutes? 13 or something? So somebody that is
8 interested and has a valid interest in the airport
9 should be given -- should be put on the agenda --

10 CHAIRMAN MAGUIRE: Sure.

11 MS. LUDLOW: -- at -- for the same --

12 MR. WUELLNER: What are we missing? What am I
13 missing? What are you --

14 MS. LUDLOW: Okay.

15 MR. WUELLNER: What wrong has been done that
16 I'm not aware of?

17 MS. LUDLOW: Okay. All right. Well, I can
18 tell you. I have three months of requests for
19 Volato.

20 MR. WUELLNER: As an agenda item?

21 MS. LUDLOW: I have three -- I know you don't
22 like the word.

23 MR. WUELLNER: As an agenda item?

24 MS. LUDLOW: No. Of -- of asking information
25 from you that, you know, has not been really

1 forthcoming.

2 So I would like to see it on -- as -- as an
3 agenda item so that they can explain their position
4 than listen to performing arts. Shouldn't we
5 listen to somebody --

6 CHAIRMAN MAGUIRE: I really don't understand.
7 If they want to present something --

8 MS. LUDLOW: Uh-huh.

9 CHAIRMAN MAGUIRE: -- they can get on the
10 agenda just like anybody else can. That's not an
11 issue.

12 MS. LUDLOW: No, it doesn't seem possible.
13 Because Ed said that he -- that that falls under
14 discussion of Option Number 3 that he doesn't get.

15 CHAIRMAN MAGUIRE: Is -- is he going to be
16 discussing something --

17 MR. WUELLNER: No.

18 CHAIRMAN MAGUIRE: -- that's already on the
19 agenda?

20 MS. LUDLOW: Well, no more than performing
21 arts is.

22 MR. WUELLNER: I think you're terribly
23 confused, but okay. I'll -- when we get to the
24 agenda item --

25 CHAIRMAN MAGUIRE: Am I missing something?

1 Does another board member have any comment on that?
2 Robert?

3 MR. OLSON: No, I don't, other than I believe
4 the performing arts center is not going to be
5 presenting today.

6 MS. LUDLOW: I know. It's just a request.

7 MR. OLSON: Yeah.

8 MS. LUDLOW: But you have 19 minutes for it to
9 be next month. So I'm saying if we can afford 19
10 minutes to performing arts, why can't we afford 19
11 minutes to a business on the airport?

12 MR. WUELLNER: May I ask where the 19 minutes
13 is coming from?

14 CHAIRMAN MAGUIRE: Where did the 19 minutes
15 come from?

16 MS. LUDLOW: Maybe it was 19 pages.

17 MR. WUELLNER: Oh.

18 MS. GREEN: Okay.

19 MR. WUELLNER: Okay.

20 CHAIRMAN MAGUIRE: Okay. Okay.

21 MS. LUDLOW: But -- but it was more than three
22 minutes. You know, it's like 10 minutes or
23 something.

24 MR. WUELLNER: If you agree to hear them
25 present it, yes.

1 MS. LUDLOW: Okay. So can we agree to have --
2 I'll say Volato, but Volato do a request to present
3 on the next agenda?

4 CHAIRMAN MAGUIRE: If Mr. -- if he wants to
5 present something, he can talk to Ed and put it on
6 the agenda, yes.

7 MS. LUDLOW: Okay. But Ed told him he could
8 not put it on the agenda because he fell in Option
9 Number 3 of what's on today.

10 CHAIRMAN MAGUIRE: Is it a discussion or
11 something that involves Option Number 3? So why
12 can't he answer or discuss it that way?

13 MS. LUDLOW: Well, he can do that. But it's
14 like 19 minutes -- 19 pages that we're giving
15 performing arts. So why don't we give somebody
16 that's interested in the airport the same amount of
17 time, is what I'm saying is fair.

18 So can we have -- I make a motion, if I can --
19 whatever I do now, Suzanne will tell me -- to make
20 a motion to have a -- a request to present -- no, a
21 presentation from Volato on our next business
22 agenda?

23 CHAIRMAN MAGUIRE: On what issue?

24 MS. LUDLOW: On leasing 21 acres, their
25 business bringing 500 employees into the airport.

1 CHAIRMAN MAGUIRE: Just leasing 21 acres,
2 correct? Keep it simple.

3 MS. LUDLOW: Okay. But that --

4 CHAIRMAN MAGUIRE: Does anybody have an
5 objection to him making a presentation next
6 meeting?

7 MR. WUELLNER: Why don't we have your
8 discussion first, which is today's meeting.

9 CHAIRMAN MAGUIRE: We're going to still
10 discuss what we're discussing today.

11 MR. WUELLNER: Yeah.

12 CHAIRMAN MAGUIRE: Okay. Can we hold that
13 one, then?

14 MR. WUELLNER: Then you can decide whether you
15 want to have a separate presentation on it. We
16 haven't gotten to that agenda item yet.

17 CHAIRMAN MAGUIRE: Okay. We have a motion on
18 the table. Is there a second?

19 MS. LUDLOW: I meant -- my motion was that I
20 would like there to be a business item on next
21 month's agenda with more than -- a business item,
22 not an answer to Option 3 that gives you three
23 minutes.

24 Nobody knows what's going on here. I'm the
25 only one down there. Nobody knows what's going on.

1 I mean, I have --

2 CHAIRMAN MAGUIRE: Do I hear a second?

3 (None.)

4 MS. GREEN: No second.

5 CHAIRMAN MAGUIRE: No second. Okay. So the
6 motion's dead.

7 Okay. Any other agenda item or changes?

8 (None.)

9 CHAIRMAN MAGUIRE: All right. So the agenda
10 stands as approved with no changes. Let's go into
11 staff reports. Ed?

12 STAFF REPORTS

13 MR. WUELLNER: A couple of items to go over.
14 Terminal entrance road, just a reminder that will
15 begin April 25th, so next Monday.

16 (Phone interruption.)

17 MR. OLSON: I'm sorry. Sorry, sorry, sorry.

18 MR. WUELLNER: That's one of the more
19 interesting ones I've heard.

20 Anyway, will begin the 25th in the GA terminal
21 area. Phase 2 works continues at this point.
22 We're working with Grumman on a -- what's referred
23 to as a cross-utilization easement for a portion of
24 that -- that route.

25 Problem development schedule for

1 Taxiway Bravo, that's out for bid currently as we
2 await grants from FAA over the summer for that
3 project. I'm going to come back to that one in
4 just a second, but fencing and gates project will
5 be out for bid.

6 There's a potential of it being awarded by FAA
7 over the summer. It is programmed with FAA for
8 next year. So one way or the other, over the next
9 year, that project will be funded at this point.

10 And the Runway 13/31 threshold lights is
11 included in the Taxiway Bravo project as far as
12 bidding is concerned. We are still unclear from
13 FAA as to whether that will one grant or two
14 grants, but either way, both elements will get
15 accomplished within this current -- within the
16 grant award cycle that kind of peaks this summer
17 with FAA.

18 And a reminder that the FDOT, the -- we're
19 waiting on the public grant related to if there are
20 some surplus funds for the business and strategic
21 planning.

22 I do want to call your attention to the next
23 slide. FAA has, through the Runway Safety Action
24 Committee, I believe is the proper name for it, but
25 a group of airport users as well as the FAA the

1 tower and others, held a -- what felt like a
2 marathon session of six-plus hours about a month
3 ago, and through that conversation, they have
4 designated the Taxiway Bravo 2 intersection with
5 Bravo and -- between Bravo and Runway 13/31 as a
6 hot spot, a designated hot spot almost simultaneous
7 with our discussion with FAA following that
8 meeting -- which was about what, two weeks after,
9 something like that. A couple of days before that
10 meeting, FAA released new airport design standards
11 as they relate to pavement design and as a result,
12 we have an opportunity as a part of Taxiway B to
13 mitigate the hot spot.

14 FAA's in -- on board with this, but it
15 basically states that FAA's new guidance, we must
16 have 90-degree taxiway intersections for the most
17 part with runways. The only exception to that are
18 designated high-speed exits in certain airports,
19 certain locations, and certain circumstances.

20 This exit would not qualify as a high-speed
21 exit. It simply doesn't get down the runway far
22 enough to meet that requirement. So it would
23 require a bit of a redesign -- I'm going to stand
24 up a second and try to point through that.

25 But you can see in the background the old

1 pavement as it exists. The redesigned
2 intersection. A part of this is they're concerned
3 with the overall expanse of existing pavement and
4 the confusion that can potentially exist with
5 multiple centerlines that cross the -- the hold
6 bar, which is this line here, with the expanse of
7 pavement there.

8 So they're asking -- this meets all the
9 current design standards, the current dimensioning
10 as it relates to the airport. It's Design Group 5
11 for that matter in terms of diam- -- or the
12 geometry. It would -- this would remove the hashed
13 areas. The pink looks like red or pink hashmarks,
14 that pavement would be removed in the project.

15 The existing pavement is there. It's just
16 simply a matter of relocating some lights, some
17 associated signage, removing and then replacing
18 some markings, primarily lead-in stripes, the
19 pavement hold signs or pavement hold markings, and
20 designation signs or mandatory signs that are
21 painted there. All those things would be basically
22 new. The lighting would be replaced as a -- excuse
23 me, as a part of the Taxiway B project in this
24 case.

25 So it's a bit of a change of course at the

1 extreme end of the current Taxiway B middle
2 project, but it does bring the airport back into
3 compliance, back into standards, and then
4 eliminates the hot spot that has been designated.

5 FAA ADO, the Airport District's Office, is in
6 agreement with this approach to resolution and if
7 you're fine with it, we'll just proceed as a part
8 of the addendum process. The project is out for
9 bid currently, so it's just some tweaking.

10 No material change in the cost of the project.
11 FAA's already aware of any potential changes, so
12 they're agreeable to that, whatever it -- whatever
13 it bids out at.

14 CHAIRMAN MAGUIRE: Do you need anything from
15 us?

16 MR. WUELLNER: Not more. Just making you
17 aware that that's going to change. So when you
18 hear questions about what the heck's going on, why
19 did this change or whatever, you'll have some idea
20 what -- what driving that decision-making.

21 CHAIRMAN MAGUIRE: Any questions?

22 MR. MIRGEAUX: The drive -- the driver is the
23 confusing multiple centerlines?

24 MR. WUELLNER: And the width of the pavement
25 at that location.

1 MR. MIRGEAUX: So we're making a -- we're
2 making a taxiway narrower.

3 MR. WUELLNER: Narrower and at a 90-degree
4 angle to -- or 90 -- making it perpendicular, if
5 you will, to both the taxiway and the runway.

6 MR. MIRGEAUX: It just seems --

7 MS. GREEN: This is from FAA?

8 MR. WUELLNER: This is from FAA.

9 MR. MIRGEAUX: This just seems less safe.

10 MR. WUELLNER: Welcome to our world.

11 MR. MIRGEAUX: Yeah. I mean, can we get a
12 waiver? Can we ask for one?

13 MR. WUELLNER: You are not getting a waiver
14 for this. It's the new design standard.

15 Deviations to standards, the only way you get
16 those are if some insanely unusual situations
17 develop. We have one in the entire airport and
18 it's the extreme north corner of the runway
19 protection zone as it meets U.S. Highway 1 for
20 about 40 feet of fence line. Yeah, sure.

21 MS. LUDLOW: When I read, it was like they
22 were just -- you had to move the lights 18 -- nine
23 lights on that side and nine lights on that side.
24 You just had to widen the lights.

25 MR. WUELLNER: We're actually narrowing the

1 lights.

2 MS. LUDLOW: Oh, to be brought in?

3 MR. WUELLNER: We're bringing the lights into
4 that gray configuration.

5 MS. LUDLOW: Yeah.

6 MS. GREEN: And they're --

7 MR. WUELLNER: All the hatched pavement --

8 MS. GREEN: -- cutting a lot of it out.

9 MR. WUELLNER: -- would go away.

10 MS. GREEN: I mean, that's --

11 MS. LUDLOW: Yeah.

12 MR. WUELLNER: The pavement is existing, it
13 would just be cut to that configuration.

14 MR. MIRGEAUX: How common -- I guess this is a
15 question for tower, but how common is it for
16 aircraft to exit at Bravo 2 if they're landing
17 Runway 13?

18 MR. WUELLNER: If they're landing 13, it's
19 unusual because it's a very short distance --

20 MR. MIRGEAUX: Short.

21 MR. WUELLNER: -- to the -- which is why it
22 doesn't qualify as a high-speed exit. It's just
23 not enough distance for an aircraft to touch down
24 and be useful.

25 It's a holdover -- if you look back at our old

1 airfield diagrams back when the airport was built,
2 the pavement that is now Bravo 2 was a runway at
3 one time. But the runway has been closed probably
4 shortly after the airport was acquired or donated,
5 if you will, by the War Assets Administration with
6 the city as surplus. So it was never maintained or
7 occupied as a runway. Maybe as a brief period when
8 we got the airport.

9 MS. LUDLOW: Okay. But not Runway 2/20?

10 MR. WUELLNER: No, it's not -- I'm -- yeah,
11 it's not -- it's Bravo 2, not Runway 2. So if I've
12 been saying that wrong, I apologize. It's not the
13 runway; it's the taxiway.

14 MS. LUDLOW: Okay. 2/20 stays as it is?

15 MR. WUELLNER: Yeah, there's -- this is about,
16 what, a thousand feet from -- from the runway.
17 This is directly across -- those of you that know
18 where the compass rose is at Northrop Grumman, it's
19 directly across the runway from that. That's where
20 that entrance is.

21 CHAIRMAN MAGUIRE: Okay.

22 MR. WUELLNER: Okay. Any other questions?

23 MS. GREEN: And we can't do anything about it?

24 I mean, that's -- FAA dictating --

25 MR. WUELLNER: That's their preferred method

1 of resolution.

2 MS. LUDLOW: Okay. Show -- show me Runway 2.

3 Is it on here?

4 MR. WUELLNER: I don't think we have it out --
5 a scale out, but...

6 MR. MIRGEAUX: There's 2/20.

7 CHAIRMAN MAGUIRE: You have to probably look
8 at one of these maps.

9 MR. MIRGEAUX: You have bravo 2 up here.

10 MR. WUELLNER: This is where -- this is where
11 Runway 2 crosses, as an example. This is where
12 we're talking about.

13 MS. LUDLOW: Okay.

14 MR. WUELLNER: 2's down here. This is where
15 we're talking about.

16 MS. LUDLOW: But that is Runway 2 that you're
17 talking about changing.

18 MR. WUELLNER: No. Runway 2 is here.

19 MS. LUDLOW: Oh, I see. I see.

20 MR. WUELLNER: This is Bravo 2.

21 MS. LUDLOW: Okay.

22 MS. GREEN: Taxiway.

23 MR. WUELLNER: And it's -- and it's really
24 just right here at the intersection.

25 MS. LUDLOW: Okay.

1 CHAIRMAN MAGUIRE: Okay. Further comments?
2 Anything else on -- Ed, with you?

3 MR. WUELLNER: I'm good if you're good. I'm
4 just making you aware of it.

5 MR. MIRGEAUX: Does this have grant money tied
6 to it or is it just --

7 MR. WUELLNER: It does. It would be
8 95 percent paid for by others.

9 BUSINESS PARTNER UPDATES

10 CHAIRMAN MAGUIRE: Okay. Moving on, business
11 partner, Mr. Henry Dean.

12 COMMISSIONER DEAN: Hey. Hello. I hope
13 everyone -- is this on?

14 CHAIRMAN MAGUIRE: Yes.

15 COMMISSIONER DEAN: I hope everyone had an
16 enjoyable Easter weekend, a blessed Easter.

17 I'll be quick this afternoon, unless there are
18 any questions. There are a couple of things I
19 wanted to mention that sort of caught my eye in the
20 last couple of days.

21 We continue to have very very strong, almost
22 exponential growth in this county, particularly in
23 the residential field, and I saw I think it was
24 Friday the report of the increase in the median
25 price of a home.

1 A single-family home from February to March,
2 the median price was -- went up 16 percent from
3 425,000 to 467,000, and it sort of makes one wonder
4 where this is all going to end in one way. Also,
5 we continue to issue over 500 building permits for
6 single-family homes each month and we continue to
7 get more and more requests for approval.

8 I will point out we're reaching a -- sort of a
9 tipping point in some areas of the county where
10 traffic has just gotten really really congested.
11 And, you know, most of you know where those areas
12 are.

13 But in the last two months, we've actually
14 denied two residential development projects on our
15 agenda, one in -- one in early March and one in
16 early April, based on traffic congestion and roads
17 that were below capacity. One was on Highway 16 in
18 the northwest quadrant out there west of the outlet
19 mall and one was in the -- off the 207 corridor.

20 So, we continue to deal with growth issues,
21 particularly with traffic and other infrastructure,
22 which is one of the reasons I mentioned last month
23 that we are -- we did vote to put the one cent
24 sales tax increase on the November 8th ballot. And
25 I simply will ask the public to look at the facts

1 and make a choice and vote that up or down.

2 I also want to mention, for those who follow,
3 one of my sort of interesting parts of my job is
4 being involved with beach renourishment, trying to
5 make sure our -- our beaches stay healthy, all 42
6 miles.

7 And if you look out, if you're at say The Reef
8 restaurant or somewhere in that general area,
9 you'll see some activity going on offshore with
10 respect to a sand dredge that will be moving sand,
11 a hopper dredge that will be using a slurry system
12 to move sand onto the beach. This is the project
13 that Reba's quite familiar with that will be the
14 one-time placement from Serenata Beach Club up to
15 South Ponte Vedra, about a five-mile stretch.

16 And for the first time in history of
17 St. Johns County beach renourishment, we're using
18 an offshore sand source. That's two good things
19 happen then. You don't have the dump trucks
20 running up and down, for example,
21 Ponte Vedra Boulevard.

22 So if we get to Ponte Vedra Beach with this
23 project, hopefully we'll use that same sand source
24 and not have to clog Ponte Vedra Boulevard or do
25 damage to the road if we can use the offshore sand

1 source. And so that project is going to be
2 underway soon, probably within the next week or
3 two, that will be doing the one-time placement from
4 Serenata up to the south end of Guana River
5 Preserve.

6 So that was my quick report today and I'll be
7 happy to answer questions, Mr. Chairman, if there
8 are any.

9 CHAIRMAN MAGUIRE: Any questions for
10 Commissioner Dean?

11 MS. LUDLOW: How is your golf game?

12 COMMISSIONER DEAN: Well, actually I'm --
13 nevermind. I can go on into great detail, but I'll
14 pass.

15 CHAIRMAN MAGUIRE: Okay. No questions? Thank
16 you, very much Commissioner.

17 COMMISSIONER DEAN: All right. I'm going to
18 sneak out because I have -- we've got a pretty long
19 agenda tomorrow, so I'm going to do a little more
20 homework tonight for our meeting tomorrow. So
21 y'all have a good meeting.

22 CHAIRMAN MAGUIRE: Thank you very much.

23 MS. LUDLOW: Good luck.

24 COMMISSIONER DEAN: Say hi to my Water
25 Management guys, too, my alma mater.

1 CHAIRMAN MAGUIRE: Okay. Atlanta Aviation --

2 MR. BEYERS: No comment.

3 CHAIRMAN MAGUIRE: -- any comments?

4 MR. BEYERS: No comment.

5 CHAIRMAN MAGUIRE: No comment. Okay. SAAPA
6 liaison, Jaime or Mike?

7 MR. TUCKER: Neither one are here and there is
8 nothing to report. There was no meeting this
9 month.

10 CHAIRMAN MAGUIRE: Okay.

11 MR. BOCK: Can I say something on SAAPA's
12 behalf? Going back to the taxiway project --

13 MS. GREEN: If you're -- you need to --

14 CHAIRMAN MAGUIRE: If you're going to talk --

15 MR. BOCK: I'm Alan Bock --

16 MS. LUDLOW: He's SAAPA.

17 MR. BOCK: -- with SAAPA.

18 The taxiway, old taxiway 2 would run right
19 directly into the runways. What the FAA is trying
20 to do is get you to make a Z traffic pattern, which
21 I think you missed on the explanation.

22 So you'll turn off, you'll have to stop, you
23 won't be able to taxi down the taxiway and go onto
24 the runway. You'll have to make that -- that
25 Z-shaped turn. So that's the -- the new thing with

1 safety; they want to keep you from taxiing directly
2 into the runway.

3 CHAIRMAN MAGUIRE: Okay.

4 MS. LUDLOW: Thanks.

5 CHAIRMAN MAGUIRE: Okay. Thank you.

6 Let's see. Nate McKendrick?

7 MR. MCKENDRICK: I'm here, but I have nothing
8 to add.

9 CHAIRMAN MAGUIRE: Okay. Nothing to add from
10 Nate McKendrick. Courtney Pittman, ATCT.

11 (Not present.)

12 CHAIRMAN MAGUIRE: Okay. Don't see him.
13 Mr. Doug Burnett, airport attorney.

14 MR. BURNETT: Nothing to report, sir.

15 CHAIRMAN MAGUIRE: Nothing to report.

16 RESOLUTION 2022-02

17 CHAIRMAN MAGUIRE: All right. Let's go to
18 business items. First off, we have
19 Resolution 2022-02, recognition of service for
20 Carol Saviak. Ed, do you want to read it?

21 MR. WUELLNER: Actually Doug does.

22 CHAIRMAN MAGUIRE: Doug's going to read it?

23 MR. BURNETT: Yes, sir.

24 This would be Resolution 2022-02.

25 Whereas, Carol C. Saviak has served with

1 distinction as an employee of the St. Johns County
2 Airport Authority; and,

3 Whereas, Carol C. Saviak has been a very
4 valuable member of airport staff serving during her
5 tenure in the capacity of Strategic Partnerships
6 Manager; and,

7 Whereas, Carol C. Saviak served three years
8 with the Airport Authority; and,

9 Whereas, Carol C. Saviak's zest for learn --
10 living, learning and thoroughness of task will
11 forever be the hallmark of her time spent at the
12 Northeast Florida Regional Airport; and,

13 Whereas, Carol C. Saviak has now decided it is
14 now time to leave the employ of the
15 St. Johns County Airport Authority and pursue a
16 private-sector employment opportunity:

17 Now, therefore, be it resolved that the
18 membership of the St. Johns County
19 Airport Authority and the entirety of the Staff of
20 the Northeast Florida Regional Airport does hereby
21 express to Ms. Carol C. Saviak its heartfelt
22 appreciation for all that she has done to continue
23 the Authority's effective work on behalf of
24 St. Johns County's only publicly owned and operated
25 airport; and,

1 MS. LUDLOW: Can I be excused one moment --

2 CHAIRMAN MAGUIRE: Sure.

3 MS. LUDLOW: -- while you do that?

4 CHAIRMAN MAGUIRE: We're going to do the next
5 resolution. Is that okay?

6 MS. LUDLOW: Yes, darling.

7 MS. GREEN: Are we --

8 MS. LUDLOW: Yes, Mr. Chairman.

9 (Ms. Ludlow exits the room.)

10 MS. GREEN: -- voting with her -- there was a
11 motion seconded. Did we vote?

12 CHAIRMAN MAGUIRE: Yes. I said all in favor.

13 MS. GREEN: Okay. I'm sorry. I just wanted
14 to make sure. That's all.

15 CHAIRMAN MAGUIRE: Okay?

16 MS. GREEN: Yes.

17 CHAIRMAN MAGUIRE: Did anybody disagree with
18 that motion?

19 MS. GREEN: No. I just wanted to make sure it
20 was all --

21 CHAIRMAN MAGUIRE: Okay.

22 MS. GREEN: Thank you.

23 CHAIRMAN MAGUIRE: Making sure.

24 MR. WUELLNER: Making sure it's finished.

25 CHAIRMAN MAGUIRE: All right. Another --

1 MS. GREEN: She left. I just wasn't sure if
2 she was voting.

3 SJRWMD PROCLAMATION

4 CHAIRMAN MAGUIRE: Okay. Doug, another
5 proclamation.

6 MR. BURNETT: Mr. Chair, I'll read it into the
7 record.

8 Proclamation. St. Johns County
9 Airport Authority Northeast Florida Regional
10 Airport.

11 Whereas, water is a basic and essential need
12 of every living creature; and,

13 Whereas, the State of Florida, Water
14 Management Districts, and St. Johns County
15 Airport Authority are working together to increase
16 awareness about the importance of water
17 conservation; and,

18 Whereas, St. Johns County Airport Authority
19 and the State of Florida has designated April,
20 typically a dry month from when water demands are
21 most acute, Florida's Water Conservation Month --

22 (Ms. Ludlow reenters the room.)

23 MR. BURNETT: -- to educate citizens about how
24 they can save Florida's precious water resources;
25 and,

1 Whereas, every business, industry, school and
2 citizen can make a difference when it comes to
3 conserving water; and,

4 Whereas, every business, industry, school and
5 citizen can help by saving water and thus promoting
6 a healthy economy and community; and,

7 Now, therefore, be it resolved that by virtue
8 of the authority vested in the St. Johns County
9 Airport Authority Board Members do hereby proclaim
10 the month of April as:

11 Water Conservation Month.

12 St. Johns County Airport Authority is calling
13 upon each citizen and business to help protect our
14 precious resource by practicing water-saving
15 measures and becoming more aware of the need to
16 save water.

17 Witnesseth: Adopted the 18th day of April,
18 2022 in Regular Session by the St. Johns County
19 Airport Authority.

20 CHAIRMAN MAGUIRE: Okay. Do we have somebody
21 from the Water Management here? Did you want to
22 say something?

23 MR. CONKEY: Yes, sir. Thank you. I'm Doug
24 Conkey. I'm the intergovernmental coordinator for
25 the St. Johns River Water Management District.

1 Fellow board members, I want to thank you for
2 your support of water conservation. It is our 24th
3 anniversary of water conservation in the state of
4 Florida dating back to when Commissioner Dean was
5 the wonderful leader of the district.

6 The reality is water conservation is not a
7 month or a day; it's an everyday methodology that
8 we should be practicing if we're to preserve our
9 precious resource, especially as you noted the
10 amount of growth going on.

11 Our board has been committed to conservation
12 with the chairman being -- the chair, Rob Bradley,
13 they waived the plugging fees for abandoned and
14 unused artesian wells last year so that in the
15 first six months of this fiscal year, the results
16 have been off the charts.

17 We've plugged 62 wells, which is more than any
18 full fiscal year in the previous 50 full years of
19 the -- of the district. Most importantly, that
20 ends up saving 10.4 million gallons of water a day.

21 So I want to thank you for your support and
22 your leadership on this issue and with this
23 airport. Being a retired aviator, it's always fun
24 to come to these meetings and talk aviation. Thank
25 you, so much.

1 CHAIRMAN MAGUIRE: Thank you very much. Okay.

2 Comments from the board?

3 (None.)

4 CHAIRMAN MAGUIRE: A motion?

5 MR. MIRGEAUX: Motion to approve.

6 CHAIRMAN MAGUIRE: Motion. Second?

7 MS. LUDLOW: Second.

8 CHAIRMAN MAGUIRE: Second. All in favor?

9 MS. GREEN: Aye.

10 MR. MIRGEAUX: Aye.

11 MS. LUDLOW: Aye.

12 MR. OLSON: Aye.

13 CHAIRMAN MAGUIRE: Aye. Opposed?

14 (None.)

15 CHAIRMAN MAGUIRE: Five to zero the

16 proclamation is approved.

17 PERFORMING ARTS CENTER PRESENTATION

18 CHAIRMAN MAGUIRE: Next item. The performing

19 arts center request to present.

20 MR. WUELLNER: Yeah, we received a request --

21 I apologize if the first version of this had the

22 entire presentation in there, but we -- I apologize

23 for your ink.

24 MS. LUDLOW: I walked away.

25 MR. WUELLNER: But a request to present and

1 discuss potential opportunities, explain the
2 project, explain perhaps the -- any Authority -- or
3 seek any Authority's interest in perhaps being
4 involved in the project in some way.

5 So we just simply are bringing it forward to
6 ask if you even want to hear about the project and
7 whether there's any interest related to that.

8 CHAIRMAN MAGUIRE: Okay. Robert?

9 MR. OLSON: I'm very interested in before we
10 allocate a lot of meeting time, what is the --
11 is -- is there a specific connection that they see
12 with the airport? And if so, could they let us
13 know before we schedule this?

14 MR. WUELLNER: I -- I am not aware of specific
15 other than they are interested in becoming a tenant
16 or using property or whatever. I don't know that
17 that --

18 MS. GREEN: Yeah, I'd like to see --

19 MR. WUELLNER: I have no idea what the details
20 are.

21 MS. GREEN: -- some more definitive of what
22 are we talking about.

23 MR. OLSON: Yeah. What -- I mean, because
24 generally performing arts facilities are -- don't
25 work well next to airports. And so I'm just

1 wondering what -- what their presentation's about.
2 And maybe they could, I don't know, submit
3 something so that --

4 MS. GREEN: Yeah, a little more definitive so
5 we know what they're looking at.

6 MR. WUELLNER: That's fine.

7 MS. LUDLOW: It's a long presentation.

8 CHAIRMAN MAGUIRE: If it's the performing arts
9 that I'm familiar with that made a presentation to
10 the City of St. Augustine, they are looking for
11 some land to which they can locate their performing
12 arts facility. They asked the City for one and the
13 City turned them down.

14 MR. WUELLNER: Okay.

15 CHAIRMAN MAGUIRE: Not because they didn't
16 like it; because it's inappropriate for that
17 location.

18 MS. GREEN: It didn't fit. So that's --
19 that's what I'd like to see. What are they looking
20 for to see if it's even a fit at all.

21 CHAIRMAN MAGUIRE: Yeah.

22 MS. LUDLOW: He knows we don't -- he knows we
23 don't have any property around here, but he has
24 stayed in touch with Ed and stayed in touch with
25 Bob and -- no, back in the beginning when he asked

1 EASTSIDE DEVELOPMENT ALTERNATIVES

2 CHAIRMAN MAGUIRE: Okay. East side
3 development alternatives. This is yours, Ed?

4 MR. WUELLNER: Yeah. Yes, it is, more or
5 less.

6 A couple of months back, we received -- you
7 know, we've been working with Volato, et al.
8 relative to finding a home for them on the airport
9 or finding a suitable home for them on the airport.

10 In the -- in those conversations, there were a
11 couple of parcels of property, one of which is the
12 one we're talking about today, and I'll detail that
13 in a second, where right of first refusals exist on
14 the property, or existed on the property, one of
15 which was the FBO parcel that we just granted just
16 a few months ago to the FBO.

17 And the second one is an older right of first
18 refusal that's been in place through, I'm going to
19 tell you about 15 years, probably longer than that
20 actually, with Northrop Grumman. And it involves a
21 parcel -- and we'll pull up the map here in just a
22 second to locate you. But between the runup
23 facility on the east side and the Northrop Grumman
24 facility on the east side is a parcel of property
25 that is the subject of the right of first refusal.

1 We received a -- sort of a formal ask from --
2 from Matt Liotta's group about seeing if we could
3 get that parcel released. We communicated that
4 interest to Northrop Grumman.

5 Northrop Grumman in the past has indicated --
6 we have not had a formal request until now, but up
7 until then, we have -- the conversations we've had
8 Northrop Grumman indicated that they would -- they
9 intended to lease it in the event somebody wanted
10 it, that they were not going to let that property
11 go, blah, blah, blah.

12 Well, as it turns out, Northrop Grumman after
13 looking at it has decided that they are going to
14 relinquish their claim on the right of first
15 refusal for that particular parcel of property
16 which involves 21.1 acres, I believe it is, and
17 that brings that piece of property effectively into
18 airport inventory for development consideration.

19 I'm here today to just kind of highlight three
20 possible alternatives, as we see it, that the
21 Airport Authority could move down toward developing
22 and finding homes for both Volato as well as
23 potentially other tenants.

24 All I'm doing is trying to give you an idea of
25 what those directions are, what some pros and cons

1 of each are. Ultimately it comes down to
2 Airport Authority decision-making. We're not
3 looking for firm decisions this month. What we are
4 looking for is some direction so that we can
5 further develop the concept and continue to put
6 meat on the bone.

7 And I'd like to keep this on a very short
8 suspense, the decision-making ultimately, so that
9 we're not holding up not only Matt's project, or
10 Matt Liotta's project, but we have others that are
11 interested in larger facilities also.

12 This is probably the only meaningful larger
13 parcel on the property that's left, so it deserves
14 due consideration by the board as to what they --
15 and how they would like to proceed with the
16 development of that property.

17 With that said, the release from
18 Northrop Grumman at this point is still just
19 verbal; they're in -- they're kind of swamped
20 there, so we will be getting a written release on
21 it. But I've been assured by numerous sources
22 there they are intending to release it, so I feel
23 comfortable enough having that conversation now.

24 They are asking as a part of that conversation
25 that the parcel that's immediately to its south,

1 which is the parcel that includes the runup
2 facility, has been on a nonexclusive lease, if you
3 will, so it's basically almost a user fee kind of
4 lease, that allows them to use the runup facility
5 that's been -- that was built there.

6 Just a reminder. About 26 or so years ago, 27
7 years ago, the Airport Authority allowed or
8 facilitated a partnership with Florida DOT and
9 Northrop Grumman to construct that facility
10 originally.

11 The Airport Authority was not a financial
12 partner, however was the technical sponsor with
13 Florida DOT at a 50/50 rate. Northrop Grumman paid
14 for the Airport Authority's share of that project
15 with Florida DOT to get it built and it's been
16 under some version of a lease since that time.

17 Northrop would like to make that agreement
18 exclusive to them, meaning they would have sole use
19 of the runup facility. I'm not aware of really
20 anyone using the facility other than them. I don't
21 see that as being a big issue for -- or a sticking
22 point with the Authority.

23 The other item they wanted to bring to the
24 table was mostly to make us aware that the
25 development that we do ultimately approve between

1 their facilities, they would like to be able to
2 place a couple of additional buildings on the runup
3 facility leasehold, not as a part of the -- what
4 we're talking about today. But just making you
5 aware that they would be coming back at some point,
6 just making you aware that they might want to put a
7 couple of buildings up.

8 They don't seem to know at this point what
9 those buildings would be or the size; they just
10 know that they would like to place them at that
11 location, or they're not able to share is probably
12 more -- more appropriate. As we learn more, we'll
13 share with you as what those buildings would be.
14 But it would be an allowable use within the lease
15 as we work through it with Northrop Grumman to make
16 it a permanent lease, if that's agreeable.

17 Okay. With -- on with kind of the three
18 options here. Get the next slide there, Cindy.

19 MR. OLSON: Oh, could you stop? Could you
20 outline the 21 acres?

21 MR. WUELLNER: It's right here, this
22 (indicating).

23 MR. OLSON: Because there's the red line -- I
24 don't know. And if you could show where the -- the
25 end of a platted county road is -- or is there even

1 one on this?

2 MR. WUELLNER: Okay. Let me -- let me try to
3 deal with it between -- I think we've got two
4 graphics in a row. If you would, why don't we put
5 the other one up first, if you wouldn't mind.
6 Should be the next slide, I believe. Okay. One
7 too far. There we go.

8 All right. This gives you an idea of where
9 the location is. The 21 acres is --

10 MR. OLSON: Okay.

11 MR. WUELLNER: -- approximately this, it looks
12 kind of bluish outline.

13 MR. OLSON: Okay.

14 MR. WUELLNER: That's not really what that is.
15 That's really a drainage swale, but you get the
16 idea it is approximately the perimeter of the
17 property.

18 The access road, for the most part, follows
19 this red line currently (indicating), but it's
20 meant -- the red line is meant to show you water
21 service as it exists today.

22 MR. OLSON: Is that a county road?

23 MR. WUELLNER: Technically, no. The county
24 road ends --

25 MR. OLSON: Okay.

1 MR. WUELLNER: -- at this location here
2 (indicating). The Airport Authority --

3 MR. OLSON: So it's all Airport.

4 MR. WUELLNER: The Airport owns that road.

5 MR. OLSON: And the elevation of the site,
6 is -- are there elevation issues at that site?

7 MR. WUELLNER: For the most part, it's the
8 same as what -- the entire parcel is. It's -- it's
9 within the range of being able to be developed.

10 MR. OLSON: Okay.

11 MR. WUELLNER: I do want to make you aware we
12 didn't go to the trouble of putting it on the
13 graphic, but, you know, you have additional
14 projects coming up on this side of the airport that
15 will change the access that will come up. Over the
16 next four years, four to five years, that project
17 will reach its maturity with the grant agencies.

18 The first piece of it is the acquisition of,
19 it's about 11 to 13 acres -- I've had -- we've done
20 it two different ways over the years in
21 conversation, but there's 11 to 13 acres that would
22 be acquired ultimately from the Rod and Gun Club.
23 That would bring -- essentially we're looking at
24 extending this road straight across instead of
25 this -- skewed kind of the way it goes.

1 That land acquisition is being funded by the
2 modal funds from DOT. That has just made it into
3 programming. I believe the land acquisition
4 component for the road comes into play in 2024 with
5 that new state fiscal year at that time. The -- I
6 think it skips a year and then after that, there
7 are two years that has the construction money to
8 actually build the road access through here. So
9 you'll -- you'll get the land, essentially skip a
10 year, and at that point will be -- would be in the
11 construction phase or it would be a design and
12 construction phase of a straightened road.

13 When you look at our master plan and if you
14 remember how that east side kind of develops, that
15 would allow this to be then developed as additional
16 hangar space, or however you choose -- you know,
17 the master plan calls it as corporate hangar and
18 commercial kinds of hangar development on the east
19 side. But that will come into play. It can't
20 really happen until the road is located.

21 MR. OLSON: Is this a -- I'm sorry asking a
22 lot of questions.

23 CHAIRMAN MAGUIRE: Go ahead.

24 MR. OLSON: Is this a recent aerial photo that
25 this was taken of?

1 MR. WUELLNER: The photo's about two -- two
2 three years old, probably.

3 MR. OLSON: Is the --

4 MR. WUELLNER: I want to say '18 or '19.

5 MR. OLSON: Would the -- based on what you
6 just said, would the runup facility be really the
7 last line of parcel development along there going
8 south?

9 MR. WUELLNER: Yes.

10 MR. OLSON: Okay.

11 MR. WUELLNER: Yeah, this becomes I'll
12 describe as pristine saltwater marsh at this line.

13 MR. OLSON: Okay. And so, presumably the new
14 road project would provide vehicular access to --
15 all the way to the extent --

16 MR. WUELLNER: All of -- the entirety of
17 everything.

18 MR. OLSON: And what is that scarred area
19 above it?

20 MR. WUELLNER: The --

21 MR. OLSON: What is that?

22 MR. WUELLNER: This (indicating)?

23 MR. OLSON: No. Off --

24 MR. BURNETT: The 78, Ed.

25 MR. WUELLNER: I'm sorry. What am I not

1 seeing?

2 MR. OLSON: That --

3 MR. BURNETT: The 78. The total big piece.

4 MR. OLSON: I'm looking at --

5 MS. LUDLOW: Start pointing.

6 MR. OLSON: The area that's been --

7 MR. WUELLNER: This piece (indicating)?

8 MR. OLSON: -- that appears to be cleared on
9 off site.

10 MR. WUELLNER: Here (indicating)?

11 MR. OLSON: Further. Move your -- there.

12 MR. WUELLNER: Oh, that is the -- that was a
13 spoil island restoration project done with FAA.

14 MR. OLSON: Okay.

15 MR. WUELLNER: It reclaimed 14 acres of spoil
16 island and returned it to marsh.

17 MR. OLSON: Okay. Thank you.

18 MS. GREEN: Right.

19 MR. WUELLNER: That actually allowed the
20 Taxiway B project to be extended to the south. It
21 also allowed the shoreline restoration of the
22 entire runway. The mitigation that came from that
23 allowed this.

24 MR. OLSON: Okay.

25 MR. WUELLNER: About 50 percent of that area

1 belonged to the airport, the other half belonged to
2 the state. But the state was in agreement that
3 they wanted the spoil island to go away.

4 MS. GREEN: Right.

5 MR. WUELLNER: Okay. So that's that parcel.

6 This is the runup parcel I was referring to.
7 This is where they do aircraft runups, some version
8 or another, Northrop Grumman. And this is the
9 actual Northrop Grumman complex that referred to
10 universally as the North 40 (indicating).

11 MS. LUDLOW: Now.

12 MR. WUELLNER: That's where it exists now.

13 That adds approximately around a hundred --
14 round numbers about 170,000 square foot of building
15 there under that, that site. And then immediately
16 to its left is our east side corporate area.

17 This is now working on 20 -- it's a little
18 over 20 years old now when that project started,
19 added corporate hangars over there. That's where
20 Southeast Aero is, Sheriff's Office, and others,
21 and then the other development up by the corner.
22 Okay. Can you go back one more?

23 There we go. So this is -- in a large version
24 right around there, you see the runup facility a
25 little closer, also referred all over the airport

1 as the hush house. So if you may have heard it
2 called that, that's what it's referring.

3 This is the Northrop Grumman complex itself
4 today (indicating). Fire suppression tanks that
5 feed the sprinkler system in the big complex of
6 Northrop Grumman. One of the -- you could get a
7 general layout here with parking.

8 We've been able to tentatively lay it out with
9 about six -- this is just for illustrative
10 purposes, it's not like how it has to develop --
11 but we were trying to get a feel for how much space
12 could be developed there, get some kind of a layout
13 going, but you'd see how it would connect to
14 Taxiway Alpha out here. Apron could be put
15 together however.

16 You have -- we built -- we just showed there
17 25,000 square foot hangars. That seems to be the
18 bare bones kinds of development out there for the
19 size hangars that could go. And we showed 5,000 or
20 so square footage of office.

21 Those can be -- actually can be run length or
22 widths of buildings. You'd get significantly more
23 square footage of office out of all that. It could
24 also be double-storied for anybody that was
25 interested in that. And trying to get enough

1 parking places to just get a feel for it.

2 The challenges out there include the adjacent
3 property that you see kind of in a teal color, for
4 lack of better words, to the north there or the top
5 of the picture, complements the existing
6 stormwater -- or, excuse me, wetland system that's
7 up in that area. So we're looking at improving
8 that area a little bit; would have to in order to
9 get drainage to go that direction.

10 One of the bigger site challenges up there not
11 only is finishing the access or -- to serve those
12 future buildings, but is getting fire -- water
13 pressure fire waterflow to the site.

14 So if you -- if we go back to the drawing we
15 were on before, you see the red line kind of as it
16 comes down to the east and then cuts across the
17 airfield and goes back out to U.S. 1, this would be
18 a larger -- it wouldn't necessarily follow that
19 route, but it's just showing feasibility again.
20 But this would be a much upscaled water line that
21 would allow those buildings to be sprinkled, as
22 going to be required by the fire code for any
23 development back there.

24 One of the challenges is the size line that
25 what was placed there when Grumman built the

1 North 40 would be -- is today's standard very
2 undersized, which is why the water tanks that I
3 called attention to earlier had to exist, because
4 you had to store a significant quantity of water in
5 order to mix and be able to distribute within the
6 hangar in order to meet fire code even back in 1988
7 when those buildings were built.

8 So, this provides hopefully the water flow
9 that would be required to be able to do that
10 without creating bulk water storage facilities back
11 there and elaborate pumping systems that would get
12 fire pressure in to sprinkle buildings like that.
13 So that's why that's shown on the -- on the
14 drawings there.

15 All right. With that, I mentioned three
16 alternatives or three -- there are likely more.
17 I'm not -- but three that come to mind that could
18 be kind of built off of, the first one would be the
19 Airport Authority building and leasing all the
20 buildings and doing all that development back
21 there.

22 I worked with Passero over the last month or
23 so and -- you know, but we worked trying to get an
24 idea of what the potential cost was to develop. I
25 know we're sitting at least \$70 million, is the

1 kind of number to be able to develop that facility
2 and then lease it.

3 The challenge we have is two-fold. One, do we
4 really want to tie up, you know, all the -- all the
5 bonding capability the airport likely has for a
6 project like this as well as when you look at the
7 rental structure, the ability to recover our money
8 and the like out of rents, you end up with
9 extremely high rents in this equation.

10 So it kind of doesn't make a ton of sense for
11 the Authority to take it en masse, anyway. I mean,
12 you could potentially do it in chunks if you wished
13 to. We could potentially try to partner with
14 Florida DOT as we go. But keeping in mind the size
15 of buildings that we're suggesting here, these are,
16 you know, 10-plus million dollar kinds of buildings
17 to -- to get up and running, plus the -- all the
18 other components of it.

19 So it's still huge partnership with DOT to get
20 buildings like that. That's much beyond a
21 \$5 million contribution, is a -- is a multiyear
22 agreement with Florida DOT per building, assuming
23 you could get that out there and programmed.

24 And frankly, we're -- you're pretty well
25 programmed for the next five years, so in order to

1 get those kind of dollars freed up, you're looking
2 at years five and beyond and dedicating basically
3 everything you get from DOT toward that kind of a
4 project. That's your call, but it seems like it
5 would be a -- an expensive way to go for us.

6 There are pluses to the project, that being
7 the Authority would control the entirety of the
8 project. That -- that has some benefits to it. We
9 would get any and all profits, should they be able
10 to be squeaked out of this, and I mentioned earlier
11 we'd get some DOT participation as we go through
12 it.

13 MR. OLSON: For a \$10 million say if it were
14 phased by the Authority --

15 MR. WUELLNER: Uh-huh.

16 MR. OLSON: -- how much would the typical or
17 expected that we would -- that FDOT would
18 participate in a \$10 million project?

19 MR. WUELLNER: I would tell you that a really
20 great year with DOT hangs about \$2 million.

21 MR. OLSON: Okay.

22 MR. WUELLNER: That's -- that's a big year.

23 MR. OLSON: Okay.

24 MR. WUELLNER: Now, you also have the
25 ability -- I don't know that you'd get any success,

1 but you would have the ability to perhaps go to the
2 legislature and try to get appropriation of some
3 sort to kickstart it, considering the economic
4 development impacts, things of that nature.

5 You may get some traction at least one time.
6 Whether you'd, you know, get anywhere near
7 50 percent of the money and could make it, I
8 wouldn't speculate, but I -- it seems doubtful.
9 That's still a lot of money for a local project.
10 Next one, please.

11 Alternative 2 is a little bit of a hybrid, but
12 basically it puts the Airport Authority in control
13 of the development itself, but it -- really we're
14 just looking at developing the infrastructure, the
15 supporting -- much like a site developer might go
16 into a project and put the utilities, the roads,
17 perhaps the basic drainage structures in place,
18 create development covenants. I know Doug has a
19 better term for that, but I kind of grew up with
20 the term "covenants" on these. But essentially
21 create the restrictions, as they were, to how
22 projects develop back there and -- and how the
23 Authority retains overall control of the
24 development plan back there.

25 It would be land leases to individuals to

1 build their own facilities at the end of the day.
2 The -- all you'd be involved in is collecting
3 ground leases and/or -- and depending on how you
4 structure that, recovery of the cost of the
5 infrastructure to get it started.

6 Best guess is that's somewhere around \$7 to
7 \$8 million, is the current guess to get the access
8 secured drainage in place, the water line run,
9 those kinds of things and get it in place. I think
10 that includes the taxiway access into the project
11 but doesn't include the ramp developments.

12 Obviously it's a much lower or much more
13 favorable entry point in terms of cost to the
14 Authority. But it's still, in order to do this in
15 one fell swoop, the Authority would probably bond
16 at least a component of this in order to make it
17 work and that would have to be figured into the
18 cost of the lease -- the leases we execute with
19 individuals.

20 We do -- we don't have to create -- define
21 parcels, if you will. We can create that on an
22 as-need basis, meaning when someone needs -- the
23 parcels you saw up there are about 3.2 to 3.6 kind
24 of acre parcels that would be developed. There's
25 six of them there. But they could easily be a

1 five- or seven-acre parcel for a particular
2 project. It doesn't have to be of any particular
3 size. You're not creating lots out of it as such.

4 We do want to try to create an environment
5 where we don't have a lot of dead space that ends
6 up at the end of the day. We want to keep it as
7 marketable as possible or as useful as possible. I
8 mentioned -- I think that's it for now, if you want
9 to go ahead and get the --

10 MS. GREEN: Well, I was just asking about land
11 leases, are we talking about hangars, commercial,
12 all of the above?

13 MR. WUELLNER: I'm sorry?

14 MS. GREEN: The land leases that we -- if we
15 have to get tenants.

16 MR. WUELLNER: Uh-huh.

17 MS. GREEN: So what type of land leases are we
18 talking about? Commercial hangars? I mean --

19 MR. WUELLNER: Well, it would be aviation.

20 MS. GREEN: All --

21 MR. WUELLNER: It could be commercial or
22 corporate.

23 MS. GREEN: -- whatever aviation --

24 MR. WUELLNER: But clearly designed around
25 larger hangars.

1 MS. GREEN: Okay. I'm just asking who are
2 tenants that were looking for, in other words.

3 MR. WUELLNER: Yeah. Well, certainly Matt
4 Liotta's project fits within the scope of that. We
5 have several other interested parties in doing
6 hangar projects back there also.

7 Interestingly, there's -- out of six parcels,
8 I would tell you four to five of them are
9 already -- there's interest there for them.

10 MS. GREEN: Good. That's what I was asking.
11 There's --

12 MR. WUELLNER: They're not just going to sit
13 there waiting for something to happen. But we
14 would have to -- in that version have to get the
15 infrastructure going.

16 And we could even get started on that
17 information right away. I mean, beginning to
18 figure out, you know, the geotech, the survey work
19 done, get those kind of things rolling, even while
20 we're trying to define it because we're -- we'd
21 eventually need to know that information one way or
22 the other.

23 MS. GREEN: Right.

24 MR. OLSON: Does your infrastructure estimate
25 include in-tract infrastructure as well as getting

1 the utilities to the site?

2 MR. WUELLNER: To the site it would be their
3 connections.

4 MR. OLSON: So the in-tract stuff, if it were
5 separate parcels that we were setting up for
6 someone to ground lease and build their own
7 building, there'd still be some shared
8 infrastructure on the -- in the acreage that would
9 be --

10 MR. WUELLNER: Sure.

11 MR. OLSON: -- considered --

12 MR. WUELLNER: Well, you know, the main water
13 lines, the road -- the access road, the taxiway
14 access into the facility, of course those are all
15 common. Even the general drainage --

16 MR. OLSON: But that's --

17 MR. WUELLNER: -- system.

18 MR. OLSON: -- not in the six to seven?

19 MR. WUELLNER: It is.

20 MR. OLSON: Isn't.

21 MR. WUELLNER: Is.

22 MS. GREEN: Is.

23 MR. OLSON: Is. Okay. Thank you.

24 MR. BURNETT: The parking and the access --

25 MR. WUELLNER: Yeah.

1 MR. BURNETT: -- all of those types of things
2 as well.

3 MR. WUELLNER: Well, parking is not in the --
4 in the number, but access is. The tenant would
5 need to develop their own parking for whatever
6 they're doing. It's just drawn there to give you
7 an idea of how much could be developed, not it will
8 be developed that way.

9 Last option that's on the table, and we've had
10 interest not only from -- from Matt's group, but
11 we've also had other developers interested in
12 taking projects on this size. We have not had
13 recent conversations with them, but certainly would
14 love to have a parcel of land and incur all those
15 costs and, you know, lease it out as -- as they
16 develop it.

17 The only challenge there is we do lose some
18 control over the project, meaning the ultimate use
19 you would have to be very very specific, as you
20 would anyway, in your leasing to that developer to
21 make sure that the basic controls of those -- those
22 facilities remain intact.

23 Keeping in mind in most cases, not necessarily
24 every case, but probably most cases, there's some
25 lender or lenders involved in this, which means

1 they're going to want to make claims to -- would
2 like to make claims to property, which we will be
3 unable to do because we -- because it's government
4 owned.

5 There are ways to work through some of those
6 issues, but at the end of the day, the long-term
7 concern I would express -- not that this is going
8 to happen, but I've seen it happen at an airport I
9 was involved with coming before here, is that --
10 and it was an industrial park kind of property, but
11 there are times when the -- you can't find a tenant
12 that meets the lease agreement covenants.

13 So you could end up with a situation where a
14 developer is trying to -- to shoehorn something in
15 there that's completely nonaviation in order to
16 recover their investment or -- in that project, and
17 you have to be extremely careful on the front end
18 to make sure that that option is precluded. You
19 could find yourself with a Walmart storage area --

20 MR. OLSON: Yeah, the developer --

21 MR. WUELLNER: -- or something else.

22 MR. OLSON: -- or the lender, if there's a
23 foreclosure.

24 MR. WUELLNER: Exactly. It can get really
25 weird.

1 The projects I'm talking about had to do with
2 some of those, I don't even remember the entity,
3 but where a lot of commercial loans fell apart in
4 the -- in the 80s there, and some of those got
5 really weird when you tried -- when they tried to
6 re-lease them to other parties.

7 So, we have had indicate -- Mr. Liotta has
8 indicated an interest in leasing the whole thing.
9 Fundamentally not an issue, but it's basically a
10 third-party developer or private developer
11 scenario.

12 I think no matter what, we need to develop the
13 parameters. Whichever option you guys want to head
14 us down, that's fine, but I think we need to then
15 develop the parameters that would lead to the
16 lease.

17 We -- this is catching us, meaning staff and
18 the like, a little off guard because of the timing
19 of it. We weren't expecting to be dealing with
20 land leases in this -- a project of this size on
21 the east side this quickly.

22 In fact, frankly we weren't expecting it till
23 we got to the road relocation project and that
24 parcel opened up. So he's a little -- a little
25 ahead of us in terms of the time he's -- and his

1 willingness and desire to get moving, which I get.
2 But, you know, we've got to catch up so that we
3 don't make genuinely bad decisions related to these
4 kind of things.

5 CHAIRMAN MAGUIRE: The -- I'll start off.

6 First of all, looking at Option Number 3, the
7 first two items, airport control limited and
8 sig- -- significant land parcel, to me those are
9 cons, not pros, because when you limit your
10 control, that is always a negative because you want
11 to get control.

12 I am -- my philosophy is I am a landlord or an
13 owner and I am not a tenant. So I think in terms
14 of landlord and tenant -- landlord and owner
15 issues.

16 As a landlord, we just leased a five-acre
17 parcel, a land lease, commercial lease, and it's
18 one of the best things we've ever done because we
19 said, Here's the property, you pay a net fee, which
20 means you pay everything above what you write us a
21 check for, that's taxes, insurance, maintenance,
22 the whole works.

23 And so we have no headaches, we have no labor
24 issues, we have no issues at all; we just collect a
25 check. Except we have total control over the

1 development project as part of the land lease.

2 Land leases are a very good way to handle
3 something -- something like this.

4 The downside of a land lease that a tenant may
5 look at is that they're going to spend \$10 million
6 building a facility, then invariably they're going
7 to look at some way to recoup that or amortize it
8 over life --

9 MR. WUELLNER: Sure.

10 CHAIRMAN MAGUIRE: -- so you're going to have
11 a 30-, 40-year lifespan. Not necessarily bad. But
12 a lender, if they have to go through a lender,
13 they're going to want some security in that
14 facility, and they may try to require some type of
15 subordinate position for the Airport Authority
16 which we can't do.

17 So the other issue is as -- as a landlord,
18 I've always avoided the extremes, okay? I don't
19 believe in going whole hog to one tenant and I
20 don't believe in spending \$70 million to maximize
21 the product because it takes 20 years to recoup.
22 You're not going to see a return in the first
23 couple of years.

24 So I tend to go with the middle. Lay out the
25 infrastructure. What's going to take the board an

1 issue is how do we design the parcel layout, the
2 size of the parcels, and so forth to lease?
3 Because that has invariably always proven to be the
4 best way to go for a landlord that doesn't have
5 \$70 million, okay?

6 So my philosophy is, look in terms of the
7 middle option because we have a lot of flexibility.
8 And if we already have, you know, four, five, six
9 people looking at those potential buildings, what
10 an opportunity. That's terrific --

11 MR. WUELLNER: Oh, yeah.

12 CHAIRMAN MAGUIRE: -- okay? So open up to the
13 board. Robert, you raised your hand first.

14 MR. OLSON: I'm going to hold off right now.
15 So --

16 CHAIRMAN MAGUIRE: Okay.

17 MR. OLSON: -- I'll pass on to others.

18 CHAIRMAN MAGUIRE: Justin?

19 MR. MIRGEAUX: So I'll just say that it's in
20 there, our master plan for the east corporate area
21 of which this development would be a part of; is
22 that correct?

23 MR. WUELLNER: This is shown as a future
24 aviation development area. It's not really been
25 dissected down to the specific, you know, the

1 layouts of buildings and all, primarily because
2 it's been under a right of first refusal, so it
3 wasn't -- while it was considered a potential area,
4 it wasn't a likely development area in a short
5 suspense. That kind of has turned upside down with
6 Grumman deciding they do not intend to lease it or
7 freeing that parcel up, however you want to think
8 of it.

9 MR. MIRGEAUX: So, but I'm just saying, this
10 parcel exists in the east corporate area.

11 MR. WUELLNER: Yes. Just geographically, yes.

12 MR. MIRGEAUX: Geographically it does. And we
13 have in the master plan right now a recommendation
14 to construct 11 additional hangars -- I'm sorry,
15 yeah, 12 additional large conventional hangars
16 which they identify as 10,000 square feet each, but
17 you're talking about two and a half times that
18 size.

19 MR. WUELLNER: Correct.

20 MR. MIRGEAUX: So, yeah, I mean, this is --

21 MS. GREEN: It would accommodate what we're
22 talking about.

23 MR. MIRGEAUX: -- this is in line with, you
24 know, how we envisioned the growth of the airport
25 going. And I agree with the chairman, the second

1 option is probably the most desirable of the three.

2 MR. WUELLNER: And one of the deficits in
3 really the entirety of the southeast is hangar
4 space of that size in general or the ability to
5 accommodate hangars of that size, there's just
6 nothing that handles, you know, your G5 and larger
7 aircraft. Even -- even -- it's just been very
8 difficult to find. Just no one builds it because
9 that kind of -- it's a lot of money to have out on
10 speculation, even though you'd be leasing.

11 CHAIRMAN MAGUIRE: Okay.

12 MS. GREEN: I agree. I was -- I didn't want
13 to reiterate what Justin said, but I'm tending
14 towards Alternative 2. It seems to be in line with
15 our master plan, what we were talking about to
16 develop that area and a little more control --

17 CHAIRMAN MAGUIRE: Yeah.

18 MS. GREEN: -- that we need.

19 CHAIRMAN MAGUIRE: Okay. Reba?

20 MS. LUDLOW: I am going for Alternative 3.
21 Airport Authority cost, nothing.

22 By the way, so you're saying we have a -- a
23 backlog of large hangars -- or how many large
24 hangars do you know of that we could build there?

25 MR. WUELLNER: I think we know of at least

1 four right now that have significant interest. Of
2 course we have not inked anything with anyone
3 because it's way too early for that, but --

4 MS. LUDLOW: So, I mean, that's not a very big
5 backlog, four.

6 MR. WUELLNER: Especially with this kind of
7 space. This is not hard space to lease compared
8 to --

9 MS. LUDLOW: Right.

10 MR. WUELLNER: -- any --

11 MS. LUDLOW: You know, and we don't have to
12 worry about the bonding because a developer --
13 would they do their own bonding? We're not
14 involved in that. And they're governed by all the
15 building codes. We don't govern them by the
16 building codes.

17 MR. WUELLNER: Correct.

18 MS. LUDLOW: They're governed by the building
19 codes just like the other things you build here.
20 And we have some infrastructure would be available.
21 Would allow establishments to limit risk. I mean,
22 you know, we're into that. Long-term lease to
23 amortize. You know what? At least it's bringing
24 in money. How much money has that been bringing in
25 for the last 15 years? None.

1 MR. WUELLNER: Correct.

2 MS. LUDLOW: So I go for Option 3. Let them
3 build it. They're governed. We don't have to
4 worry about the code. But we would have input. I
5 mean, we would have input. We couldn't say -- I
6 mean, we couldn't let them say we're going to build
7 a Costco over there, you know. So we do have
8 input.

9 CHAIRMAN MAGUIRE: Okay. Robert?

10 MR. OLSON: Yeah. Under Alternative 2, which
11 is the one I'm focusing on also, if we decided
12 today or next month or whatever to go ahead and
13 pursue Alternative 2, there's -- there's -- the
14 first step is to engineer and do the
15 infrastructure, the off-site and further planning
16 of the on-site, based on I guess more, even closer
17 look at how the -- and interest is for the thing.
18 So that's going to take a while. I mean, things
19 don't happen fast. Is -- what's the level of
20 engineering that's been done for the
21 infrastructure?

22 MR. WUELLNER: Zero engineering's been done.
23 All we've done is some planning work with Passero
24 to get a site and, you know, talk through what
25 would need to be done in order to develop.

1 CHAIRMAN MAGUIRE: Robert, I think what you're
2 leading into is we're probably looking at two years
3 down the road, three years.

4 MR. WUELLNER: Well, whether a developer does
5 it or we do it --

6 CHAIRMAN MAGUIRE: Yeah.

7 MR. WUELLNER: -- I mean, this is a two-year
8 effort till somebody's --

9 CHAIRMAN MAGUIRE: Yeah, this is not make a
10 decision in the next 30 days --

11 MR. WUELLNER: You might cut a month here or
12 there, but you're -- this is --

13 MR. OLSON: You know, that's what I'm -- I'm
14 thinking that, you know, our first -- while we all
15 may have ideas about an alternative, and again
16 I'm -- I think Alternative 2 is one that works
17 possibly best in my view, but we -- we could now
18 focus on just planning and engineering the
19 infrastructure, because any of these alternatives
20 need that --

21 MR. WUELLNER: Well --

22 MR. OLSON: -- and in fact the airport needs
23 what you're talking about, right?

24 MR. WUELLNER: We do. We do ultimately. But
25 I think there are many items here that could be

1 done concurrently with the future tenants.

2 So I -- I would say let us -- let us work
3 through this over the next -- till the next meeting
4 again. But I think if -- if 2 is the direction you
5 want to go, then I would -- I would like to get
6 with Matt and others who are potential lessees
7 there.

8 Let's get their needs kind of narrowed into
9 that parcel. Let's do some preliminary work, make
10 sure we don't have any geotech issue that's --
11 that's lurking out there or some Water Management
12 issue that we're all blissfully unaware of or
13 utility extension. We can be doing those things
14 concurrently with working with them.

15 At the point we look -- we think we're a go,
16 meaning we're ready to kind of launch this as a
17 real project, get the engineering, get going, then
18 we can be at a point where we execute leases with a
19 timeline or an agreement to lease or whatever you
20 want to call it that lets them go out and get going
21 on their own building engineering.

22 There's no reason most of this can't be
23 being -- being done concurrently so that we're not
24 going two years and then somebody else has got two
25 years till they get in --

1 CHAIRMAN MAGUIRE: Yeah. No, and you're right
2 there. We -- there's a lot of preliminary stuff
3 that has to be done. One of the issues that might
4 be a good -- a factor is this. Sometimes on land
5 leases, you can collect advance money on the rents
6 to --

7 MR. WUELLNER: Potentially.

8 CHAIRMAN MAGUIRE: -- cover the upfront costs
9 so you don't pay for it and then you reduce over
10 the term of the lease the payoff. So you reduce
11 your up -- you know, your outlay. You also reduce
12 your revenue. But you didn't pay as much. So
13 those are things to look at.

14 And Liotta may say, well, I want this type of
15 structure that would require a certain amount of
16 engineering and somebody else wants a different
17 type with a different facet of engineering, and all
18 that has to come together.

19 We're not going to be experienced enough to do
20 that. We're going to have to hire somebody to
21 design all the demands and criteria and inputs that
22 people would have.

23 MS. GREEN: Which is why I like 2 versus 3,
24 because we still have some control over that and
25 help with the tenants needs as well.

1 CHAIRMAN MAGUIRE: Lack of control is a major
2 issue when you lease land, a major issue. And you
3 brought up a good point. If you go with a single
4 person, they quite often may have to parlay a
5 little something in the middle to maximize their
6 return that doesn't really fit into the grand
7 scheme. How do you handle that?

8 MR. WUELLNER: And I would never suggest that
9 something like this could happen, but the option is
10 there. I mean, things happen to where projects
11 don't even get completed and you're stuck with a
12 half-built project for whatever reason. I'm not
13 suggesting that would be the case here.

14 CHAIRMAN MAGUIRE: Yes?

15 MS. LUDLOW: I -- do we know, is everyone
16 aware of Nimbus right here? That was a land lease.
17 He built the building faster than the airport could
18 say boo. So a developer can build faster than the
19 airport. You don't have to plan the whole 21 acres
20 to get something going.

21 MR. WUELLNER: Well --

22 MS. LUDLOW: You know, we're dragging our feet
23 again.

24 MR. OLSON: Scenario 2 would be --

25 MR. WUELLNER: Well, I would --

1 MR. OLSON: -- the developer building the
2 building.

3 MS. LUDLOW: Yes. Yeah, I see that.

4 MR. WUELLNER: -- put off -- there is a bit of
5 an apple/orange thing going there relative to where
6 Nimbus is located.

7 All that stormwater management was
8 accomplished. Access was there. Utilities were
9 down the street. All of the core infrastructure
10 was in place at the point of leasing. So it is a
11 little different scenario than where we are now.
12 This is really undeveloped or un --

13 MS. LUDLOW: It took them four years to
14 negotiate that, and I certainly hope we don't have
15 to work four years on developing this.

16 CHAIRMAN MAGUIRE: Okay. Do we have a -- yes,
17 Doug?

18 MR. BURNETT: I was just going to add a few
19 observations with this. And I understand the
20 direction the board's going.

21 On Alternative 1, if you were to bond the
22 cost, it's so significant that an underwriter is
23 going to want the Airport Authority to pledge its
24 tax revenue, which means you're going to have to
25 put it on a ballot for the electors. It's

1 significant. So Alternative 1 is, you know,
2 probably not one that you would ever consider.

3 Between 2 and 3, you did touch on a point,
4 Mr. Chairman, with your observation that it may be
5 that a group of four or six, however many are going
6 to go there, could front-load some of their lease.
7 I don't know the number, but I'll throw a number
8 out there.

9 If it was \$500,000 each and you've got six of
10 them, there's \$3 million of your \$6 million
11 infrastructure. They front-load their lease and
12 maybe it works out that way that some portion of
13 the lease is paid up front that helps offset the
14 airport's cost and gets this moving faster. So,
15 from your perspective in which you raised, it does
16 sound like that may be something that's possible,
17 kind of a hybrid between 2 and 3, if you will.

18 I think 2 is challenging from the standpoint
19 of infrastructure if you're going to try and rely
20 on, say, six -- going by the drawing that's been
21 put forward where there's six 25,000-square-foot
22 buildings with office space. So you're really
23 talking about six 30,000-square-foot buildings.

24 180,000 square feet and the infrastructure to
25 go in there, if you're going to rely on six people

1 trying to agree to select an engineer, it's a
2 little bit like herding cats. It may be more
3 challenging to get it across the finish line, and
4 you're talking about improvements in public
5 right-of-way and the like. The County's going to
6 want the improvements related to the public
7 utility -- or I guess it's City?

8 MR. WUELLNER: City.

9 MR. BURNETT: City is going to want those
10 improvements bonded more than likely, and you're
11 dealing with County and Airport Authority
12 right-of-way. So it may be better from that
13 perspective, at least the infrastructure piece of
14 it. So I think one way or the another, you're
15 looking at a hybrid between 2 and 3.

16 The other thing that I would tell you is if
17 you look at -- going back to control, if you look
18 at, for example, the movie theater parcel, I think
19 we're all familiar with that, at 207 and 312 in
20 that general area, the movie theater, the owner of
21 that project was the movie theater, kind of like
22 the Airport Authority here, and then you've got
23 outparcels and they developed the infrastructure
24 for the outparcels.

25 And so, when you have McDonald's come in and

1 the carwash come in and whatever that is there,
2 Planet Fitness, they had sites that were ready to
3 go.

4 The thing that I would tell you is, that
5 developer you can bet has a lot of control over it,
6 had a lot of control over how they individually
7 developed their sites. Same thing you would want
8 here.

9 You may even want to have things such as
10 architectural control so you don't have the dynamic
11 of when you look at the dynamic of McDonald's
12 building to a carwash building to a Planet Fitness,
13 they're very very different. You may want to have
14 some minimum cohesiveness to the building to where
15 it looks like everything else that's on the
16 property in one way or the other to where they're
17 all similar.

18 But you're also going to have a lot of basic
19 requirements that you're going to impose related to
20 the wind loading of the structures that you want to
21 make sure is accommodated. And so -- the doors and
22 the manufacturer of the doors.

23 We've had issues with doors and some of the
24 door manufacturers over the years. So, you know, I
25 think a lot of those things you will -- you would

1 address the leasing whether you pick 2 or 3. And
2 so I guess that's my main points that I had.

3 CHAIRMAN MAGUIRE: Okay. Yes, Robert.

4 MR. OLSON: I'm not sure I completely
5 understood the issue with Alternative 2 that would
6 cause us to want to hybridize it with 3. What was
7 the issue that would be obstruct -- or difficult
8 for the --

9 MR. BURNETT: Oh, I think 3 -- I think 2 works
10 great. The only thing that's not written into 2,
11 if this is your question, the only thing that's not
12 written into 2 is maybe you have the -- the
13 individual tenants front-load some of the lease.

14 MR. OLSON: Yeah, correct.

15 MR. BURNETT: And I don't know that dollar
16 amount.

17 MR. OLSON: Okay.

18 MR. BURNETT: If it's \$500,000 --

19 MR. OLSON: So you're not saying that we have
20 to take features from 3 and incorporate it into 2.

21 MR. BURNETT: No, sir. I'm just saying, for
22 example, in 2, you could -- because right there it
23 says the cost is 6 to 7 million. It may be that
24 the cost to airport up front is 3 or 4 million
25 because you're reduce it --

1 MR. OLSON: Yeah, we could get --

2 MR. BURNETT: -- with some money coming from
3 those things.

4 MR. OLSON: We could get FDOT participation
5 with the airport's piece.

6 MR. BURNETT: Yes.

7 MR. OLSON: Yeah. Okay.

8 MR. BURNETT: And then you get into the area
9 that the Airport Authority can actually borrow the
10 money or has in reserves.

11 MR. OLSON: Yeah, yeah.

12 CHAIRMAN MAGUIRE: Okay.

13 MS. LUDLOW: One more thing.

14 On 3, though, it would require solicitation of
15 proposals to assure maximum return to the
16 Airport Authority for FAA. So if -- if, you know,
17 you've got solicitation of proposals and we approve
18 them, then, you know, that would be good if you
19 want to put that in 2, also.

20 CHAIRMAN MAGUIRE: That's a valid point. I
21 think that's going to be a requirement, that we
22 have to maximize.

23 MS. LUDLOW: But it says it in 3, not 2.

24 CHAIRMAN MAGUIRE: Well, he was just
25 generalizing there. But the reality is whichever

1 option we choose, we will get solicitation to
2 maximize everything to the airport.

3 MS. GREEN: Correct.

4 CHAIRMAN MAGUIRE: So that one -- that one
5 line would go to all three options.

6 MR. OLSON: Yeah.

7 MR. MIRGEAUX: And the way I understood it --
8 I read that, too. But the way I understood it is
9 because you're -- the Authority, the airport is
10 ceding control to the developer, that that's the
11 requirement there for the solicitation of proposals
12 to assure maximum return. That's the FAA
13 requirement for that type of --

14 MS. LUDLOW: So, what's the next step?

15 CHAIRMAN MAGUIRE: Well, do we have a general
16 agreement among us --

17 MS. GREEN: I think it's a general agreement.

18 CHAIRMAN MAGUIRE: -- to start --

19 MS. GREEN: We just have to direct staff to
20 look at 2 --

21 CHAIRMAN MAGUIRE: -- go the direction of 2 --

22 MS. GREEN: -- kind of a hybrid, looking at 2
23 and 3.

24 MR. WUELLNER: We'll get to work with it.

25 MS. GREEN: Right.

1 CHAIRMAN MAGUIRE: Okay.

2 MS. GREEN: And work with --

3 MR. WUELLNER: This will be an ongoing
4 discussion --

5 CHAIRMAN MAGUIRE: Yes.

6 MS. GREEN: Yeah.

7 MR. WUELLNER: -- but I hope we get meat on
8 the bone very quickly. It doesn't need to be --

9 MS. LUDLOW: Will it be on the agenda next
10 month?

11 CHAIRMAN MAGUIRE: There will be something on
12 the agenda. It will be a recurring item on the
13 agenda as we go forward. But don't expect answers
14 and resol- -- you know, motions to approve for
15 several months.

16 MR. WUELLNER: Oh, no, no.

17 CHAIRMAN MAGUIRE: Because I'm not -- I'm not
18 ready to say, if we -- if we chose Option 2, I'm
19 not ready to say, six tenants or three tenants --

20 MR. WUELLNER: Right.

21 CHAIRMAN MAGUIRE: -- okay? Because it could
22 be, and using Mr. Liotta as an example, he may say,
23 I want 10 acres --

24 MS. GREEN: Sure.

25 CHAIRMAN MAGUIRE: -- okay? And that's a

1 major issue with us. So, it's just -- there are a
2 lot of questions that have to be developed with a
3 specialist that comes in to help put it together,
4 okay?

5 MS. LUDLOW: Okay. But we have other
6 available land on the property to be -- on our
7 property to be leased. We could still -- land --
8 like if Atlantic gave up their right of first
9 refusal, then that could go into another lease.

10 MR. WUELLNER: Sure.

11 CHAIRMAN MAGUIRE: Yes.

12 MR. WUELLNER: And then eventually with that
13 road relocation, you'll pick up even additional
14 property --

15 MS. LUDLOW: Right.

16 MR. WUELLNER: -- significant additional
17 property.

18 CHAIRMAN MAGUIRE: Correct. Okay.

19 MS. LUDLOW: Got it.

20 CHAIRMAN MAGUIRE: Do you have the direction?

21 MR. WUELLNER: Yeah.

22 CHAIRMAN MAGUIRE: Okay. Next issue.

23 MR. WUELLNER: Well -- so we're not -- you
24 don't want any input comments or anything from
25 or --

1 MS. GREEN: No, I think you've got
2 direction --

3 CHAIRMAN MAGUIRE: You have direction from us
4 which one to start developing.

5 MR. WUELLNER: I'm good with you guys; I'm
6 just talking public comment.

7 MS. GREEN: Oh, I'm sorry.

8 MR. MIRGEAUX: Do you want to take public
9 comment on this?

10 CHAIRMAN MAGUIRE: I'm sorry. Yeah, Len
11 Tucker and Matt both had comments.

12 MR. TUCKER: I'll pass.

13 CHAIRMAN MAGUIRE: Mr. Liotta?

14 MR. LIOTTA: Matt Liotta, St. Johns.

15 Obviously we all heard the discussion that the
16 board had. I think it was very wise conceptually,
17 but I think we have some data that tells us that
18 it's not going to work in practice exactly like
19 that. And to that end, I have some concrete ideas
20 for you to show that.

21 In addition to the request for land lease that
22 I put in for the 21 acres, also on February 15th, I
23 sent a letter requesting the land that is to the
24 east of Southeast Aero, which would allow for
25 approximately a 25,000-square-foot hangar build,

1 which is incidentally the same size as what you
2 guys are proposing that you could potentially
3 develop in either Option 1 or 2, just, you know,
4 obviously multiple 25,000-square-foot buildings.
5 The director has said that he's got interest in
6 them. So let's go develop that 25,000-square-foot
7 building right there at Southeast Aero right now.
8 Let's see who has interest in it. Let's trigger
9 Atlantic's right of first refusal. See if they
10 want to build it.

11 If they don't want, let's open it up to others
12 and you will quickly see if there is in fact all of
13 that interest that would fit with your plan
14 number 2., and also whether the airport can even
15 have the staff to respond to this.

16 You want control? Control takes time and
17 effort. I've been trying to get a lease amended
18 for Casa Cola for almost a year now. We can't even
19 get calls returned or e-mails returned. How are we
20 going to do this when you want to develop something
21 that takes millions of dollars and coordinates with
22 the city? You have got multiple cats to herd in
23 terms of individual developers.

24 I think you're asking a lot for an
25 understaffed airport to pull that off. It has

1 nothing to do with their willingness; there's just
2 not enough people. And if we can't get a lease
3 amended in a timely fashion, if this one parcel
4 over here with the 25,000-acre (sic) building can't
5 get done -- in a 25 -- in quick fashion, how can
6 you reasonably believe that you can take on such a
7 big project in a timely fashion?

8 So I want you to consider that. I think that
9 one developer can solve for your problems of
10 control and can move it along with their staff and
11 their resources faster than the airport can do
12 alone.

13 I have already solicited many of the people
14 who want to build hangars and they're willing to
15 join us and develop it together. So we can really
16 support multiple users and solve this problem and
17 take all those resources off of the airport and
18 deliver something that is holistically better for
19 all the tenants of the airport.

20 And we're happy to show who those people are.
21 Many of those people are already known to Ed. And
22 I think when you see tenants working together for
23 the betterment of the airport, that's really a
24 win-win.

25 Finally, I brought each of the board members a

1 copy of a proposal I was given by another airport.
2 And I just want you to see when an airport thinks
3 about the economic development of their area and
4 solicits commercial aviation, the amazing things
5 they can accomplish. Just food for thought.
6 Thanks.

7 CHAIRMAN MAGUIRE: Thank you. Okay. Any
8 other comments? I don't have any papers up here.

9 (None.)

10 CHAIRMAN MAGUIRE: Okay. Bring it back.
11 Okay. You now have direction, Ed?

12 MR. WUELLNER: Yes.

13 CHAIRMAN MAGUIRE: Okay. Do you have a copy
14 to give --

15 MR. LIOTTA: I only brought five copies. I
16 apologize, but I can send it electronically.

17 MR. WUELLNER: That's all right. We just need
18 to make sure it gets part of the minutes.

19 CHAIRMAN MAGUIRE: Yes. Okay, Ed.

20 AIRPORT EMERGENCY RESPONSE OVERVIEW

21 MR. WUELLNER: All right. Last month, not
22 only did I feel like we got a little ambushed on
23 the topic, but there was a lot, a lot, a lot of
24 misinformation thrown out there by -- by folks well
25 intended; however, didn't quite reflect the real

1 situation of how things get done or how things are
2 done relative to emergency response on the airport.

3 So I wanted to hit with a -- I'm hoping it's
4 relatively brief. There's quite a few pictures in
5 this, so it should be relatively brief. I wanted
6 to review those requirements with the Authority so
7 that they're back on the same page that, you know,
8 we've had to go through over the years.

9 I want to walk you through. I'll make a few
10 editorial comments as we go, but I think you ought
11 to be quite pleased with where these are, despite
12 how, you know, situations develop and they're very
13 difficult to respond to.

14 So I just want to give you the overview and,
15 you know, you -- ultimately this is what goes on
16 every day, and you're welcome to take that wherever
17 you want in the future deliberations you might
18 have.

19 CHAIRMAN MAGUIRE: Just remind you. If -- if
20 you talk about the accident --

21 MR. WUELLNER: Uh-huh.

22 CHAIRMAN MAGUIRE: -- don't make anything that
23 sounds like an accusation --

24 MR. WUELLNER: Absolutely not.

25 CHAIRMAN MAGUIRE: -- or an implication --

1 MR. WUELLNER: Not a problem.

2 CHAIRMAN MAGUIRE: -- anything of that.

3 MR. WUELLNER: First let's start off with
4 we're -- we're an FAA -- or an FAR Part 139
5 airport. Means we're an FAA-certificated airport
6 under a federal regulations.

7 For those purposes, we are only required to
8 have ARFF response, meaning Airport Rescue and
9 Firefighting Response, capabilities during a
10 prescribed period of time associated with actual
11 air service when it's being flown. So we have to
12 have those requirements met slightly ahead of and
13 slightly after actual aircraft operations
14 associated with FAR Part 139 121 aircraft, aircraft
15 certified under Part 121.

16 Part 139 has a myriad of requirements. The
17 airport is certificated, and that certificate
18 includes virtually everything you see on the
19 airfield including everything from how maintenance
20 is done and recordkeeping done to how fuel systems
21 on the airport are constructed and maintained, how
22 the personnel that respond to those things are --
23 are maintained also in terms of certifications.

24 One of the big chunks under 139 of course is
25 related to fire rescue response or ARFF -- ARFF

1 response.

2 Response times -- staffing, equipment, the
3 type of extinguishing agents used, the training
4 required -- all of those things are absolutely
5 required and are prescribed to us under Part 139.
6 We have to meet those requirements annually as a
7 part of our an -- our inspection process with the
8 FAA.

9 They come down here every year. They review
10 every record. They take multiple tours of the
11 airfield. They conduct response time drills for
12 fire rescue. They review all the training records
13 for fire rescue responders to be sure they're
14 meeting the requirements of Part 139.

15 Their review -- as a side remark, they review
16 the fuel certifications, of which Vinny can
17 certainly testify to; we're on his -- his company's
18 rear end as needed -- to make sure that that
19 facility as well as all the people that handle fuel
20 are certified and meet the training requirements
21 under Part 139 as an example.

22 As a part of our emergency plan, which is a
23 requirement also under Part 139, the air -- that
24 emergency plan requires us to have emergency action
25 plans as a -- as a -- as a focus on various

1 different kinds of responses the airport might have
2 to be involved in.

3 And those things include things like hazmat
4 responses, sabotage, hijacking, bomb threats, power
5 outages believe it or not. All of those -- severe
6 weather. All those kinds of events are also in our
7 emergency response plan as required under 139 in
8 addition to just responding as you would say to
9 aircraft-related emergencies. I'd we can get the
10 next slide, Cindy. Thanks.

11 I mentioned about the inspections and the
12 like, but a part of 139 also mandates that the
13 airport conduct a full-blown drill related to that
14 response on a triennial basis, so every three
15 years --

16 (Chairman Maguire exits the room.)

17 MR. WUELLNER: -- which, by the way, is coming
18 up this May. So, in May we will conduct a full
19 live exercise. I know Ms. Reba's been involved in
20 those in the past. Just come out and, you know,
21 get yourselves dirty being a victim or whatever the
22 job is for that particular day, but it's --

23 MS. LUDLOW: They forgot me when I was laying
24 out there in the grass.

25 MR. WUELLNER: But it's a -- it's a very

1 comprehensive response --

2 MS. GREEN: I've been there and done that
3 years ago.

4 MR. WUELLNER: It is a very comprehensive
5 response and it involves many, many, many agencies
6 that are not located on the airport to come
7 together to not only plan it, but to work through
8 the response, and then there's a very significant
9 debriefing that occurs following that event where
10 everyone gets input on what worked, what doesn't
11 work, those kind of things, and we all work toward
12 making that better every time.

13 And in fact, larger responses on the airport,
14 we do that debrief as a matter of course. So when
15 a significant accident has occurred on the airport,
16 we will meet shortly after that event with fire
17 rescue, sheriff, you name it, responding agencies,
18 and go over again what worked, what didn't work,
19 what were the obstacles to making this better,
20 faster, or whatever. We go through that as a
21 matter of course and a matter of routine.

22 That response I mentioned is coming up on
23 May 18th, that drill, and I would encourage you if
24 you have time to come out, if you just want to
25 watch, that's great, too. We can set you off to

1 the side as an observer and you can just watch that
2 go down. But we stimulate an event --

3 (Chairman Maguire reenters the room.)

4 MR. WUELLNER: -- and the response is as
5 realistic as they can make it with short of
6 actually hurting people.

7 I want to remind the board that there is no
8 current 139 or other requirement that we have 24/7
9 fire rescue coverage from a legal standpoint. Is
10 it a good idea? Of course it's a good idea. It's
11 a great idea. And I really think we've got the
12 county engaged for the first time to perhaps make
13 that come and be real in a -- in a sense starting
14 as early as this fall.

15 We are working with senior county staff, the
16 county administrator, the assistant county
17 administrator. We are making every possible -- or
18 turning every possible stone with them to jointly
19 get the fire rescue station here manned on a 24/7
20 basis so that response times are even better than
21 what they used to be.

22 But there is no legal requirement to cover
23 this airport as a GA airport in terms of creating
24 an actual fire rescue station on the airport in
25 those kind of responses. Again, I think it's a

1 great idea we do that, but the obstacle is and
2 generally has always been, how much does it cost
3 and how do we get that cost covered in the
4 operation of the airport? Again -- next.

5 We threw a few slides up here. You're welcome
6 to come up and look at those afterwards if you
7 want, but just some pictures of the last drill that
8 was accomplished right at three years ago at this
9 point. But you get a feeling for the scale and
10 scope of this kind of response, the training that
11 goes into this.

12 We tie up significant county -- countywide
13 resources during that event so that everyone gets a
14 flavor for being on the airport and what those
15 responses typically are going to require. So I
16 think there -- that's probably it for that.

17 We want you to know that all the airfield or
18 all the airport's fire rescue vehicles are
19 continually tested, inspected. When corrective
20 action's required, it's accomplished immediately.
21 Keep in mind the Airport Authority owns two wheeled
22 vehicles, I'll call them. You have two crash fire
23 rescue vehicles that the Airport Authority owns.

24 Far 139 classifies fire response by alphabet
25 number, A, B -- A through F, I believe it is. A is

1 the minimal or the minimum response required for
2 commercial service. As you have more and more air
3 service at your airport, you -- you ratchet that
4 requirement up under Part 139.

5 So with five daily departures of a significant
6 aircraft, as FAA determines it, you would move into
7 an Index B as a -- as a minimum requirement for
8 fire rescue response. Likewise, as more of those
9 occur, you'd move to a C, a D, or an E. And
10 obviously your biggest airports in the country are
11 E's and F's, as you might expect, with multiple
12 fire stations on the property in order to respond
13 properly.

14 All right. All the other equipment that we
15 use -- well, we also own an airboat, so you know
16 that. The Airport Authority owns an airboat that
17 we make available to emergency responders for
18 those -- for any accident that occurs around the
19 perimeter whether it's on airport or not on
20 airport.

21 We -- we kind of have a loose mutual aid
22 agreement, if you will, with fire rescue and the
23 Sheriff's Office. If they need that resource or
24 the need that asset, they are welcome to come get
25 it and use it as they need to in an emergency. We

1 do not -- you know, the only vehicles that remain
2 on property are the ones required for Part 139 and
3 especially during the hours where they're
4 absolutely required in order to accommodate 121
5 aircraft operations.

6 We continually inspect, as does the city and
7 the county, hydrants, fire rescue ARFF vehicles,
8 the buildings, the chemicals used, which includes
9 AFFF -- there's a significant supply of dry chem
10 that's a part of the A vehicle that responds.

11 SCEA, the self-contained breathing apparatus,
12 all that equipment is maintained. St. Johns County
13 Fire Rescue has been insanely helpful to us over
14 the last five years or more in making sure that all
15 that equipment meets standards, is current, works,
16 is what they use so that their people when they
17 respond and need the resources on the airport, they
18 can immediately plug into that equipment and use it
19 because they've used it in the field. It's what's
20 on their vehicles at times also.

21 Kevin on our behalf conducts multiple times a
22 year day and night orientation exercises with fire
23 rescue personnel as well as sheriff's personnel
24 helping them understand where to respond on the
25 airport, how to respond on the airport, what's

1 expected, what does the airport look like when it's
2 dark, when it's light, how to talk with the tower
3 should it be necessary.

4 They work through those details frequently
5 during the year. He also accomplishes airfield
6 driver training. It's no secret that fire rescue
7 personnel in St. Johns County rotate from time to
8 time through the different firehouses that are in
9 the county. So it's a nonstop stream of personnel
10 that need to be trained, need to be oriented to the
11 airport and the unique situation the airport has.

12 Before we used to engage or be able to be
13 engaged at this level with folks at the county, it
14 was an absolute scene of chaos for a general
15 aviation response on this airport. We had vehicles
16 showing up at every possible gate, coming in every
17 possible way with no consideration whether the
18 airfield's open or closed, aircraft are moving
19 around on the field or whatever. It was chaos.

20 It was not unusual to finally end up with 30
21 sheriff's deputies on the field when you really
22 need one or two to control an access point on our
23 behalf or do the investigation. FHP, similar.
24 Fire rescue, whatever gate they could find, they'd
25 break down and come on in with no regard for what's

1 going on on the airfield.

2 That is not the chaos scenario that exists
3 today anywhere here. We facilitate live fire
4 rescue -- live fire drills that are required under
5 FAR Part 139 for 10 to 12 St. Johns County
6 firefighters annually so that they remain in
7 certification, have direct experience with
8 responding to actual fire-type responses on the
9 airport that involve unique fuels and materials in
10 many cases that some of these aircraft are
11 constructed out of. We can go to the next one
12 here.

13 I threw these stats up. Kevin was kind enough
14 to put them together for me. But over the last
15 three years, you've had 62 events on the airport.
16 62 times fire rescue has made some kind of response
17 related to this airport in -- whether it was
18 someone calling saying they felt like they were
19 having engine problems but weren't declaring an
20 emergency. That's going to represent most of your
21 level 1s here.

22 Level 2s are requiring a responding. If they
23 think they've got smoke in the cockpit, they just
24 can't get the gear down, whatever that is, Level 2
25 these guys show up on the airport, stage and wait

1 for that event to occur if they are given that kind
2 of lead time. If they don't have the lead time,
3 then they're taking our cue as to whether they're
4 going out on the airfield or the like.

5 The worst ones are the Level 3s. Level 3s are
6 a full-blown actual emergency; something's happened
7 that requires fire rescue response in one form or
8 another on the property.

9 Some of those, as we all know including the
10 last event, can occur in water -- or in the marsh,
11 if you prefer that term. But we've had three of
12 those responses over the last three years, whether
13 it's been actual responses required out into the
14 marsh to facilitate some type of rescue attempt.
15 And the balance of those, it looks like to be 11 of
16 them, 12 of them, over the last three years have
17 been full-blown emergencies where fire rescue was
18 there.

19 Whether it's an aircraft that landed gear up
20 and they're available for immediate response,
21 doesn't mean they had to get somebody out of an
22 airplane or put out a fire, but it required a
23 full-blown response to the actual aircraft scenario
24 to help rescue somebody. Next, please.

25 Obviously there are challenges. When you look

1 at our airport and the geography of this airport,
2 where it sits on the marsh and those kind of
3 variables, proximity to U.S. 1, you name it, there
4 are -- every airport has some challenges. There
5 are very few airports that are blessed with just --
6 you know, I can think of only a few where they have
7 almost nothing that's an obstacle to getting to do
8 fire rescue.

9 One of the fundamentals of course is lack of
10 information. That cropped up in this last
11 response. Location: Where is the accident or how
12 difficult it is to get to that particular site to
13 even help.

14 Situational specifics: You know, what kind of
15 aircraft's involved? What -- how is that aircraft
16 situated when you get up to it? Is it upside down?
17 Is it right side up? What -- what kind of things?
18 Any hazmat that's in the air. Is it fuel leaked
19 all over? What do we have? That situation gets
20 assessed as soon as they get there, and of course
21 the condition of the overall site and aircraft when
22 they get to it. Sometimes it's -- you know,
23 there's not a lot we can do in certain situations.
24 Next, please.

25 This gives you a -- this is a 2019 event that

1 was in the list there. This was a training
2 aircraft that landed out there. I understand that
3 they had an engine problem, they attempted to turn
4 back, ended up dumping the aircraft in the marsh.
5 Fortunately, they were able to keep the aircraft
6 upright.

7 Actually I think this one was actually upside
8 down, but it was -- had doors on the side, so it
9 allowed the passengers fortunately were relatively
10 minor injuries, some scrapes and cuts kind of
11 thing, they were able to get out of the aircraft
12 and kind of hang patiently by the aircraft.

13 Why didn't they walk to shore? Because it's
14 simply impossible to walk to shore or walk to the
15 edge of the airport from that environment. If
16 you've not had the personal experience of
17 sitting -- going out into that marsh area, getting
18 out of the vehicle and attempting to move in that
19 environment, you're in for a unique experience
20 anywhere on that -- in that environment.

21 It is -- it will absolutely kill you. You go
22 up to your knees almost immediately. You only
23 get -- the healthiest people get a few steps in the
24 marsh before they're absolutely exhausted. It
25 requires specialized equipment and access to get

1 out there.

2 Further, you can't see very far ahead of you
3 depending on what the tidal conditions are at the
4 time. It's a duned kind of environment out there,
5 and there's a picture coming up in a few minutes
6 that will help you understand that. But you can't
7 necessarily see from one spot to the next. It's
8 very difficult.

9 The latest accident was a perfect illustration
10 of that. No one was a hundred percent sure where
11 that airplane was located when the response
12 occurred when they -- when the fire rescue
13 initiated response. Even the tower didn't know
14 exactly where the aircraft was. So being able to
15 guide people to that required someone to know where
16 it was first.

17 That developed over the ensuing minutes. It
18 got figured out pretty quick in the scheme of
19 things, but it doesn't make it any easier when they
20 respond. You can see they ended up using a sled
21 that was on one of the fire vehicles, it's actually
22 a back stretcher, and hooked their lines to it and
23 used an engine to pull on a sled the victims out of
24 the marsh from that location. You can see the
25 conditions in general there. It is not a pleasant

1 environment to be stuck in. Next slide, please.

2 All right. I want to show you this, and I'm
3 not -- this is about the extent of what I'm going
4 to talk about with the current event.

5 But we had a lot of accusations about what
6 fire rescue had to go through to get on the
7 property and some statements to that effect. I
8 want to put that issue to bed.

9 Here are two still shots from the camera at
10 the gate. They're time-stamped. They came right
11 off the system that's -- that's -- even the
12 Sheriff's Office has access to.

13 Fire rescue showed up on the scene -- I want
14 to point out. When they showed up there is no
15 T-hangar tenant here letting people in, as we've
16 been accused of. Here is the gentleman from the
17 fire rescue truck who got out, and as we've stated
18 before, uses their Knox box key to access the gate.

19 They have a key they can turn their -- the
20 gate automatically opens at that point, which it
21 did. Fire rescue vehicles went through. They
22 closed that lock.

23 Here is arrival of it Troy, the very first
24 tenant on scene, who then got out of his vehicle,
25 seeing other fire rescue vehicles come up. Rather

1 than make them get out of the truck and open the
2 gate, he used his badge to allow the additional
3 fire rescue, Sheriff's Office, emergency responders
4 onto the property. Note the times on those.

5 MS. LUDLOW: 5:06.

6 MS. GREEN: It was 5:00 and 5:06.

7 MS. LUDLOW: But what time was --

8 MR. WUELLNER: 25 seconds from arrival through
9 the gate with all the fire rescue initial
10 responders.

11 If you watch the video, which we're not going
12 to show and we're not going to get into that, there
13 are -- about everybody involved in this re -- this
14 accident's response were on property by about 13
15 after, and that included resources from all over.
16 Even the "Where was Ed?" question is answered in
17 the video. I'm on property at that gate manning it
18 at 11 after.

19 Those are the two fire rescue or our airboat
20 as well as the Sheriff's Office. These are from
21 the day of the event. But here are two photographs
22 related to the response. I just want you to see
23 what the condition of the aircraft was, how it was
24 positioned in the marsh, why this was such a
25 difficult response for our fire rescue guys.

1 You see Life Flight was on ready to go here.
2 They're landing here. And you can see where we
3 were -- the ambulance is parked that was working
4 on -- on Ms. Fox.

5 So I hope -- hope you have -- following this,
6 you have a better understanding of what's required,
7 what we do on a daily basis to make sure that the
8 responses are adequate.

9 There were some great suggestions made between
10 the last meeting and others about continuing the
11 education component for our fire rescue responders.
12 We think that's a fabulous idea and in fact are
13 beginning to schedule with our first responders
14 additional aircraft orientation training so that
15 when they run up on an aircraft such as the Extra,
16 which is a very unique aircraft in terms of being
17 able to extract someone out of, particularly upside
18 down.

19 It's built like a NASCAR airplane on the -- or
20 vehicle on the inside. It's a -- a very elaborate
21 structural system that makes the airplane strong
22 and protects the pilot in it, making -- but it
23 makes a very difficult rescue when you can't get in
24 through the canopy because the aircraft's on it in
25 this case.

1 CHAIRMAN MAGUIRE: Okay.

2 MR. WUELLNER: So we'll work through those
3 additional aircraft so that we have the best
4 possible response going forward. We'll continue to
5 work with St. Johns County in the coming months to
6 see if we can't get this station funded 24/7 and
7 improve even on a really good situation here,
8 despite how it's been characterized.

9 MS. LUDLOW: What time was -- was it first
10 reported? What time did she go in the marsh?

11 MR. WUELLNER: It was a four-minute response,
12 was it not, Kevin?

13 MR. HARVEY: 4:59, if I recall.

14 MR. WUELLNER: 4:59.

15 MR. HARVEY: They came through the gates at
16 5:04, and that's coming from off airport. That's
17 pretty darn fast.

18 MS. LUDLOW: But the -- but the tower's
19 supposed to do the calling --

20 MR. WUELLNER: They did.

21 MS. LUDLOW: -- for emergencies.

22 MR. WUELLNER: They did.

23 MS. LUDLOW: So what time did the tower call?

24 MR. WUELLNER: 4:59.

25 MR. HARVEY: 4:59.

1 CHAIRMAN MAGUIRE: Okay. Any other questions
2 regarding Ed's presentation? Not what Reba's
3 getting ready to talk about? Okay.

4 MR. HARVEY: If I may add -- just to add to
5 that.

6 CHAIRMAN MAGUIRE: Microphone. You're not
7 exempt.

8 MR. HARVEY: I've got a big mouth.

9 As part of the FAA requirements, when we do
10 have our ARFF in action, they have to be able to
11 respond within three minutes. You had off-airport
12 response in just under five minutes, and that's
13 pretty incredible. Pretty incredible.

14 CHAIRMAN MAGUIRE: Okay. Thank you.

15 SAFETY REVIEW COMMITTEE UPDATE

16 CHAIRMAN MAGUIRE: Okay. Now we're going to
17 go to Reba's presentation on the safety review
18 committee update.

19 MS. LUDLOW: Yes. And I was charged with
20 presenting a reason, cause, and necessity to have a
21 safety review committee. So, the -- this is -- you
22 guys, I'm reading this because I want it in the
23 record.

24 Okay. The airport staff and the emergency
25 response personnel operated to the best of their

1 ability and were dedicated to saving lives. The
2 emergency response personnel in particular are
3 heroes and risk their own safety in trying to save
4 lives.

5 The goal of the safety committee is to
6 evaluate the on-site resources and procedures to
7 see if any improvement can be made to aid or
8 support the process.

9 It will look at equipment based on the
10 airport, procedures used in the process, and
11 evaluate interagency resources that could be of
12 benefit. It will focus on equipment and procedures
13 that could help prevent accidents as well as
14 resources that could improve rescue efforts.

15 The safety committee will not investigate
16 accidents, but will use publicly available reports
17 from various sources to include the NTSB, FAA, news
18 media, eyewitness reports, to evaluate processes
19 that could be improved.

20 The committee should be made up of
21 St. Johns County Sheriff's personnel,
22 St. Johns County Fire Rescue personnel,
23 Airport Authority personnel, representatives from
24 airport businesses, and local experts.

25 We -- oh, okay. And that is why I think we

1 need to have an airport safety review committee.

2 CHAIRMAN MAGUIRE: My -- my only comment. I
3 like this. This is very nice. But news media and
4 eyewitness reports --

5 MS. LUDLOW: Let me remind you --

6 CHAIRMAN MAGUIRE: -- the problem -- let me
7 make my comment. The problem with news media is
8 they report what they hear; they do not necessarily
9 report facts.

10 MS. LUDLOW: We know that.

11 CHAIRMAN MAGUIRE: Well --

12 MS. LUDLOW: We take all of -- all of that is
13 taken into consideration. You're getting reports
14 from various sources. Yes, you get the news media.
15 Yes, you get eyewitness reports. Everything is
16 slanted.

17 CHAIRMAN MAGUIRE: All right. Take that with
18 a grain of salt. Even eyewitness reports change
19 from person to person.

20 MS. LUDLOW: Okay.

21 CHAIRMAN MAGUIRE: Okay. I'm not saying don't
22 do it. Just be cautious --

23 MS. LUDLOW: Okay.

24 CHAIRMAN MAGUIRE: -- okay, because that could
25 taint one direction or another, all right?

1 MS. LUDLOW: I have one more thing to say. I
2 was going to wait till you approved it, but anybody
3 can form a safety committee. We on the board have
4 media constraints that we adhere to.

5 CHAIRMAN MAGUIRE: Yes.

6 MS. LUDLOW: Any other safety committee will
7 not have media constraints.

8 CHAIRMAN MAGUIRE: Okay. Can I ask? This is
9 an e-mail addressed to you. Who did it come from?

10 MS. LUDLOW: I wrote it myself.

11 CHAIRMAN MAGUIRE: You wrote it yourself?

12 MS. LUDLOW: Yeah.

13 CHAIRMAN MAGUIRE: To yourself?

14 MS. LUDLOW: Yeah. Are you kidding?

15 MR. OLSON: I have a question about the --
16 would the committee do a -- would it be a one-time
17 thing?

18 Because as I ask that, it's very common in
19 laboratories, especially scientific laboratories
20 that have a bunch of chemical activity and all
21 that, to have a standing safety committee.

22 It meets typically once a month or once every
23 two months and just discusses safety and any -- any
24 kinds of incidents that have come up and -- of the
25 whole thing. I -- that's the way I'm -- that's

1 what I'm thinking that maybe --

2 MS. LUDLOW: More efficient.

3 MR. OLSON: -- you might want to consider a --
4 something like that, a standing, you know, safety
5 committee that just gets together and communicates,
6 shares information and --

7 MS. LUDLOW: That's a good idea. Because, I
8 mean, we have no fault with the fire department or
9 EMTs. You know, that's their job. Just like
10 doctors in a hospital, they're there to save your
11 life. You know, no matter what, they're going to
12 try to save your life.

13 So our -- this would be more internal, but --
14 and people, you know, that work here and, you know,
15 we'd get help from everybody else. But I would say
16 that's a very good idea that Tom had to establish a
17 committee just like our TPO and with something a
18 safety committee.

19 CHAIRMAN MAGUIRE: Well, when you first
20 brought this up, I thought you were referencing a
21 standing committee --

22 MS. LUDLOW: Oh, good. I was.

23 CHAIRMAN MAGUIRE: -- okay? Not a one-time
24 shot.

25 MS. LUDLOW: Right.

1 CHAIRMAN MAGUIRE: Okay. I don't know about
2 every month, though --

3 MR. OLSON: No.

4 CHAIRMAN MAGUIRE: -- because the real issue
5 is when you talk about Sheriff's Department and
6 fire department, they may not --

7 MS. LUDLOW: They couldn't do it.

8 CHAIRMAN MAGUIRE: -- they may say once a
9 quarter at best --

10 MR. OLSON: Yeah.

11 CHAIRMAN MAGUIRE: -- or once every six
12 months.

13 So I like the idea of a standing committee.
14 Set a time frame that they will attend, because if
15 it's too tight, you're going to see they're going
16 to start falling off, okay? So you have to get
17 something that they will attend.

18 MS. LUDLOW: Yeah.

19 MR. WUELLNER: If I might suggest something
20 relative to structure. I have no issues with the
21 group assembling; I think that that's great. But
22 I'm wondering if there's a duplication of activity
23 here from -- what I would suggest is maybe we
24 consider including -- you've got three or four
25 airport businesses, local aviation experts.

1 Maybe the easiest way to accomplish this goal
2 would be to include them in the debriefs and the
3 conversations that occur post incident versus
4 trying to get the top list, the sheriff's
5 personnel, fire rescue, these guys, to commit to
6 being involved in something else.

7 We -- we always, I say always, but generally
8 always meet following those events and do that
9 debrief, and I think it's a great place to plug in
10 some outside thoughts or, you know, observations
11 for that matter.

12 MS. LUDLOW: I -- I think that's a great idea,
13 too. However, they will be talking about a
14 specific incident --

15 MR. WUELLNER: They will be.

16 MS. LUDLOW: -- and what we want to do is
17 cover the future safety. Like get -- like you
18 said, the airboat that we have, an air --

19 MR. WUELLNER: Airboat.

20 MS. LUDLOW: -- bus.

21 MR. WUELLNER: Boat.

22 MS. LUDLOW: Okay. Where is it, you know?

23 MR. WUELLNER: Fire rescue.

24 MS. LUDLOW: Well, they couldn't get in the
25 fire station.

1 CHAIRMAN MAGUIRE: Are you willing to be the
2 chairman of the safety commission?

3 MS. LUDLOW: Yes.

4 MR. WUELLNER: There again, that's yet another
5 rumor that isn't factual.

6 MR. HARVEY: Correct.

7 MS. LUDLOW: But that's why we need something.
8 People on the airport care about safety.

9 MR. WUELLNER: And we're glad.

10 MS. LUDLOW: I mean, and just like it says,
11 you know, they're not required to have the safety
12 personnel for general aviation. They're not
13 required to have those -- those -- that equipment
14 here for general aviation.

15 MR. MIRGEAUX: It's not required to be manned.

16 MS. LUDLOW: Pardon?

17 MR. MIRGEAUX: It's not required -- the AR- --

18 MS. LUDLOW: Oh, yeah, it is not --

19 MR. MIRGEAUX: ARFF is not required to be
20 manned.

21 MS. LUDLOW: Yeah, it is not required.

22 MR. MIRGEAUX: It's here.

23 MR. WUELLNER: It's a good idea.

24 MS. LUDLOW: Yeah, but -- so I only, you know,
25 did -- I look at these because some of other ones

1 in your report, you know, probably flat tire or
2 blah, blah, blah, something like that.

3 So September 11th, Patty Wagstaff upside down.
4 September 24th, Jenny Douglas Skymaster.
5 November 10, two injured, picked up in the marsh by
6 fisherman. June 29th, '21, two killed, instructor
7 and student on runway, fire. September 13th, 2021,
8 flight school plane, three instructors in the
9 marsh. And then March the 2nd was another marsh.

10 I think that it bears looking into. No fault
11 anywhere. But how we could help? How could we
12 have gotten to that plane on fire? We were there,
13 you know, and you didn't -- you couldn't get there.

14 CHAIRMAN MAGUIRE: Well, I think we approved
15 last time a committee to be formed, did we not?

16 MR. WUELLNER: I don't think you did. I think
17 you were waiting on --

18 MS. LUDLOW: No.

19 CHAIRMAN MAGUIRE: Okay.

20 MS. LUDLOW: I just had to give the reasons
21 why --

22 CHAIRMAN MAGUIRE: We directed to her to put
23 this together?

24 MR. WUELLNER: And come back here.

25 CHAIRMAN MAGUIRE: Okay. So did you want to

1 make a motion create a standing committee?

2 MS. LUDLOW: I make a motion that we create a
3 standard safety review committee -- should I say
4 based on the airport --

5 CHAIRMAN MAGUIRE: No.

6 MS. LUDLOW: -- but just say --

7 CHAIRMAN MAGUIRE: Just say standard safety
8 committee.

9 MS. GREEN: All right. So it can meet
10 wherever.

11 MS. LUDLOW: Yes, standing.

12 CHAIRMAN MAGUIRE: Okay.

13 MS. LUDLOW: Thank you.

14 CHAIRMAN MAGUIRE: We have a motion to create
15 the safety revenue committee.

16 MR. OLSON: (Indicates.)

17 CHAIRMAN MAGUIRE: Second by Robert.

18 Discussion?

19 (None.)

20 CHAIRMAN MAGUIRE: Okay.

21 MR. MIRGEAUX: You should be involved in the
22 after-action discussion obviously.

23 MS. LUDLOW: Yeah.

24 MR. MIRGEAUX: They give one after every
25 incident, so that's -- I think that that is going

1 to be the -- a main ingredient if not the key
2 ingredient to the committee's success, so --

3 MS. GREEN: And not just proactive, post.

4 MR. MIRGEAUX: Yeah, not just, hey, you know,
5 we're going to have a quarterly meeting --

6 MS. LUDLOW: No.

7 MR. MIRGEAUX: -- and we're going to talk
8 about the things that happened in the three months,
9 but, you know, in addition to that, the discussion
10 that Ed's talking about.

11 CHAIRMAN MAGUIRE: Okay. Mr. Liotta, you
12 wanted to comment?

13 MS. LUDLOW: I agree. Thank you.

14 MR. HAY: On this subject and another
15 (tenders).

16 MR. LIOTTA: Matt Liotta, St. Johns again.

17 Obviously we're again talking about safety
18 after various issues were brought up, and I think
19 everybody appreciates hearing answers to the
20 questions that were brought up previously. I think
21 there's still some other unanswered questions and
22 I'd like to pose some to everybody to think about.

23 You know, one, it was stated that the expense
24 associated with manning the fire station is related
25 to the time for which Elite Airways is present at

1 the airport.

2 So if that's the case, what does Elite
3 Airways, as the only beneficiary of that,
4 contribute to the cost of those expenses versus
5 what do the rest of the tenants contribute to the
6 cost of those expenses when they're not afforded
7 that same fire department protection when they're
8 operating and Elite is not here?

9 To the point that many people in the GA
10 community would like to see additional hours of
11 coverage on the fire station, have we calculated
12 what that would cost and presented to the tenants
13 what the increase in their rent would be to support
14 what they're asking for? Why not just tell them
15 and see if they'll pay? Maybe that will solve the
16 problem. Just some questions that I think they're
17 worth answering.

18 CHAIRMAN MAGUIRE: Thank you, very much.

19 Okay. Mr. Hay?

20 MR. HAY: Thank you, Mr. Chairman. Three
21 minutes?

22 CHAIRMAN MAGUIRE: Three minutes. Name.

23 MR. HAY: Bill Hay. I represent Skypro
24 Aviation. I've reached out to board member McClure
25 (sic) about being a part -- I'm really disappointed

1 that GA tenants weren't listed as potential members
2 for that committee.

3 I want to say that in my real world job, I was
4 honored to be part of the post Challenger return to
5 flight safety review and also with the Columbia
6 incident because of my work at KSC.

7 We sometimes do task force and committees and
8 reviews and studies when many times all that's
9 needed is an e-mail address. The general aviation
10 population here at this airport offers you a couple
11 of thousand extra eyes on a weekly basis for issues
12 that are matters of safety.

13 I had no less than ten people come by my
14 hangar, and I'm still asking why me, to talk to you
15 folks today about the safety. Not about airboats
16 or keys or response time or anything else, but
17 probably the most general recurring event we're
18 going to have at an airport with small planes are
19 engine fires. Engine fires on startups or a
20 student over-primed a motor too much.

21 When you look around, the Airport Authority's
22 been nice enough to give us all fire extinguishers
23 inside our hangars and I think that's great. But
24 on a case like mine, if I'm the only one that's on
25 B row that's out messing with his plane for the

1 day, I've got one extinguisher.

2 Now I've got three extinguishers in my truck
3 right now in the parking lot, so I'm an
4 overprepared person. But if I was the average GA
5 tenant, I've got one extinguisher. There are no
6 physical outlying extinguishers on the building.
7 There's no access to water hoses.

8 There are a lot of little tiny things that the
9 Airport Authority could do right now to
10 exponentially improve safety here at the airport
11 without task force and committees and reviews, but
12 it needs to include the general aviation tenants.
13 You really need to take their input in order to do
14 this professional and properly. Thank you.

15 CHAIRMAN MAGUIRE: My only question is --
16 that's a good comment, but why does the general
17 aviation need a request from us if they see a
18 problem?

19 MR. HAY: Because we can't act on it. We
20 could --

21 CHAIRMAN MAGUIRE: Okay.

22 MR. HAY: We could tell Kevin everyday, but
23 he's got better things to do than listen to us and
24 we certainly can't buy external fire extinguishers.

25 CHAIRMAN MAGUIRE: I disagree with that.

1 Kevin's primary person, as I see it, as is Ed's, is
2 safety on this airport.

3 MR. HAY: I agree with you, sir. And I'll
4 meet you in the middle.

5 If we had an e-mail address that the general
6 aviation tenants could fire off a quick e-mail and
7 say, Hey, Kevin, how about let's getting some
8 external fire extinguishers mounted on the
9 building, then he could address it at his leisure
10 when something else is not drawing his attention.

11 CHAIRMAN MAGUIRE: Okay. My -- my point is,
12 is that everybody is responsible for safety. You
13 don't push it off on one individual because they
14 hold a title or a position.

15 MR. HAY: I agree.

16 CHAIRMAN MAGUIRE: Okay.

17 MR. HAY: We have to have that opportunity,
18 though, and I wish Ms. McClure's (sic) committee
19 would include general aviation tenants, not just
20 business owners and fire rescue and police
21 personnel.

22 CHAIRMAN MAGUIRE: Okay. Thank you. All
23 right. Anybody else --

24 MS. LUDLOW: May I respond? Thank you, Bill.

25 MS. GREEN: There's another.

1 CHAIRMAN MAGUIRE: Yeah, one more.

2 MS. LUDLOW: I was going to respond to Bill's.

3 CHAIRMAN MAGUIRE: Okay.

4 MR. KREIS: Bruce Kreis, St. Augustine.

5 As you all know, I was one of the outspoken
6 people shortly after the accident first meeting.

7 I just want to tell Ed personally, thank you
8 for giving us that explanation. It's great to hear
9 that things are changing and that there is an
10 attempt maybe to try to get somebody in this fire
11 station 7/24. I think you're pointing ahead in the
12 right direction. We're not really doubting that.

13 I think also, though, I want to mention that,
14 you know, the morning after the accident, I made a
15 public records request for -- for your safety plan
16 and you weren't able to share that. It's not
17 public records, but I'm not sure why the public
18 wouldn't be able to see your safety plan and
19 response plan.

20 My interest was to see, hey, where can we -- I
21 want to start looking right now to see where I can
22 make this better. So, had you shared that earlier,
23 I think maybe some of the rumors and the
24 misinformation would have not happened just because
25 we would have had better information directly from

1 you.

2 I think also kind of to your point about the
3 media and such, I know The St. Augustine Record
4 made that same request and they were also told they
5 couldn't have it. Had they had that request and,
6 you know, better information directly from you guys
7 right up at the front, I think a lot of that bad
8 press, if you will, could have been avoided. So
9 two things that I just thought I'd mention.

10 Another thing is no one saw chaos,
11 necessarily. I thought it was very well
12 coordinated, and you're absolutely right, they were
13 here in five minutes. But I was -- I wasn't really
14 timing them or anything, but it was no more than
15 five minutes and you had fire trucks on the end of
16 the runway.

17 Unfortunately in this incident the response
18 time that counted was how long it took to get all
19 the way out to where the accident was. The marsh
20 is hell. It's not an easy environment to get
21 around in. But there are helicopters that could
22 have dropped people out there.

23 There are other things that we -- if we think
24 out of the box, we could probably come up with a
25 little better way of getting there quicker, or

1 maybe because we know that half of the -- that all
2 of our runways have one end that ends in water or
3 hits the marsh, there's no way to get around it,
4 it's half of our environment.

5 So maybe we should look at what it's going to
6 take to get that investment into some kind of crazy
7 vehicle as -- as we've seen, you know, advertised
8 that is a marsh crawler of some kind, something
9 that's easier to get around than an airboat in that
10 kind of environment.

11 I don't know what that might be, but I think
12 it should be looked at, and that's -- these are the
13 kind of things that I think the safety committee
14 that Reba's asking for could be looking into. So
15 we appreciate that. Thanks.

16 CHAIRMAN MAGUIRE: Thank you. Let me make one
17 comment on the -- on the media comment I made.

18 After that one meeting where Reba presented
19 the idea of a safety committee, I had phone calls
20 from three different television stations wanting to
21 know what are we going to do about conducting an
22 accident investigation for all of the problems that
23 they had heard from people not associated with this
24 board who made comments and created rumors. And
25 they wanted to know what we were going to do to

1 solve all the failures that this airport had done.

2 That's the reason -- and there's people who is
3 spoke right up here who accused this airport board
4 and the staff of failing to do what needed to be
5 done on this particular accident.

6 Do not -- do not listen to everything the
7 media says because they report on people's comments
8 without having the facts always in front of them.
9 Eventually they get the facts. But quite often,
10 they've already made the impression that doesn't
11 fit the scenario, okay? That's the reason I'm
12 saying be careful with media.

13 Media, if you've ever gone into a negotiation
14 with a high-level experienced negotiator on a piece
15 of property or something, you learn real quickly
16 that these people know how to play the game. They
17 know how to extract the information that they want,
18 not necessarily the information that's the truth.
19 Be careful.

20 MS. LUDLOW: Can --

21 CHAIRMAN MAGUIRE: And then they flip. Be
22 very careful, okay?

23 MS. LUDLOW: Can I respond to Bill, please?

24 CHAIRMAN MAGUIRE: Yes.

25 MS. LUDLOW: Bill, where is he? That is

1 totally an oversight that I didn't put GA on there.
2 It takes a village.

3 But GA is so close to my heart, I mean, that
4 came as a standard. And if I had started off with
5 GA, this board might have looked at it being
6 slanted, though I will put GA in there, for sure.
7 That is the biggest part of it, to go right there.

8 CHAIRMAN MAGUIRE: Thank you. All right.
9 Anything else on Reba's presentation?

10 MR. TUCKER: I think you missed me.

11 CHAIRMAN MAGUIRE: Oh, did you want to come
12 up?

13 MR. TUCKER: Yeah, I had a request.

14 CHAIRMAN MAGUIRE: I thought I asked you and
15 you said no.

16 MR. TUCKER: No, that was early on.

17 CHAIRMAN MAGUIRE: You have an X on this one.
18 You put an X on this one.

19 MR. TUCKER: I'm sorry. Was it supposed to be
20 a checkmark?

21 CHAIRMAN MAGUIRE: X, X, X, X, and then Y down
22 at public comment.

23 MR. TUCKER: I mark them all. I mark them
24 all. You did this to me on another one because I
25 wanted to get up and say something about Carol

1 Saviak.

2 The Pilots Association had a great
3 relationship with her and she did so much to help
4 us out with anything that we -- we had asked her
5 for. And she was just a tremendous asset to -- to
6 there. And I want to underscore that and make sure
7 that's on the record, that we're very much
8 supportive of her and really applaud her transition
9 to other career opportunities. So she was -- she
10 was a big asset.

11 Len Tucker, and I'm from St. Augustine. I am
12 very grateful that y'all are considering doing this
13 safety committee. I think it is something that
14 hopefully will be a benefit. I'd like to see us
15 moving forward in a positive manner, which is what
16 that is.

17 But there's several comments that always pop
18 up that I always just think need to be changed just
19 a little bit. 90 percent of what goes on at the
20 airport happens during daylight hours, it's not
21 24/7.

22 If all you had to do was man the fire station
23 eight to ten hours a day, you're probably going to
24 cover almost every one of those accidents that
25 we've had here. I can only think of a couple of

1 them that have happened at nighttime while I've
2 been here.

3 And so, it's -- it's to get and respond to
4 those things, you don't need the 24-hour-a-day
5 coverage. Let the offsite do it for the remainder
6 hours. You know, so that's a -- that's a cost
7 savings that could be quite significant when you're
8 looking at how much that's going to take to
9 accomplish.

10 And then, you know, I think the one unexplored
11 thing which hopefully the committee can get into is
12 how can some of the other agencies help with some
13 of their equipment?

14 You know, the Sheriff's hel- -- the Sheriff's
15 helicopter is right here on the airport and they
16 man those things for almost instantaneous takeoff.
17 Well, maybe we can convince the
18 Sheriff's Department that they can also help out
19 during the rescue effort to take a firefighter or a
20 rescue person over to where the scene is. Those
21 kind of issues are things that could be explored.

22 And agencies don't like to talk between
23 themselves quite frequently, so somebody that can
24 bring those agencies together like possibly this
25 committee might be able to accomplish or get some

1 traction there. But that's all I've got to say, so
2 thank you very much.

3 CHAIRMAN MAGUIRE: Thank you, very much.
4 Okay. Is there anybody else that didn't have a
5 card that would like to speak?

6 (None.)

7 CHAIRMAN MAGUIRE: Okay. Bring it back to the
8 board. You have your direction?

9 MS. LUDLOW: Yes, sir.

10 CHAIRMAN MAGUIRE: Okay. Thank you, very
11 much.

12 AUTHORITY STAFFING CONSIDERATIONS

13 CHAIRMAN MAGUIRE: Next presentation is
14 Robert.

15 MR. OLSON: Oh, thank you. Authority staffing
16 considerations.

17 MS. HOLLINGSWORTH: You didn't vote.

18 CHAIRMAN MAGUIRE: Hmm?

19 MS. HOLLINGSWORTH: You didn't vote. You did
20 a mention and a second.

21 CHAIRMAN MAGUIRE: We had a motion?

22 MR. WUELLNER: To do what?

23 MS. GREEN: For staffing.

24 CHAIRMAN MAGUIRE: Oh, okay. I thought we
25 voted. Okay. The vote is -- you're right. I

1 remember now.

2 Okay. We -- we called public comment before
3 the vote. So we have to vote on the motion for her
4 to move forward with the standing committee, okay?
5 Motion and second. All in favor?

6 MS. GREEN: Aye.

7 MR. MIRGEAUX: Aye.

8 MS. LUDLOW: Aye.

9 MR. OLSON: Aye.

10 CHAIRMAN MAGUIRE: Aye. Approved. Thank you,
11 very much.

12 MR. OLSON: So I'll proceed to Authority
13 staffing considerations.

14 I -- I want to say that I had intended to
15 address this at the last meeting, but we were at
16 5:45, so I decided I'd hold off till a meeting that
17 we had probably less to discuss. But I'm really
18 glad that I delayed, because I think this meeting
19 is an ideal -- has been an ideal indication of the
20 kinds -- the whole range and the types of things we
21 expect our administrative staff to cover and handle
22 regularly.

23 And I've -- I -- what I want to talk about is
24 I think we have -- our expectations of our small
25 staff are unrealistic and that we are understaffed

1 and that we need to supplement our staff. We need
2 to supplement our staff in particular I feel with a
3 chief operating officer CFO type, all in one, a
4 senior executive.

5 Just to review, our authority is really three
6 things. We're a regional airport, and that comes
7 with a huge amount of compliance and regulation
8 issues and a whole bunch of administrative
9 oversight requirements. We're a governmental
10 entity, and that's probably the one thing that
11 hasn't sort of reared its big head here today in
12 this meeting on topics. But we're also a real
13 estate operation, and certainly we've talked about
14 that today.

15 So we're three really complex activities in
16 one unit and we have a very small staff, a very
17 dedicated staff, a staff with a huge amount of
18 institutional memory because we've been fortunate
19 to have them here for a long long time working with
20 the airport. But I -- I believe adding a COO and
21 CFO should be a priority.

22 And why do I think we need this? We need
23 increased financial oversight and increased
24 attention to detail. And it's not just me that has
25 that feeling; it's our latest audit that placed the

1 Authority on a high risk status with findings of
2 material weakness in oversight of grants and
3 contracts.

4 And the status that we're under typically for
5 an entity that is under that means higher audit
6 fees because the audit has to be more involved,
7 cover more issues, and as we've talked about here
8 the possibility of issuing bonds, it tends to lower
9 your bond rating and therefore increasing your
10 borrowing costs.

11 I know we didn't spend a lot of time
12 reflecting on the audit, the last audit, but one
13 can imagine what if our St. Johns County or the
14 City of St. Augustine had this finding? It would
15 be a big news item. But we pretty much have the
16 same powers and the same relationship with the
17 voters that those two entities have. So I -- I
18 think that's a real compelling thing.

19 The other attention to detail, another example
20 that came up recently was our FAA classification as
21 a basic airport. That was unnoticed for four years
22 because our staff needed to be giving attention to
23 other things, but it also meant a foregone several
24 hundred thousand dollars likely of allocated FAA
25 support for grants that are allocated based on

1 airport classification.

2 Some of the other things that I feel we need
3 to move to and now is our Authority does not
4 publish annual reports. I think we're the only
5 airport of our classification that doesn't issue
6 annual reports and publish them online.

7 We're -- we have taxing powers. We have other
8 governmental powers. We're not reporting to the
9 voters in a formal way, a comprehensive way
10 annually, and I believe we have to do that. You
11 can see airport annual reports online. You can go
12 to almost any airport like ours and see it posted.

13 I'm not going to talk about some of the other
14 examples, other than I think with a -- adding a
15 senior position to our staff would help us have
16 less dependence on outside contractors. I think we
17 will always -- an airport like ours will be
18 dependent on outside contractors for many things,
19 but I believe that we could pull in accounting,
20 more of our accounting activities and not totally
21 outsource that.

22 Another example is we were looking at recently
23 and hope we can proceed at some point the business
24 planning activity. We're looking at a \$20,000 fee
25 to our consulting engineers who manage that,

1 whereas I think if we had another senior level
2 person on staff, we might have a possibility of
3 having that managed in-house. And what a better
4 thing to do but have that individual be -- be very
5 much involved in the advancement of a business
6 plan. Probably more value than having an outside
7 consultant be -- have that role.

8 Just another example, last year this board
9 seemed to give a nod and agree that an audit
10 committee would be good to have. This was in the
11 beginning of '21. We all agreed, but there was a
12 big question as to how the audit committee was
13 going to be -- the plan for having an audit
14 committee, who was going to do it. Reba
15 volunteered to do it, but of course she couldn't do
16 it and interact with the board outside the board
17 meetings and there was not apparently staff support
18 to accomplish this, so we didn't have an audit
19 committee.

20 Last but not least is I'm not sure we have a
21 good succession plan if our staff -- if Ed gets
22 persuaded to go and run the Orlando airport or some
23 other job or our people on our -- the key people,
24 the few people that are here that we depend on all
25 decide retirement is going to be really attractive

1 now and are not with us anymore.

2 So I believe that we need to have this
3 senior-level COO post filled by a very capable
4 individual for a succession plan. It's a reduced
5 risk of having administrative disruption and harm
6 to the airport for not having a succession plan.

7 I'll say that -- I'll just cite another
8 airport, the Boca Airport again, that actually
9 does -- is more one-dimensional I think than our
10 airport would be -- would be considered. They have
11 an executive director, a deputy executive director,
12 an operations director; we have an operations
13 director -- an office manager; we have an office
14 manager -- but they have an operations and
15 accounting coordinator, an operations coordinator,
16 and a county manager. That's all in their core
17 administrative staff.

18 MS. GREEN: Are they all on the tax rolls?

19 MR. OLSON: Are they all on the tax rolls?

20 Interesting you should ask. The overall budget for
21 the Boca Airport for this year is -- is \$1,300,000
22 and ours is \$1,200,000.

23 MS. GREEN: But that was my question. Do they
24 tax the population for that?

25 MR. OLSON: Oh, no, I -- we saw there -- no, I

1 don't -- I think -- I'm 95 percent sure the answer
2 is no, that they are operating -- one of the ways
3 they're able to operate is they have a lot of
4 retail -- a couple of big box retail tenants on
5 their site. It's an unusual site.

6 MS. GREEN: I was just wondering.

7 MR. OLSON: Yeah, so they're -- so they're
8 self-sufficient.

9 So, that's my observation and my feeling that
10 has grown in my mind over the last several months.
11 Being in the office, seeing the kind of activity
12 that goes on there, being very cautious about
13 holding back even in asking for sometimes
14 information or suggesting we do things because I
15 know we don't have the staff to do it and it
16 further taxes our staff, so I'm urging that we
17 consider at the next meeting authorizing a contract
18 with a search firm to actually handle the search
19 process for a chief operating officer/CFO senior
20 executive.

21 And I've spoken with Ed about my view on this
22 several times. He has mentioned that there's a --
23 a search firm that specializes in that -- ATK, is
24 that it?

25 MR. WUELLNER: ATK.

1 MR. OLSON: ATK. But there may be others that
2 do this.

3 But I think, again, we don't have the staff
4 time to give attention to such a recruitment, but I
5 believe we need it. I believe that it will -- part
6 of what will fund this added position will be some
7 of the green visor stuff that might show that we
8 have more funds to actually support that. We do
9 have some availability to handle that.

10 And again, I'm not speaking about the Carol
11 Saviak position -- we probably need to replace
12 that, too. I'm talking about a new position, a
13 senior position that is a seasoned person with the
14 credentials to come in and take on some of this
15 work.

16 CHAIRMAN MAGUIRE: Okay. Comment?

17 MS. LUDLOW: Is it board comment?

18 I think that's an excellent idea. I mean,
19 they have to wear 14 different hats to get anything
20 done, and there -- there's no telling how many hats
21 Cindy wears handling the money, personnel and
22 everything, and Kevin what all they do.

23 I wish I had thought of that. That is -- I
24 think that's a great idea, and a contract to search
25 to -- to begin to start work with a search firm

1 would be fabulous.

2 CHAIRMAN MAGUIRE: Okay.

3 MS. LUDLOW: It's informative. It's a CYA.

4 CHAIRMAN MAGUIRE: Well, I've -- I've always
5 felt, and Ed remembers I brought this up three
6 years ago, if Ed had a heart attack, what would we
7 do? We'd be lost.

8 We need to have a succession plan. And the
9 premise then was, as we build a business plan, that
10 would be part of it. So, I'm glad you've put all
11 this together because it really focuses on not the
12 individual issues, but the underlying issue, and
13 that's the size of the staff and who we have here.
14 Not by name, but by position.

15 We do need to have a succession plan. We need
16 to have somebody right underneath Ed. I agree. We
17 need to have one or two more people with the
18 appropriate titles and responsibilities inside the
19 organization.

20 So we need to look at that. We need to come
21 up with some ideas. And I like the idea of
22 addressing this with a professional --

23 MS. LUDLOW: Search firm.

24 CHAIRMAN MAGUIRE: -- search firm. If we
25 could bring somebody in. Do you know of one, for

1 example?

2 MR. OLSON: Well, I mean, there -- the one
3 that I mentioned that Ed had mentioned to me
4 specializes in airport administrative positions.

5 CHAIRMAN MAGUIRE: Could they come in next
6 meeting and talk?

7 MR. WUELLNER: I can certainly ask. I don't
8 know them personally, so...

9 CHAIRMAN MAGUIRE: Please do.

10 MR. WUELLNER: We see their information all
11 the time.

12 CHAIRMAN MAGUIRE: I think that would help a
13 lot of the issues that we continually talk about
14 it, okay? Good report on both of you.

15 MS. LUDLOW: Thank you.

16 CHAIRMAN MAGUIRE: All right. Any other
17 comments for Robert?

18 (None.)

19 CHAIRMAN MAGUIRE: Okay. Now let's move to
20 members comments. I'm going to start off with --

21 MR. WUELLNER: I think you have general public
22 comments.

23 CHAIRMAN MAGUIRE: Do that before?

24 MR. WUELLNER: You usually do.

25 CHAIRMAN MAGUIRE: You're right. Public

1 comment before. I'm glad you guys are watching me
2 carefully.

3 PUBLIC COMMENT - GENERAL

4 CHAIRMAN MAGUIRE: All right. Len Tucker
5 public comment. He has a lot. Where'd he go?

6 MR. WUELLNER: He checked out, I guess.

7 CHAIRMAN MAGUIRE: Okay. Bill Hay, public
8 comment?

9 (Ms. Green exits the room.)

10 MR. HAY: On a different issue other than the
11 safety committee -- but I did want to address,
12 Mr. Chairman, that I applaud you recognizing that
13 the media is not your friend. They have turned it
14 into shock journalism on every single channel in
15 the United States.

16 So, that being said, moving on from the
17 safety, I -- I'd like to tell you that as part of a
18 program that I've done at the Melbourne Airport and
19 once at Craig, we have groups of pilots that come
20 to St. Augustine --

21 (Mr. Burnett exits the room.)

22 MR. HAY: -- on a regular basis because you
23 have cheap gas at your self-serve. It's widely
24 known that St. Augustine is -- is cheap. Williston
25 is cheap. There are other places in Florida that

1 are very economical in buying 100 low lead.

2 But in addition to that, a lot of pilots come
3 here, and to answer Ms. McClure's (sic) question,
4 it's \$30.79 for the pilot and the aircraft if it's
5 single engine for Customs and then \$25.75 for every
6 passenger you bring on. That's what most people
7 collect. And there's an even bigger fee when
8 you're leaving the Bahamas.

9 But from time to time, I run these little
10 groups of first-time fliers to the Bahamas or maybe
11 people that have been once or twice and had some
12 hangups and wanted to smooth out their trips.

13 (Ms. Green reenters the room.)

14 MR. HAY: I contacted Cindy who came up with
15 some great ideas, but they all ended up in dead
16 ends, and that is act -- active places where
17 someone like myself or someone from the FAAS
18 committee, which is an FAA safety program that they
19 designate individuals pilots in certain areas that
20 can conduct courses, they can meet with groups of
21 25 or 30 people.

22 You have an excellent facility here, but I
23 guess this room is not available for public use.
24 The flight schools don't want to entertain anyone
25 that isn't an active student at their facility.

1 Vinny I'm sure would, but he doesn't have
2 facilities for 25 to 30 pilots to come in and talk
3 about flying to the Bahamas. And the restaurant,
4 which Cindy was nice enough to refer me to, which
5 is an excellent idea, they're struggling and they
6 can't give up that space for 25 or 30 people that
7 aren't buying a full-fledged dinner.

8 So I'd ask the board if you would entertain,
9 maybe at a future meeting or mull it over, an
10 opportunity to rent this room or something similar
11 to it with a significant deposit on someone's
12 credit card like mine for damages or something,
13 that was refundable if none of the chairs were
14 broken, to be able to conduct these happy meetings
15 for pilots that want to go to the Bahamas or pilots
16 that want to go to Sun 'n Fun or pilots that want
17 to leave St. Augustine and go to Oshkosh as a
18 group. Because that fosters good will for the
19 St. Augustine Airport. So you'll be known for
20 other things other than inexpensive self-serve gas.
21 Thank you.

22 (Mr. Burnett reenters the room.)

23 CHAIRMAN MAGUIRE: Thank you very much. I
24 think that's a good idea. If we can make money off
25 this room, we need to look at that, yes.

1 MS. LUDLOW: And when we built these rooms,
2 and Len's gone, but the way this whole conference
3 center happened was we were talking to Ed one day
4 just in general and we said -- Len said we need a
5 conference center. We need a place, you know, to
6 meet and have meetings and get work done. And Ed
7 said, Well, give me a request. Give me a piece of
8 paper. And so Len sat down and handwrote a piece
9 of paper, gave it to Ed, and that's why we have
10 this conference center.

11 However, we thought the whole top was supposed
12 to be used for aviation-related activities. But
13 now, you know, it's making money there, so our
14 aviation activity space has been cut down. So we
15 need an aviation space. That's what this was
16 supposed to be.

17 CHAIRMAN MAGUIRE: Okay. Okay. Mr. Liotta,
18 public comment.

19 MR. LIOTTA: Matt Liotta, St. Johns.

20 As a procedural point, you skipped public
21 comment on Bob's talk about expanding staff. I
22 want to support Bob's point of view that the staff
23 does need to be expanded. And, you know, I think
24 the only problem with what Bob came up with was it
25 wasn't big enough. I think you need more than one

1 person, frankly. So, I think you should really
2 consider increasing your budget so that you can
3 support more staff than just one additional person
4 at a senior level.

5 I think part of what you need on -- on the
6 staff is also to look at how this airport is
7 governed. You know, the -- this has kind of gotten
8 sloppy procedurally.

9 You just slipped a public comment, we're
10 having to rewrite board minutes because we're not
11 keeping up with stuff, and, you know, the staff is
12 doing things without authority and then you guys
13 are having to have a board meeting to try and clean
14 it up after the fact. These are -- these are not
15 good things and nobody seems to want to do anything
16 about it.

17 A real simple suggestion is before you vote,
18 actually state what it is you're voting for. I
19 mean, I spoke to one of the board members here, I
20 won't say who, who was confused as to what they
21 were actually voting on or whether they had voted
22 on something. I said it's right there in the
23 transcript, look. And sure enough, you look at the
24 transcript, the vote is recorded but there was no
25 statement as to what they voted for.

1 You look at, for example, the county, right
2 before they vote, what do they do? They state
3 clearly what is up for the vote and then everybody
4 votes so there can be no confusion as to what
5 you're voting for.

6 And these procedural issues do matter. The
7 meeting that we talked about previously where the
8 Porter Road PUD came before here, when originally
9 it was approved by the staff and then had to come
10 back because the Land Development Code didn't allow
11 for it to be approved by the staff, that's happened
12 with other easements. Look at Cordova Palms or the
13 other easements that were issued before, and
14 there's no board vote that complies with the Land
15 Development Code. What do you do about that?

16 We've got to get this stuff right because the
17 public depends on you guys getting it right. And
18 if you need more staff, you need more help, that's
19 available to you. You have the money. You have
20 the capability. And, you know, people in the
21 public should be able to expect that kind of
22 governance and accountability from the people they
23 elect.

24 So I would really encourage you guys to take
25 Bob's suggestion seriously, get additional staff,

1 and think about how to look back at your procedures
2 and run this the way the citizens want, which is
3 transparently with good accountability that they
4 can feel proud. Thank you.

5 CHAIRMAN MAGUIRE: Thank you. Any other
6 public comment? We don't have a paper.

7 (None.)

8 AUTHORITY MEMBER COMMENTS AND REPORTS

9 CHAIRMAN MAGUIRE: Okay. Bring it back to the
10 board for member discussion. Reba Ludlow with
11 Aerospace and TPO.

12 MS. LUDLOW: TPO was rather dull and boring,
13 so I won't even talk about that. But it was --
14 there was nothing major, no crisis, no whatever.

15 But thank goodness, though, the
16 Aerospace Academy will have a fourth annual
17 advisory board meeting April 19 -- that's
18 tomorrow --

19 CHAIRMAN MAGUIRE: Uh-huh.

20 MS. LUDLOW: -- April 19th at 8:00 a.m.
21 All right. So anyway, they're doing a fabulous
22 job.

23 You know, and this Robert Raymond is very very
24 active and stays on top. So they're having the
25 career academy awards, you know, for 2022. That's

1 April 28th, thank goodness.

2 But they're doing the best they can with the
3 pandemic and -- and trying to get people together.
4 So I'm thinking this one is even -- I think -- I
5 think even the academy awards, which we've always
6 gone and participated in and gave our scholarships
7 many times, and I think they're going to have to do
8 it virtually one more time.

9 CHAIRMAN MAGUIRE: Okay.

10 MS. LUDLOW: And that's my report.

11 CHAIRMAN MAGUIRE: Okay. Thank you. Robert?

12 MR. OLSON: Nothing to report.

13 CHAIRMAN MAGUIRE: Okay. Okay. Suzanne?

14 MS. GREEN: We didn't have EDC, so it's coming
15 up.

16 MR. OLSON: Yeah.

17 CHAIRMAN MAGUIRE: Okay. Justin?

18 MR. MIRGEAUX: Nothing.

19 CHAIRMAN MAGUIRE: My only comment is I saw on
20 the Internet today that a federal judge in Tampa
21 vacated the mandate requirement for airlines to
22 wear masks. Effective today, the mandate is
23 vacated.

24 MS. LUDLOW: Wow.

25 CHAIRMAN MAGUIRE: Yes.

1 MS. GREEN: But don't go to Philadelphia
2 because you have to wear one.

3 CHAIRMAN MAGUIRE: Avoid Philadelphia.

4 MS. GREEN: Just saying.

5 CHAIRMAN MAGUIRE: All right. Okay. Look at
6 your proposed meeting dates. The next one is
7 May 23rd, that's correct?

8 All right. And any other comment, Ed?

9 MR. WUELLNER: No, sir. Doug.

10 MR. BURNETT: No, sir.

11 CHAIRMAN MAGUIRE: Staff?

12 MS. HOLLINGSWORTH: No, sir.

13 CHAIRMAN MAGUIRE: Okay. Meeting adjourned.

14 (Meeting adjourned at 6:47 p.m.)

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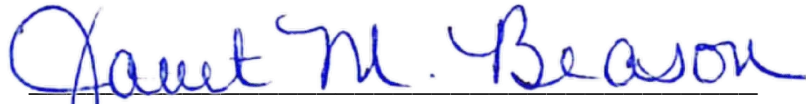
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REPORTER'S COURT CERTIFICATE

STATE OF FLORIDA)
COUNTY OF ST. JOHNS)

I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I was authorized to and did stenographically report the foregoing proceedings and that the transcript is a true record of my stenographic notes.

Dated this 13th day of May, 2022.



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

<p>CHAIRMAN MAGUIRE: [250] COMMISSIONER DEAN: [5] 33/12 33/15 36/12 36/17 36/24 MR. BEYERS: [2] 37/2 37/4 MR. BOCK: [3] 37/11 37/15 37/17 MR. BURNETT: [20] 4/1 4/4 38/14 38/23 42/6 42/23 57/24 58/3 69/24 70/1 84/18 86/9 88/9 88/15 88/18 88/21 89/2 89/6 89/8 157/10 MR. CONKEY: [1] 43/23 MR. HARVEY: [6] 115/13 115/15 115/25 116/4 116/8 123/6 MR. HAY: [11] 126/14 127/20 127/23 129/19 129/22 130/3 130/15 130/17 149/10 149/22 150/14 MR. KREIS: [1] 131/4 MR. LIOTTA: [4] 93/14 96/15 126/16 152/19 MR. McKENDRICK: [1] 38/7 MR. MIRGEAUX: [38] 5/24 14/7 14/10 14/24 15/16 16/1 16/10 17/10 28/22 29/1 29/6 29/9 29/11 30/14 30/20 32/6 32/9 33/5 40/20 45/5 45/10 75/19 76/9 76/12 76/20 76/23 90/7 93/8 123/15 123/17 123/19 123/22 125/21 125/24 126/4 126/7 139/7 156/18 MR. OLSON: [93] 5/21 6/1 8/4 8/12 8/16 12/13 12/20 12/25 13/2 14/14 14/17 16/5 16/8 21/3 21/7 24/17 40/13 40/22 45/12 46/9 46/23 48/2 48/4 53/19 53/23 54/10 54/13 54/22 54/25 55/3 55/5 55/10 56/21 56/24 57/3 57/5 57/10 57/13 57/18 57/21 57/23 58/2 58/4 58/6 58/8 58/11 58/14 58/17 58/24 64/13 64/16 64/21 64/23 68/24 69/4 69/11 69/16 69/18 69/20 69/23 71/20 71/22 75/14 75/17 79/10 80/13 80/22 83/24 84/1 88/4 88/14 88/17 88/19 89/1 89/4 89/7 89/11 90/6 119/15 120/3</p>	<p>121/3 121/10 125/16 138/15 139/9 139/12 144/19 144/25 145/7 146/1 148/2 156/12 156/16 MR. TUCKER: [7] 37/7 93/12 135/10 135/13 135/16 135/19 135/23 MR. WUELLNER: [209] MS. GREEN: [74] 5/14 5/17 5/20 5/23 8/18 8/21 10/7 14/16 17/2 17/12 21/18 24/4 29/7 30/6 30/8 30/10 31/23 32/22 37/13 40/15 40/17 40/19 41/7 41/10 41/13 41/16 41/19 41/22 42/1 45/9 46/18 46/21 47/4 47/18 48/14 48/17 58/18 59/4 67/10 67/14 67/17 67/20 67/23 68/1 68/10 68/23 69/22 76/21 77/12 77/18 82/23 90/3 90/17 90/19 90/22 90/25 91/2 91/6 91/24 93/1 93/7 101/2 113/6 125/9 126/3 130/25 138/23 139/6 144/18 144/23 145/6 156/14 157/1 157/4 MS. HOLLINGSWORTH: [3] 138/17 138/19 157/12 MS. LUDLOW: [182]</p> <hr/> <p>\$ \$1,200,000 [1] 144/22 \$1,300,000 [1] 144/21 \$10 [3] 64/13 64/18 74/5 \$10,000 [1] 9/5 \$17,000 [1] 9/15 \$2 [1] 64/20 \$2 million [1] 64/20 \$20,000 [1] 142/24 \$25.75 [1] 150/5 \$3 [1] 85/10 \$3 million [1] 85/10 \$30.79 [1] 150/4 \$40,000 [1] 10/23 \$5 [1] 63/21 \$5 million [1] 63/21 \$500,000 [2] 85/9 88/18 \$6 [1] 85/10 \$7 [1] 66/6 \$70 [3] 62/25 74/20 75/5 \$8 [2] 9/4 66/7</p> <hr/> <p>' '18 [1] 57/4</p>	<p>'19 [1] 57/4 '21 [2] 124/6 143/11 'n [1] 151/16</p> <hr/> <p>0 02 [4] 2/10 38/16 38/19 38/24 0570 [1] 1/23</p> <hr/> <p>1 10 [4] 21/22 91/23 107/5 124/5 10,000 [1] 76/16 10-plus [1] 63/16 10.4 [1] 44/20 100 [1] 150/1 104 [1] 1/15 11 [5] 55/19 55/21 76/14 108/15 113/18 116 [1] 2/12 11th [1] 124/3 12 [3] 76/15 107/5 108/16 121 [3] 98/14 98/15 105/4 13 [6] 19/7 30/17 30/18 55/19 55/21 113/14 138 [1] 2/13 139 [15] 98/4 98/14 98/16 98/24 99/5 99/14 99/21 99/23 100/7 100/12 102/8 103/24 104/4 105/2 107/5 13th [2] 124/7 158/10 14 [2] 58/15 146/19 149 [1] 2/14 15 [3] 13/6 49/19 78/25 155 [1] 2/15 157 [1] 2/16 158 [1] 2/17 15th [1] 93/22 16 [2] 34/2 34/17 17 [1] 1/22 17,000 [3] 10/13 10/18 11/5 170,000 [1] 59/14 18 [3] 1/6 2/6 29/22 180,000 [1] 85/24 185 percent [1] 7/19 18th [3] 40/6 43/17 101/23 19 [10] 13/7 21/8 21/9 21/10 21/12 21/14 21/16 22/14 22/14 155/17 1988 [1] 62/6 19th [1] 155/20 1s [1] 107/21</p> <hr/> <p>2 2's [1] 32/14 2/20 [2] 31/14 32/6 20 [6] 31/9 31/14 32/6 59/17 59/18 74/21 2019 [1] 109/25</p>	<p>2021 [1] 124/7 2022 [6] 1/6 4/9 40/7 43/18 155/25 158/10 2022-02 [2] 2/10 38/16 2024 [1] 56/4 207 [2] 34/19 86/19 21 [6] 22/24 23/1 53/20 54/9 83/19 93/22 21.1 [1] 50/16 23rd [1] 157/7 24 [2] 2/7 131/11 24/7 [4] 102/8 102/19 115/6 136/21 24th [2] 44/2 124/4 25 [5] 95/5 113/8 150/21 151/2 151/6 25,000 [1] 60/17 25,000-acre [1] 95/4 25,000-square-foot [4] 85/21 93/25 94/4 94/6 25th [2] 24/15 24/20 26 [1] 52/6 27 [1] 52/6 28 [2] 4/9 5/3 28th [3] 4/8 4/18 156/1 29th [1] 124/6 2nd [1] 124/9 2s [1] 107/22</p> <hr/> <p>3 3.2 [1] 66/23 3.6 [1] 66/23 30 [6] 74/11 80/10 106/20 150/21 151/2 151/6 30,000-square-foot [1] 85/23 31 [2] 25/10 26/5 312 [1] 86/19 32080 [1] 1/15 32084 [1] 1/23 33 [1] 2/8 38 [1] 2/10 3s [2] 108/5 108/5</p> <hr/> <p>4 40 [5] 9/3 10/11 29/20 59/10 62/1 40-year [1] 74/11 42 [2] 2/10 35/5 425,000 [1] 34/3 45 [1] 2/11 45 percent [2] 7/16 17/18 467,000 [1] 34/3 4730 [1] 1/4 49 [1] 2/11 4:00 [1] 1/7 4:59 [4] 115/13 115/14 115/24 115/25</p> <hr/> <p>5 5,000 [1] 60/19 50 [2] 44/18 52/13 50 percent [2] 58/25</p>	<p>65/7 50/50 [1] 52/13 500 [2] 22/25 34/5 5:00 [1] 113/6 5:04 [1] 115/16 5:06 [2] 113/5 113/6 5:45 [1] 139/16</p> <hr/> <p>6 62 [3] 44/17 107/15 107/16 63 [1] 11/7 6:47 [2] 1/7 157/14</p> <hr/> <p>7 7/24 [1] 131/11 78 [2] 57/24 58/3</p> <hr/> <p>8 8,000 [1] 9/2 80s [1] 72/4 825-0570 [1] 1/23 8:00 [1] 155/20 8th [1] 34/24</p> <hr/> <p>9 90 [1] 29/4 90 percent [1] 136/19 90-degree [2] 26/16 29/3 904 [1] 1/23 95 percent [2] 33/8 145/1 96 [1] 2/12</p> <hr/> <p>A A.A.E [1] 1/17 a.m [1] 155/20 abandoned [1] 44/13 ability [5] 63/7 64/25 65/1 77/4 117/1 able [21] 37/23 53/1 53/11 55/9 60/8 62/5 62/9 63/1 64/9 106/12 110/5 110/11 111/14 114/17 116/10 131/16 131/18 137/25 145/3 151/14 154/21 about [84] 8/4 14/25 26/2 26/8 28/18 29/20 31/15 31/23 32/12 32/15 32/17 35/15 42/16 42/23 46/6 46/22 47/1 49/12 49/19 50/2 52/6 53/4 55/19 57/1 58/25 59/14 60/9 64/20 66/23 67/10 67/11 67/18 72/1 76/17 76/22 77/15 78/12 79/4 80/15 80/23 85/23 86/4 96/3 97/20 100/11 112/3 112/4 112/5 113/13 113/14 114/10 116/3 119/15 121/1 121/5 122/13 123/8 126/8</p>
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144/15</p> <p>accusation [1] 97/23</p> <p>accusations [1] 112/5</p> <p>accused [2] 112/16 134/3</p> <p>acquired [2] 31/4 55/22</p> <p>acquisition [3] 55/18 56/1 56/3</p> <p>acre [4] 66/24 67/1 73/16 95/4</p> <p>acreage [1] 69/8</p> <p>acres [11] 22/24 23/1 50/16 53/20 54/9 55/19 55/21 58/15 83/19</p>	<p>91/23 93/22</p> <p>across [5] 31/17 31/19 55/24 61/16 86/3</p> <p>act [2] 129/19 150/16</p> <p>action [4] 25/23 99/24 116/10 125/22</p> <p>action's [1] 103/20</p> <p>active [3] 150/16 150/25 155/24</p> <p>activities [3] 140/15 142/20 152/12</p> <p>activity [6] 35/9 119/20 121/22 142/24 145/11 152/14</p> <p>actual [9] 18/9 59/9 98/10 98/13 102/24 107/8 108/6 108/13 108/23</p> <p>actually [21] 8/10 9/21 15/11 29/25 34/13 36/12 38/21 49/20 56/8 58/19 60/21 89/9 102/6 110/7 110/7 111/21 144/8 145/18 146/8 153/18 153/21</p> <p>acute [1] 42/21</p> <p>add [5] 38/8 38/9 84/18 116/4 116/4</p> <p>added [2] 59/19 146/6</p> <p>addendum [1] 28/8</p> <p>adding [2] 140/20 142/14</p> <p>addition [4] 93/21 100/8 126/9 150/2</p> <p>additional [13] 53/2 55/13 56/15 76/14 76/15 92/13 92/16 113/2 114/14 115/3 127/10 153/3 154/25</p> <p>address [8] 4/21 4/22 88/1 128/9 130/5 130/9 139/15 149/11</p> <p>addressed [2] 13/16 119/9</p> <p>addressing [1] 147/22</p> <p>adds [1] 59/13</p> <p>adequate [1] 114/8</p> <p>adhere [1] 119/4</p> <p>adjacent [1] 61/2</p> <p>adjourned [2] 157/13 157/14</p> <p>ADJOURNMENT [1] 2/16</p> <p>Administration [1] 31/5</p> <p>administrative [5] 139/21 140/8 144/5 144/17 148/4</p> <p>administrator [2] 102/16 102/17</p> <p>ADO [1] 28/5</p> <p>Adopted [2] 40/6 43/17</p> <p>advance [1] 82/5</p> <p>advancement [1] 143/5</p>	<p>advertised [1] 133/7</p> <p>advisory [1] 155/17</p> <p>aerial [1] 56/24</p> <p>Aero [3] 59/20 93/24 94/7</p> <p>AeroGo [1] 11/19</p> <p>Aerospace [2] 155/11 155/16</p> <p>Aerospace Academy [1] 155/16</p> <p>affect [2] 6/19 6/20</p> <p>AFFF [1] 105/9</p> <p>affiliated [1] 4/12</p> <p>affiliation [1] 4/21</p> <p>afford [2] 21/9 21/10</p> <p>afforded [1] 127/6</p> <p>after [15] 26/8 31/4 50/12 56/6 98/13 101/16 113/15 113/18 125/22 125/24 126/18 131/6 131/14 133/18 153/14</p> <p>after-action [1] 125/22</p> <p>afternoon [1] 33/17</p> <p>afterwards [1] 103/6</p> <p>again [17] 5/16 14/1 14/4 15/19 61/19 80/15 81/4 83/23 101/18 102/25 103/4 123/4 126/16 126/17 144/8 146/3 146/10</p> <p>agencies [6] 55/17 101/5 101/17 137/12 137/22 137/24</p> <p>agenda [29] 2/6 4/5 4/23 14/6 16/19 18/14 18/15 18/16 18/22 19/9 19/20 19/23 20/3 20/10 20/19 20/24 22/3 22/6 22/8 22/22 23/16 23/21 24/7 24/9 34/15 36/19 91/9 91/12 91/13</p> <p>agents [1] 99/3</p> <p>ago [8] 4/10 26/3 49/16 52/6 52/7 101/3 103/8 147/6</p> <p>agree [12] 15/16 16/10 21/24 22/1 76/25 77/12 86/1 126/13 130/3 130/15 143/9 147/16</p> <p>agreeable [2] 28/12 53/16</p> <p>agreed [1] 143/11</p> <p>agreement [10] 12/10 28/6 52/17 59/2 63/22 71/12 81/19 90/16 90/17 104/22</p> <p>ahead [10] 4/3 6/11 18/1 56/23 67/9 72/25 79/12 98/12 111/2 131/11</p> <p>aid [2] 104/21 117/7</p> <p>air [5] 98/11 99/23 104/2 109/18 122/18</p> <p>airboat [6] 104/15</p>	<p>104/16 113/19 122/18 122/19 133/9</p> <p>airboats [1] 128/15</p> <p>aircraft [28] 30/16 30/23 59/7 77/7 98/13 98/14 98/14 100/9 104/6 105/5 106/18 107/10 108/19 108/23 109/15 109/21 110/2 110/4 110/5 110/11 110/12 111/14 113/23 114/14 114/15 114/16 115/3 150/4</p> <p>aircraft's [2] 109/15 114/24</p> <p>aircraft-related [1] 100/9</p> <p>airfield [8] 31/1 61/17 98/19 99/11 103/17 106/5 107/1 108/4</p> <p>airfield's [1] 106/18</p> <p>airlines [1] 156/21</p> <p>airplane [4] 108/22 111/11 114/19 114/21</p> <p>airport [164] Airport Authority [30] 39/2 39/8 39/15 39/19 40/2 40/8 42/9 42/15 42/18 43/12 43/19 48/8 50/21 51/2 52/7 52/11 62/19 65/12 74/15 77/21 84/23 86/11 86/22 89/9 89/16 103/21 103/23 104/16 117/23 129/9</p> <p>Airport Authority's [3] 9/10 52/14 128/21</p> <p>airport's [3] 85/14 89/5 103/18</p> <p>airports [5] 16/9 26/18 46/25 104/10 109/5</p> <p>Airways [2] 126/25 127/3</p> <p>al [1] 49/7</p> <p>Alan [1] 37/15</p> <p>all [130] 3/2 3/6 4/25 5/22 6/15 6/20 7/20 8/1 8/20 10/1 12/16 14/16 14/21 18/10 18/15 18/23 18/23 19/17 24/9 27/8 27/21 30/7 34/4 35/5 36/17 38/17 39/22 40/9 40/18 41/12 41/14 41/20 41/25 45/8 47/20 48/11 48/17 48/19 50/24 54/8 55/3 57/15 57/16 59/25 60/23 62/15 62/19 62/20 63/4 63/4 63/17 64/9 66/2 67/12 67/20 69/14 70/1 70/14 73/6 73/24 76/1 78/14 79/23 80/14 81/12 82/17 82/21 84/7 84/9 86/19 87/17 90/5 93/15 94/12 95/17</p>	<p>95/19 96/17 96/21 99/4 99/12 99/19 100/5 100/6 101/11 103/17 103/18 104/14 104/14 105/12 105/14 108/9 109/19 112/2 113/9 113/15 118/12 118/12 118/17 118/25 119/20 125/9 128/8 128/22 130/22 131/5 132/18 133/1 133/22 134/1 135/8 135/23 135/24 136/22 138/1 139/5 140/3 143/11 143/24 144/16 144/18 144/19 146/22 147/10 148/10 148/16 149/4 150/15 155/21 157/5 157/8</p> <p>all right [19] 3/2 3/6 4/25 18/15 24/9 38/17 40/9 48/11 48/17 54/8 62/15 96/21 104/14 112/2 135/8 149/4 155/21 157/5 157/8</p> <p>ALLEGIANCE [2] 2/3 3/4</p> <p>allocate [1] 46/10</p> <p>allocated [2] 141/24 141/25</p> <p>allow [6] 56/15 61/21 78/21 93/24 113/2 154/10</p> <p>allowable [1] 53/14</p> <p>allowed [5] 52/7 58/19 58/21 58/23 110/9</p> <p>allows [1] 52/4</p> <p>alma [1] 36/25</p> <p>almost [9] 26/6 33/21 52/3 94/18 109/7 110/22 136/24 137/16 142/12</p> <p>alone [1] 95/12</p> <p>along [2] 57/7 95/10</p> <p>Alpha [1] 60/14</p> <p>alphabet [1] 103/24</p> <p>already [7] 20/18 28/11 68/9 75/8 95/13 95/21 134/10</p> <p>also [33] 1/14 4/23 13/9 34/4 35/2 51/11 58/21 59/25 60/24 64/24 68/6 70/11 79/11 82/11 87/18 89/19 93/22 94/14 98/23 99/23 100/6 100/12 104/15 105/20 106/5 128/5 131/13 132/2 132/4 137/18 140/12 141/23 153/6</p> <p>alternative [10] 65/11 77/14 77/20 79/10 79/13 80/15 80/16 84/21 85/1 88/5</p> <p>Alternative 2 [2] 80/16 88/5</p>
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<p>A alternatives [6] 2/11 49/1 49/3 50/20 62/16 80/19 always [16] 9/9 14/21 44/23 73/10 74/18 75/3 103/2 122/7 122/7 122/8 134/8 136/17 136/18 142/17 147/4 156/5 am [10] 18/18 19/12 20/25 46/14 57/25 73/12 73/12 73/13 77/20 136/11 amazing [1] 96/4 ambulance [1] 114/3 ambushed [1] 96/22 amended [2] 94/17 95/3 among [1] 90/16 amortize [2] 74/7 78/23 amount [6] 22/16 44/10 82/15 88/16 140/7 140/17 angle [1] 29/4 anniversary [1] 44/3 annual [5] 14/7 142/4 142/6 142/11 155/16 annually [3] 99/6 107/6 142/10 another [20] 21/1 41/25 42/4 59/8 86/14 92/9 96/1 108/8 118/25 123/4 124/9 126/14 130/25 132/10 135/24 141/19 142/22 143/1 143/8 144/7 answer [6] 5/1 22/12 23/22 36/7 145/1 150/3 answered [1] 113/16 answering [1] 127/17 answers [2] 91/13 126/19 any [44] 3/7 5/9 5/12 14/12 15/15 16/25 18/16 21/1 24/7 28/11 28/21 31/22 33/18 36/8 36/9 37/3 44/17 46/2 46/3 46/7 47/23 48/22 61/22 64/9 64/25 67/2 78/10 80/19 81/10 92/24 96/7 96/8 104/18 109/18 111/19 116/1 117/7 119/6 119/23 119/23 142/12 148/16 155/5 157/8 anybody [8] 3/7 20/10 23/4 41/17 60/24 119/2 130/23 138/4 anymore [1] 144/1 anyone [4] 14/12 52/20 78/2 150/24 anything [14] 14/25 28/14 31/23 33/2 78/2 92/24 97/22 98/2</p>	<p>128/16 132/14 135/9 136/4 146/19 153/15 anyway [6] 11/1 18/19 24/20 63/11 70/20 155/21 anywhere [4] 65/6 107/3 110/20 124/11 apart [1] 72/3 apologize [4] 31/12 45/21 45/22 96/16 apparatus [1] 105/11 apparently [1] 143/17 appears [2] 6/17 58/8 applaud [2] 136/8 149/12 apple [1] 84/5 apple/orange [1] 84/5 appreciate [1] 133/15 appreciates [1] 126/19 appreciation [1] 39/22 approach [1] 28/6 appropriate [2] 53/12 147/18 appropriation [1] 65/2 approval [5] 2/6 4/6 18/14 18/16 34/7 approve [9] 5/7 5/19 5/20 17/4 40/11 45/5 52/25 89/17 91/14 approved [9] 3/12 6/5 24/10 45/16 119/2 124/14 139/10 154/9 154/11 approximately [4] 54/11 54/16 59/13 93/25 April [10] 1/6 24/15 34/16 40/6 42/19 43/10 43/17 155/17 155/20 156/1 April 19 [1] 155/17 April 19th [1] 155/20 April 25th [1] 24/15 April 28th [1] 156/1 Apron [1] 60/14 AR [1] 123/17 architectural [1] 87/10 are [137] 6/4 6/19 6/24 9/3 9/4 11/18 14/20 16/9 16/19 17/6 17/13 17/16 17/17 17/19 19/12 19/13 25/12 25/19 26/17 27/20 29/13 29/16 33/17 33/18 34/12 34/23 36/8 37/7 41/7 42/15 42/20 46/5 46/15 46/20 46/22 46/24 47/10 47/19 50/13 50/25 51/1 51/3 51/10 51/22 51/24 55/6 56/7 62/16 63/15 64/6 66/23 67/11 67/17 68/1 68/8 69/14 71/5 71/11 73/8 74/2 80/25 81/6 82/13 84/11 85/5 92/1</p>	<p>94/2 94/19 95/20 95/21 97/1 97/11 98/7 98/21 98/22 98/23 99/4 99/5 99/20 100/6 101/6 102/15 102/17 102/20 103/15 103/18 104/10 104/24 105/2 106/8 106/18 107/4 107/10 107/22 108/1 108/5 108/5 108/25 109/4 109/5 109/5 111/3 112/9 113/13 113/19 113/20 113/21 114/8 114/12 117/2 119/14 123/1 128/12 128/18 129/5 129/8 131/9 132/21 132/23 133/12 133/21 136/12 137/21 139/25 139/25 141/25 143/24 144/1 144/18 144/19 145/2 149/1 149/25 150/1 153/13 153/14 153/14 area [19] 24/21 35/8 57/18 58/6 58/25 59/16 61/7 61/8 71/19 75/20 75/24 76/3 76/4 76/10 77/16 86/20 89/8 96/3 110/17 areas [4] 27/13 34/9 34/11 150/19 aren't [1] 151/7 ARFF [6] 98/8 98/25 98/25 105/7 116/10 123/19 around [11] 47/23 59/13 59/24 66/6 67/24 104/18 106/19 128/21 132/21 133/3 133/9 arrival [2] 112/23 113/8 artesian [1] 44/14 arts [15] 2/11 16/20 18/22 19/2 19/6 20/4 20/21 21/4 21/10 22/15 45/17 45/19 46/24 47/8 47/12 as [156] 4/10 5/8 6/15 6/17 6/21 9/11 9/11 11/13 17/4 17/8 17/15 19/20 19/23 20/2 20/2 24/10 24/23 25/1 25/11 25/11 25/13 25/25 25/25 26/5 26/11 26/11 26/12 26/20 27/1 27/10 27/22 27/23 28/7 29/19 30/22 31/6 31/7 31/7 31/14 32/11 39/1 43/10 44/9 48/6 50/12 50/20 50/22 50/22 51/14 51/24 52/21 53/3 53/12 53/13 53/15 54/21 55/8 56/15 56/17 57/12 59/10 60/1 61/15 61/21 63/6 63/6 63/14 64/11 65/21 66/22 67/3 67/6</p>	<p>67/7 67/7 67/7 68/25 68/25 70/2 70/15 70/15 70/19 73/16 74/1 74/17 74/17 75/23 76/16 81/16 82/12 82/25 87/9 91/13 91/22 94/1 97/10 99/6 99/15 99/18 99/19 99/19 99/21 99/22 99/25 99/25 99/25 100/7 100/8 101/14 101/20 102/1 102/4 102/5 102/14 102/14 102/23 104/2 104/6 104/7 104/7 104/8 104/11 104/25 105/6 105/23 105/23 108/3 108/9 109/20 109/20 112/15 112/17 113/20 113/20 114/15 116/9 117/13 117/13 119/18 127/3 128/1 130/1 130/1 131/5 133/7 133/7 135/4 141/7 141/20 143/12 147/9 149/17 151/17 152/20 153/20 153/25 154/4 as-need [1] 66/22 ask [11] 13/22 21/12 29/12 34/25 46/6 50/1 119/8 119/18 144/20 148/7 151/8 asked [4] 47/12 47/25 135/14 136/4 asking [12] 19/24 27/8 51/24 56/21 67/10 68/1 68/10 94/24 127/14 128/14 133/14 145/13 assembling [1] 121/21 assessed [1] 109/20 asset [3] 104/24 136/5 136/10 Assets [1] 31/5 assistant [1] 102/16 associated [6] 6/25 27/17 98/10 98/14 126/24 133/23 Association [1] 136/2 assuming [1] 63/22 assure [2] 89/15 90/12 assured [1] 51/21 ATCT [1] 38/10 ATK [3] 145/23 145/25 146/1 Atlanta [1] 37/1 Atlantic [1] 92/8 Atlantic's [1] 94/9 attack [1] 147/6 attempt [3] 9/11 108/14 131/10 attempted [1] 110/3 attempting [1] 110/18 attend [2] 121/14 121/17 attention [7] 25/22 62/3 130/10 140/24</p>	<p>141/19 141/22 146/4 attorney [3] 1/16 4/11 38/13 attractive [1] 143/25 audit [9] 140/25 141/5 141/6 141/12 141/12 143/9 143/12 143/13 143/18 Augustine [13] 1/5 1/15 1/22 1/23 47/10 131/4 132/3 136/11 141/14 149/20 149/24 151/17 151/19 authority [56] 1/1 1/16 2/13 2/15 4/11 39/2 39/8 39/15 39/19 40/2 40/8 42/9 42/15 42/18 43/8 43/9 43/12 43/19 46/2 48/8 50/21 51/2 52/7 52/11 52/22 55/2 62/19 63/11 64/7 64/14 65/12 65/23 66/14 66/15 74/15 77/21 84/23 86/11 86/22 89/9 89/16 90/9 97/6 103/21 103/23 104/16 117/23 129/9 138/12 138/15 139/12 140/5 141/1 142/3 153/12 155/8 Authority's [5] 9/10 39/23 46/3 52/14 128/21 authorized [1] 158/7 authorizing [1] 145/17 automatically [1] 112/20 availability [1] 146/9 available [7] 78/20 92/6 104/17 108/20 117/16 150/23 154/19 average [1] 129/4 aviation [20] 8/11 37/1 44/24 67/19 67/23 75/24 96/4 106/15 121/25 123/12 123/14 127/24 128/9 129/12 129/17 130/6 130/19 152/12 152/14 152/15 aviation-related [1] 152/12 aviator [1] 44/23 Avoid [1] 157/3 avoided [2] 74/18 132/8 await [1] 25/2 award [1] 25/16 awarded [1] 25/6 awards [2] 155/25 156/5 aware [12] 19/16 28/11 28/17 33/4 43/15 46/14 52/19 52/24 53/5 53/6 55/11 83/16 awareness [1] 42/16 away [5] 15/13 30/9</p>
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<p>A</p> <p>away... [3] 45/24 59/3 68/17</p> <p>Aye [20] 5/23 5/24 5/25 6/1 6/2 40/19 40/20 40/21 40/22 40/23 45/9 45/10 45/11 45/12 45/13 139/6 139/7 139/8 139/9 139/10</p>	<p>133/1 134/7 135/24 139/18 140/18 141/6 141/22 145/14 147/11 149/22 151/18 153/10 154/10 154/16 157/2</p> <p>becomes [1] 57/11</p> <p>becoming [2] 43/15 46/15</p> <p>bed [1] 112/8</p> <p>been [44] 7/4 9/8 9/9 9/13 13/6 19/15 19/25 28/4 31/3 31/12 39/3 44/11 44/16 49/7 49/18 51/21 52/2 52/5 52/15 58/6 60/8 75/24 76/2 77/7 78/24 79/20 79/22 85/20 94/17 100/19 101/2 103/2 105/13 108/13 108/17 112/16 115/8 128/22 132/8 137/2 139/19 140/18 150/11 152/14</p> <p>before [19] 13/6 13/7 13/13 26/9 46/9 46/13 48/22 61/15 71/9 106/12 110/24 112/18 139/2 148/23 149/1 153/17 154/2 154/8 154/13</p> <p>begin [3] 24/15 24/20 146/25</p> <p>beginning [4] 47/25 68/17 114/13 143/11</p> <p>behalf [4] 37/12 39/23 105/21 106/23</p> <p>being [24] 6/21 6/24 25/6 35/4 44/12 44/23 46/3 52/21 55/9 56/1 64/6 81/23 81/23 98/11 100/21 103/14 111/14 114/16 122/6 127/25 135/5 145/11 145/12 149/16</p> <p>believe [17] 11/22 21/3 25/24 50/16 54/6 56/3 74/19 74/20 95/6 100/5 103/25 140/20 142/10 142/19 144/2 146/5 146/5</p> <p>belonged [2] 59/1 59/1</p> <p>below [1] 34/17</p> <p>benchmarking [1] 16/8</p> <p>beneficiary [1] 127/3</p> <p>benefit [2] 117/12 136/14</p> <p>benefits [1] 64/8</p> <p>best [9] 40/4 66/6 73/18 75/4 80/17 115/3 116/25 121/9 156/2</p> <p>bet [1] 87/5</p> <p>better [16] 15/1 16/11 61/4 65/19 86/12 95/18 101/12 101/19 102/20 114/6 129/23 131/22 131/25 132/6 132/25</p>	<p>143/3</p> <p>betterment [1] 95/23</p> <p>between [11] 8/6 12/21 26/5 49/22 52/25 54/3 85/3 85/17 86/15 114/9 137/22</p> <p>beyond [2] 63/20 64/2</p> <p>bid [3] 25/1 25/5 28/9</p> <p>bidding [1] 25/12</p> <p>bids [1] 28/13</p> <p>big [14] 52/21 58/3 60/5 64/22 78/4 95/7 98/24 116/8 136/10 140/11 141/15 143/12 145/4 152/25</p> <p>bigger [3] 11/19 61/10 150/7</p> <p>biggest [4] 11/7 14/18 104/10 135/7</p> <p>bill [6] 9/21 127/23 130/24 134/23 134/25 149/7</p> <p>Bill's [1] 131/2</p> <p>bit [7] 26/23 27/25 61/8 65/11 84/4 86/2 136/19</p> <p>blah [6] 50/11 50/11 50/11 124/2 124/2 124/2</p> <p>blessed [2] 33/16 109/5</p> <p>blissfully [1] 81/12</p> <p>blown [4] 100/13 108/6 108/17 108/23</p> <p>bluish [1] 54/12</p> <p>board [32] 1/9 13/22 21/1 26/14 43/9 44/1 44/11 45/2 48/9 51/14 74/25 75/13 93/16 95/25 102/7 119/3 127/24 133/24 134/3 135/5 138/8 143/8 143/16 143/16 146/17 151/8 153/10 153/13 153/19 154/14 155/10 155/17</p> <p>board's [1] 84/20</p> <p>Boat [1] 122/21</p> <p>Bob [2] 47/25 152/24</p> <p>Bob's [3] 152/21 152/22 154/25</p> <p>Boca [2] 144/8 144/21</p> <p>Bock [1] 37/15</p> <p>bomb [1] 100/4</p> <p>bond [3] 66/15 84/21 141/9</p> <p>bonded [1] 86/10</p> <p>bonding [3] 63/5 78/12 78/13</p> <p>bonds [1] 141/8</p> <p>bone [2] 51/6 91/8</p> <p>bones [1] 60/18</p> <p>boo [1] 83/18</p> <p>Border [1] 15/6</p> <p>boring [1] 155/12</p> <p>borrow [1] 89/9</p>	<p>borrowing [1] 141/10</p> <p>both [7] 5/15 5/17 25/14 29/5 50/22 93/11 148/14</p> <p>bottom [4] 6/20 8/18 17/20 17/21</p> <p>Boulevard [2] 35/21 35/24</p> <p>box [3] 112/18 132/24 145/4</p> <p>Bradley [1] 44/12</p> <p>bravo [10] 25/1 25/11 26/4 26/5 26/5 30/16 31/2 31/11 32/9 32/20</p> <p>Bravo 2 [2] 31/2 32/20</p> <p>break [1] 106/25</p> <p>breathing [1] 105/11</p> <p>brief [3] 31/7 97/4 97/5</p> <p>brightest [1] 40/4</p> <p>bring [10] 28/2 48/1 52/23 55/23 96/10 137/24 138/7 147/25 150/6 155/9</p> <p>bringing [5] 22/25 30/3 46/5 78/23 78/24</p> <p>brings [1] 50/17</p> <p>broken [3] 10/25 11/3 151/14</p> <p>brought [12] 9/2 9/3 10/23 14/19 30/2 83/3 95/25 96/15 120/20 126/18 126/20 147/5</p> <p>BRUCE [2] 1/10 131/4</p> <p>budget [6] 9/11 13/9 13/17 14/7 144/20 153/2</p> <p>build [12] 56/8 66/1 69/6 77/24 78/19 79/3 79/6 83/18 93/25 94/10 95/14 147/9</p> <p>building [21] 10/5 34/5 59/14 62/19 63/22 69/7 74/6 78/15 78/16 78/18 81/21 83/17 84/1 84/2 87/12 87/12 87/14 94/7 95/4 129/6 130/9</p> <p>buildings [19] 53/2 53/7 53/9 53/13 60/22 61/12 61/21 62/7 62/12 62/20 63/15 63/16 63/20 75/9 76/1 85/22 85/23 94/4 105/8</p> <p>builds [1] 77/8</p> <p>built [11] 31/1 52/5 52/15 60/16 61/25 62/7 62/18 83/12 83/17 114/19 152/1</p> <p>bulk [1] 62/10</p> <p>bunch [2] 119/20 140/8</p> <p>BURNETT [4] 1/15 38/13 149/21 151/22</p> <p>burning [1] 40/2</p> <p>bus [1] 122/20</p> <p>business [21] 2/8 2/9 4/21 8/10 8/11 21/11</p>	<p>22/21 22/25 23/20 23/21 25/20 33/9 33/10 38/18 43/1 43/4 43/13 130/20 142/23 143/5 147/9</p> <p>businesses [2] 117/24 121/25</p> <p>buy [1] 129/24</p> <p>buying [2] 150/1 151/7</p>
<p>B</p> <p>back [32] 7/3 25/3 28/2 28/3 30/25 31/1 37/12 44/4 47/25 49/6 53/5 59/22 61/14 61/17 61/23 62/6 62/10 62/20 65/22 65/24 68/6 86/17 96/10 97/7 110/4 111/22 124/24 138/7 145/13 154/10 155/1 155/9</p> <p>background [1] 26/25</p> <p>backlog [2] 77/23 78/5</p> <p>bad [4] 14/25 73/3 74/11 132/7</p> <p>badge [1] 113/2</p> <p>Bahamas [5] 12/20 150/8 150/10 151/3 151/15</p> <p>balance [1] 108/15</p> <p>ballot [2] 34/24 84/25</p> <p>bar [1] 27/6</p> <p>bare [1] 60/18</p> <p>based [6] 34/16 57/5 79/16 117/9 125/4 141/25</p> <p>basic [5] 42/11 65/17 70/21 87/18 141/21</p> <p>basically [7] 17/17 26/15 27/21 52/3 64/2 65/12 72/9</p> <p>basis [6] 66/22 100/14 102/20 114/7 128/11 149/22</p> <p>be [197]</p> <p>beach [5] 35/4 35/12 35/14 35/17 35/22</p> <p>beaches [1] 35/5</p> <p>bears [1] 124/10</p> <p>BEASON [3] 1/21 158/6 158/13</p> <p>because [62] 9/1 12/2 18/24 20/13 22/8 30/19 36/18 46/23 47/15 47/16 53/23 62/3 68/20 71/3 71/3 72/18 73/9 73/10 73/18 74/21 75/3 75/7 76/1 77/8 78/3 78/12 80/19 82/24 88/22 88/25 90/9 91/17 91/21 105/19 110/13 114/24 116/22 118/24 119/18 120/7 121/4 121/14 123/25 128/6 129/19 130/13 131/24</p>	<p>9/13 13/6 19/15 19/25 28/4 31/3 31/12 39/3 44/11 44/16 49/7 49/18 51/21 52/2 52/5 52/15 58/6 60/8 75/24 76/2 77/7 78/24 79/20 79/22 85/20 94/17 100/19 101/2 103/2 105/13 108/13 108/17 112/16 115/8 128/22 132/8 137/2 139/19 140/18 150/11 152/14</p> <p>before [19] 13/6 13/7 13/13 26/9 46/9 46/13 48/22 61/15 71/9 106/12 110/24 112/18 139/2 148/23 149/1 153/17 154/2 154/8 154/13</p> <p>begin [3] 24/15 24/20 146/25</p> <p>beginning [4] 47/25 68/17 114/13 143/11</p> <p>behalf [4] 37/12 39/23 105/21 106/23</p> <p>being [24] 6/21 6/24 25/6 35/4 44/12 44/23 46/3 52/21 55/9 56/1 64/6 81/23 81/23 98/11 100/21 103/14 111/14 114/16 122/6 127/25 135/5 145/11 145/12 149/16</p> <p>believe [17] 11/22 21/3 25/24 50/16 54/6 56/3 74/19 74/20 95/6 100/5 103/25 140/20 142/10 142/19 144/2 146/5 146/5</p> <p>belonged [2] 59/1 59/1</p> <p>below [1] 34/17</p> <p>benchmarking [1] 16/8</p> <p>beneficiary [1] 127/3</p> <p>benefit [2] 117/12 136/14</p> <p>benefits [1] 64/8</p> <p>best [9] 40/4 66/6 73/18 75/4 80/17 115/3 116/25 121/9 156/2</p> <p>bet [1] 87/5</p> <p>better [16] 15/1 16/11 61/4 65/19 86/12 95/18 101/12 101/19 102/20 114/6 129/23 131/22 131/25 132/6 132/25</p>	<p>143/3</p> <p>betterment [1] 95/23</p> <p>between [11] 8/6 12/21 26/5 49/22 52/25 54/3 85/3 85/17 86/15 114/9 137/22</p> <p>beyond [2] 63/20 64/2</p> <p>bid [3] 25/1 25/5 28/9</p> <p>bidding [1] 25/12</p> <p>bids [1] 28/13</p> <p>big [14] 52/21 58/3 60/5 64/22 78/4 95/7 98/24 116/8 136/10 140/11 141/15 143/12 145/4 152/25</p> <p>bigger [3] 11/19 61/10 150/7</p> <p>biggest [4] 11/7 14/18 104/10 135/7</p> <p>bill [6] 9/21 127/23 130/24 134/23 134/25 149/7</p> <p>Bill's [1] 131/2</p> <p>bit [7] 26/23 27/25 61/8 65/11 84/4 86/2 136/19</p> <p>blah [6] 50/11 50/11 50/11 124/2 124/2 124/2</p> <p>blessed [2] 33/16 109/5</p> <p>blissfully [1] 81/12</p> <p>blown [4] 100/13 108/6 108/17 108/23</p> <p>bluish [1] 54/12</p> <p>board [32] 1/9 13/22 21/1 26/14 43/9 44/1 44/11 45/2 48/9 51/14 74/25 75/13 93/16 95/25 102/7 119/3 127/24 133/24 134/3 135/5 138/8 143/8 143/16 143/16 146/17 151/8 153/10 153/13 153/19 154/14 155/10 155/17</p> <p>board's [1] 84/20</p> <p>Boat [1] 122/21</p> <p>Bob [2] 47/25 152/24</p> <p>Bob's [3] 152/21 152/22 154/25</p> <p>Boca [2] 144/8 144/21</p> <p>Bock [1] 37/15</p> <p>bomb [1] 100/4</p> <p>bond [3] 66/15 84/21 141/9</p> <p>bonded [1] 86/10</p> <p>bonding [3] 63/5 78/12 78/13</p> <p>bonds [1] 141/8</p> <p>bone [2] 51/6 91/8</p> <p>bones [1] 60/18</p> <p>boo [1] 83/18</p> <p>Border [1] 15/6</p> <p>boring [1] 155/12</p> <p>borrow [1] 89/9</p>	<p>borrowing [1] 141/10</p> <p>both [7] 5/15 5/17 25/14 29/5 50/22 93/11 148/14</p> <p>bottom [4] 6/20 8/18 17/20 17/21</p> <p>Boulevard [2] 35/21 35/24</p> <p>box [3] 112/18 132/24 145/4</p> <p>Bradley [1] 44/12</p> <p>bravo [10] 25/1 25/11 26/4 26/5 26/5 30/16 31/2 31/11 32/9 32/20</p> <p>Bravo 2 [2] 31/2 32/20</p> <p>break [1] 106/25</p> <p>breathing [1] 105/11</p> <p>brief [3] 31/7 97/4 97/5</p> <p>brightest [1] 40/4</p> <p>bring [10] 28/2 48/1 52/23 55/23 96/10 137/24 138/7 147/25 150/6 155/9</p> <p>bringing [5] 22/25 30/3 46/5 78/23 78/24</p> <p>brings [1] 50/17</p> <p>broken [3] 10/25 11/3 151/14</p> <p>brought [12] 9/2 9/3 10/23 14/19 30/2 83/3 95/25 96/15 120/20 126/18 126/20 147/5</p> <p>BRUCE [2] 1/10 131/4</p> <p>budget [6] 9/11 13/9 13/17 14/7 144/20 153/2</p> <p>build [12] 56/8 66/1 69/6 77/24 78/19 79/3 79/6 83/18 93/25 94/10 95/14 147/9</p> <p>building [21] 10/5 34/5 59/14 62/19 63/22 69/7 74/6 78/15 78/16 78/18 81/21 83/17 84/1 84/2 87/12 87/12 87/14 94/7 95/4 129/6 130/9</p> <p>buildings [19] 53/2 53/7 53/9 53/13 60/22 61/12 61/21 62/7 62/12 62/20 63/15 63/16 63/20 75/9 76/1 85/22 85/23 94/4 105/8</p> <p>builds [1] 77/8</p> <p>built [11] 31/1 52/5 52/15 60/16 61/25 62/7 62/18 83/12 83/17 114/19 152/1</p> <p>bulk [1] 62/10</p> <p>bunch [2] 119/20 140/8</p> <p>BURNETT [4] 1/15 38/13 149/21 151/22</p> <p>burning [1] 40/2</p> <p>bus [1] 122/20</p> <p>business [21] 2/8 2/9 4/21 8/10 8/11 21/11</p>	<p>C</p> <p>calculated [1] 127/11</p> <p>call [5] 25/22 64/4 81/20 103/22 115/23</p> <p>called [3] 60/2 62/3 139/2</p> <p>calling [3] 43/12 107/18 115/19</p> <p>calls [3] 56/17 94/19 133/19</p> <p>came [8] 58/22 112/10 115/15 135/4 141/20 150/14 152/24 154/8</p> <p>camera [1] 112/9</p> <p>can [103] 10/15 11/1 11/1 11/18 12/1 12/1 13/15 13/15 13/22 14/21 14/22 16/12 17/7 18/2 19/5 19/17 20/3 20/9 20/10 21/9 22/1 22/5 22/13 22/18 22/18 23/12 23/14 26/25 27/4 29/11 29/12 35/25 36/13 37/11 41/1 42/24 43/2 43/5 47/11 48/11 48/14 48/19 51/4 59/22 60/21 60/21 66/21 71/24 81/13 81/18 82/5 83/18 87/5 89/9 94/14 95/5 95/6 95/9 95/10 95/11 95/15 96/5 96/16 99/16 100/9 101/25 102/1 102/5 105/18 107/11 108/10 109/6 109/23 111/20 111/24 112/19 114/2 117/7 119/3 119/8 125/9 131/20 131/21 134/20 134/23 136/25 137/11 137/12 137/17 137/18 137/23 141/13 142/11 142/11 142/23 148/7 150/20 150/20 151/24 153/2 154/4 155/4 156/2</p> <p>can't [19] 19/3 21/10 22/12 31/23 56/19 71/11 74/16 81/22 94/18 95/2 95/4 107/24 111/2 111/6 114/23 115/6 129/19 129/24 151/6</p> <p>canopy [1] 114/24</p> <p>capabilities [1] 98/9</p> <p>capability [2] 63/5</p>

<p>C capability... [1] 154/20 capable [1] 144/3 capacity [2] 34/17 39/5 card [2] 138/5 151/12 care [1] 123/8 career [2] 136/9 155/25 careful [4] 71/17 134/12 134/19 134/22 carefully [1] 149/2 Carol [10] 38/20 38/25 39/3 39/7 39/9 39/13 39/21 40/4 135/25 146/10 carry [1] 18/10 carwash [2] 87/1 87/12 Casa [2] 1/4 94/18 Casa Cola [1] 94/18 case [6] 27/24 70/24 83/13 114/25 127/2 128/24 cases [3] 70/23 70/24 107/10 catch [1] 73/2 catching [1] 72/17 categorized [1] 6/21 cats [2] 86/2 94/22 caught [1] 33/19 cause [2] 88/6 116/20 cautious [2] 118/22 145/12 ceding [1] 90/10 cent [1] 34/23 center [11] 1/3 2/11 9/8 16/20 19/2 21/4 45/17 45/19 152/3 152/5 152/10 centerlines [2] 27/5 28/23 certain [7] 12/5 26/18 26/19 26/19 82/15 109/23 150/19 certainly [7] 68/3 70/13 84/14 99/17 129/24 140/13 148/7 certificate [3] 2/17 98/17 158/1 certificated [2] 98/5 98/17 certification [1] 107/7 certifications [2] 98/23 99/16 certified [2] 98/15 99/20 certify [1] 158/6 CFO [3] 140/3 140/21 145/19 chair [4] 4/1 42/6 44/12 48/17 chairman [11] 1/10 36/7 41/8 44/12 76/25 85/4 100/16 102/3 123/2 127/20 149/12 chairs [1] 151/13 challenge [2] 63/3</p>	<p>70/17 Challenger [1] 128/4 challenges [5] 61/2 61/10 61/24 108/25 109/4 challenging [2] 85/18 86/3 change [13] 3/21 4/15 4/19 7/25 8/1 8/18 18/8 27/25 28/10 28/17 28/19 55/15 118/18 changed [3] 5/2 7/7 136/18 changes [8] 3/8 5/12 17/13 17/16 17/24 24/7 24/10 28/11 changes/modifications [1] 3/8 changing [3] 18/4 32/17 131/9 channel [1] 149/14 chaos [4] 106/14 106/19 107/2 132/10 characterized [1] 115/8 charge [2] 9/22 11/10 charged [3] 9/12 11/11 116/19 charts [1] 44/16 cheap [3] 149/23 149/24 149/25 check [2] 73/21 73/25 checked [1] 149/6 checkmark [1] 135/20 chem [1] 105/9 chemical [1] 119/20 chemicals [1] 105/8 chief [2] 140/3 145/19 choice [1] 35/1 choose [2] 56/16 90/1 chose [1] 91/18 chunks [2] 63/12 98/24 Cindy [5] 53/18 100/10 146/21 150/14 151/4 circumstances [1] 26/19 cite [1] 144/7 citizen [3] 43/2 43/5 43/13 citizens [2] 42/23 155/2 city [10] 31/6 47/10 47/12 47/13 86/7 86/8 86/9 94/22 105/6 141/14 Civic [1] 48/5 claim [1] 50/14 claims [2] 71/1 71/2 clarify [1] 17/23 classification [4] 7/9 141/20 142/1 142/5 classified [1] 8/2 classifies [1] 103/24 clean [1] 153/13 cleared [1] 58/8</p>	<p>clearly [2] 67/24 154/3 client [1] 11/15 client/tenant [1] 11/15 clog [1] 35/24 close [3] 9/16 10/16 135/3 closed [3] 31/3 106/18 112/22 closer [2] 59/25 79/16 closest [1] 15/21 Club [2] 35/14 55/22 cockpit [1] 107/23 code [5] 61/22 62/6 79/4 154/10 154/15 codes [3] 78/15 78/16 78/19 cohesiveness [1] 87/14 Cola [2] 1/4 94/18 colleague [1] 40/3 collect [3] 73/24 82/5 150/7 collecting [1] 66/2 color [1] 61/3 Columbia [1] 128/5 combined [1] 11/17 come [35] 13/5 13/25 14/3 14/7 21/15 25/3 44/24 55/15 56/19 62/17 82/18 86/25 87/1 99/9 100/20 101/6 101/24 102/13 103/6 104/24 106/25 112/25 119/9 119/24 124/24 128/13 132/24 135/11 146/14 147/20 148/5 149/19 150/2 151/2 154/9 comes [6] 43/2 51/1 56/4 61/16 92/3 140/6 comfortable [1] 51/23 coming [14] 9/18 13/18 21/13 53/5 55/14 71/9 89/2 100/17 101/22 106/16 111/5 115/5 115/16 156/14 comment [27] 2/14 21/1 37/2 37/4 37/5 93/6 93/9 118/2 118/7 126/12 129/16 133/17 133/17 135/22 139/2 146/16 146/17 149/1 149/3 149/5 149/8 152/18 152/21 153/9 155/6 156/19 157/8 comments [20] 2/15 6/13 16/25 18/16 33/1 37/3 40/9 45/2 48/23 92/24 93/11 96/8 97/10 133/24 134/7 136/17 148/17 148/20 148/22 155/8 commercial [14] 6/18 7/2 7/15 8/6 8/9 11/10 56/18 67/11 67/18</p>	<p>67/21 72/3 73/17 96/4 104/2 commission [1] 123/2 Commissioner [3] 36/10 36/16 44/4 Commissioner Dean [2] 36/10 44/4 commit [1] 122/5 committed [1] 44/11 committee [37] 2/12 25/24 116/15 116/18 116/21 117/5 117/15 117/20 118/1 119/3 119/6 119/16 119/21 120/5 120/17 120/18 120/21 121/13 124/15 125/1 125/3 125/8 125/15 128/2 130/18 133/13 133/19 136/13 137/11 137/25 139/4 143/10 143/12 143/14 143/19 149/11 150/18 committee's [1] 126/2 committees [2] 128/7 129/11 common [4] 30/14 30/15 69/15 119/18 communicated [1] 50/3 communicates [1] 120/5 community [2] 43/6 127/10 company's [1] 99/17 compare [1] 14/19 compared [1] 78/7 compass [1] 31/18 compelling [1] 141/18 complements [1] 61/5 completed [1] 83/11 completely [2] 71/15 88/4 complex [4] 59/9 60/3 60/5 140/15 compliance [2] 28/3 140/7 complies [1] 154/14 component [4] 9/20 56/4 66/16 114/11 components [1] 63/18 comprehensive [3] 101/1 101/4 142/9 concept [1] 51/5 conceptually [1] 93/16 concern [1] 71/7 concerned [2] 25/12 27/2 concerns [1] 18/17 concrete [1] 93/19 concurrence [1] 13/23 concurrently [3] 81/1 81/14 81/23 condition [2] 109/21 113/23 conditions [2] 111/3</p>	<p>111/25 conduct [5] 99/11 100/13 100/18 150/20 151/14 conducting [1] 133/21 conducts [1] 105/21 conference [4] 1/3 152/2 152/5 152/10 configuration [2] 30/4 30/13 confused [2] 20/23 153/20 confusing [1] 28/23 confusion [2] 27/4 154/4 congested [1] 34/10 congestion [1] 34/16 Conkey [1] 43/24 connect [1] 60/13 connection [1] 46/11 connections [1] 69/3 cons [2] 50/25 73/9 conservation [7] 42/17 42/21 43/11 44/2 44/3 44/6 44/11 conserving [1] 43/3 consider [7] 48/13 85/2 95/8 120/3 121/24 145/17 153/2 consideration [5] 4/18 50/18 51/14 106/17 118/13 considerations [4] 2/13 138/12 138/16 139/13 considered [3] 69/11 76/3 144/10 considering [2] 65/3 136/12 constraints [2] 119/4 119/7 construct [2] 52/9 76/14 constructed [2] 98/21 107/11 construction [3] 56/7 56/11 56/12 consultant [1] 143/7 consulting [1] 142/25 contacted [1] 150/14 contained [1] 105/11 context [1] 13/9 continually [3] 103/19 105/6 148/13 continue [7] 33/21 34/5 34/6 34/20 39/22 51/5 115/4 continues [1] 24/21 continuing [1] 114/10 contract [4] 12/7 12/9 145/17 146/24 contractors [2] 142/16 142/18 contracts [1] 141/3 contribute [2] 127/4</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>C</p> <p>contribute... [1] 127/5 contribution [1] 63/21 control [20] 64/7 65/12 65/23 70/18 73/7 73/10 73/11 73/25 77/16 82/24 83/1 86/17 87/5 87/6 87/10 90/10 94/16 94/16 95/10 106/22 controls [1] 70/21 conventional [1] 76/15 conversation [4] 26/3 51/23 51/24 55/21 conversations [4] 49/10 50/7 70/13 122/3 convince [1] 137/17 COO [2] 140/20 144/3 coordinated [1] 132/12 coordinates [1] 94/21 coordinator [3] 43/24 144/15 144/15 copies [1] 96/15 copy [2] 96/1 96/13 Cordova [1] 154/12 Cordova Palms [1] 154/12 core [2] 84/9 144/16 corner [2] 29/18 59/21 corporate [11] 6/25 7/1 8/6 8/7 11/9 56/17 59/16 59/19 67/22 75/20 76/10 Corporate's [1] 8/8 correct [16] 5/4 5/6 5/18 7/18 7/20 17/25 23/2 75/22 76/19 78/17 79/1 88/14 90/3 92/18 123/6 157/7 corrected [1] 17/5 corrective [1] 103/19 correctly [2] 4/20 7/23 corridor [1] 34/19 cost [20] 9/8 9/9 15/6 15/10 28/10 62/24 66/4 66/13 66/18 77/21 84/22 85/14 88/23 88/24 103/2 103/3 127/4 127/6 127/12 137/6 Costco [1] 79/7 costs [3] 70/15 82/8 141/10 could [61] 8/5 22/7 46/12 47/2 48/15 50/2 50/21 53/19 53/19 53/24 60/6 60/12 60/14 60/19 60/23 62/17 63/12 63/13 63/23 65/7 66/25 67/21 68/16 70/7 71/13 71/19 77/24 80/17 80/25 83/9 83/17 85/6 88/22 89/1 89/4 91/21 92/7 92/9 94/2 106/24 117/11 117/13 117/14 117/19 118/24</p>	<p>124/11 124/11 129/9 129/20 129/22 130/6 130/9 132/8 132/21 132/24 133/14 137/7 137/21 142/19 147/25 148/5 couldn't [7] 79/5 79/6 121/7 122/24 124/13 132/5 143/15 counted [1] 132/18 countries [1] 12/22 country [1] 104/10 county [35] 33/22 34/9 35/17 39/1 39/15 39/18 40/7 42/8 42/14 42/18 43/8 43/12 43/18 53/25 54/22 54/23 86/11 102/12 102/15 102/16 102/16 103/12 105/7 105/12 106/7 106/9 106/13 107/5 115/5 117/21 117/22 141/13 144/16 154/1 158/4 County's [2] 39/24 86/5 countywide [1] 103/12 couple [12] 24/13 26/9 33/18 33/20 49/6 49/11 53/2 53/7 74/23 128/10 136/25 145/4 course [11] 18/21 27/25 69/14 78/2 98/24 101/14 101/21 102/10 109/9 109/20 143/15 courses [1] 150/20 court [3] 1/22 4/14 158/1 Courtney [1] 38/10 covenants [3] 65/18 65/20 71/12 cover [13] 3/22 4/15 4/15 4/16 4/19 5/3 11/25 82/8 102/22 122/17 136/24 139/21 141/7 coverage [3] 102/9 127/11 137/5 covered [1] 103/3 CP [2] 158/6 158/13 Craig [1] 149/19 crash [1] 103/22 crawler [1] 133/8 crazy [2] 13/13 133/6 create [8] 65/18 65/21 66/20 66/21 67/4 125/1 125/2 125/14 created [1] 133/24 creating [3] 62/10 67/3 102/23 creature [1] 42/12 credentials [1] 146/14 credit [1] 151/12 crisis [1] 155/14 criteria [1] 82/21 cropped [1] 109/10</p>	<p>cross [2] 24/23 27/5 cross-utilization [1] 24/23 crosses [1] 32/11 CRR [3] 1/21 158/6 158/13 cue [1] 108/3 current [8] 25/15 27/9 27/9 28/1 66/7 102/8 105/15 112/4 currently [5] 6/25 11/11 25/1 28/9 54/19 Customs [13] 8/25 9/1 9/7 9/23 10/12 10/20 11/6 11/8 11/17 12/7 15/6 15/22 150/5 cut [3] 30/13 80/11 152/14 cuts [2] 61/16 110/10 cutting [1] 30/8 CYA [1] 147/3 cycle [1] 25/16</p> <p>D</p> <p>daily [2] 104/5 114/7 damage [1] 35/25 damages [1] 151/12 dark [1] 106/2 darling [1] 41/6 darn [1] 115/17 data [1] 93/17 date [3] 9/1 10/23 11/7 Dated [1] 158/10 dates [1] 157/6 dating [1] 44/4 day [16] 40/6 43/17 44/7 44/20 66/1 67/6 71/6 97/16 100/22 105/22 113/21 129/1 136/23 137/4 152/3 158/10 daylight [1] 136/20 days [3] 26/9 33/20 80/10 Daytona [1] 15/23 dead [3] 24/6 67/5 150/15 deal [3] 12/2 34/20 54/3 dealing [2] 72/19 86/11 Dean [3] 33/11 36/10 44/4 dear [1] 40/3 debrief [2] 101/14 122/9 debriefing [1] 101/9 debriefs [1] 122/2 decide [2] 23/14 143/25 decided [4] 39/13 50/13 79/11 139/16 deciding [1] 76/6 decision [4] 28/20 51/2 51/8 80/10 decision-making [3]</p>	<p>28/20 51/2 51/8 decisions [2] 51/3 73/3 declaring [1] 107/19 dedicated [2] 117/1 140/17 dedicating [1] 64/2 deficits [1] 77/2 define [2] 66/20 68/20 definitive [2] 46/21 47/4 degree [2] 26/16 29/3 degrees [1] 16/6 delayed [1] 139/18 deletions [1] 18/17 deliberations [1] 97/17 deliver [1] 95/18 demands [2] 42/20 82/21 denied [1] 34/14 department [5] 120/8 121/5 121/6 127/7 137/18 departures [1] 104/5 depend [1] 143/24 dependence [1] 142/16 dependent [1] 142/18 depending [2] 66/3 111/3 depends [1] 154/17 deposit [1] 151/11 deputies [1] 106/21 deputy [1] 144/11 describe [1] 57/12 deserves [1] 51/13 design [8] 26/10 26/11 27/9 27/10 29/14 56/11 75/1 82/21 designate [1] 150/19 designated [5] 26/4 26/6 26/18 28/4 42/19 designation [1] 27/20 designed [1] 67/24 desirable [1] 77/1 desire [1] 73/1 despite [2] 97/11 115/8 detail [4] 36/13 49/12 140/24 141/19 details [2] 46/19 106/4 determines [1] 104/6 develop [17] 29/17 51/5 60/10 62/24 63/1 65/22 70/5 70/16 72/12 72/15 77/16 79/25 94/3 94/6 94/20 95/15 97/12 developed [10] 55/9 56/15 60/12 66/24 70/7 70/8 86/23 87/7 92/2 111/17 developer [13] 65/15 70/20 71/14 71/20 72/10 72/10 78/12 80/4 83/18 84/1 87/5 90/10 95/9 developers [2] 70/11</p>	<p>94/23 developing [4] 50/21 65/14 84/15 93/4 development [25] 2/11 24/25 34/14 49/1 49/3 50/18 51/16 52/25 56/18 57/7 59/21 60/18 61/23 62/20 65/4 65/13 65/18 65/24 74/1 75/21 75/24 76/4 96/3 154/10 154/15 developments [1] 66/11 develops [1] 56/14 Deviations [1] 29/15 diagrams [1] 31/1 diam [1] 27/11 dictating [1] 31/24 did [26] 13/4 16/22 21/14 28/19 34/23 41/11 41/17 43/21 85/3 96/22 112/21 115/10 115/20 115/22 115/23 119/9 123/25 124/15 124/16 124/25 135/11 135/24 136/3 138/19 149/11 158/7 didn't [19] 8/23 47/15 47/18 55/12 77/12 82/12 96/25 101/18 110/13 111/13 124/13 135/1 138/4 138/17 138/19 141/11 143/18 154/10 156/14 difference [2] 8/5 43/2 different [11] 11/23 55/20 82/16 82/17 84/11 87/13 100/1 106/8 133/20 146/19 149/10 difficult [7] 77/8 88/7 97/13 109/12 111/8 113/25 114/23 dimensional [1] 144/9 dimensioning [1] 27/9 dinner [1] 151/7 direct [2] 90/19 107/7 directed [1] 124/22 direction [13] 13/24 51/4 61/9 81/4 84/20 90/21 92/20 93/2 93/3 96/11 118/25 131/12 138/8 directions [1] 50/25 directly [6] 31/17 31/19 37/19 38/1 131/25 132/6 director [6] 1/17 94/5 144/11 144/11 144/12 144/13 dirty [1] 100/21 disagree [2] 41/17 129/25 disappointed [1] 127/25</p>
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<p>D</p> <p>discuss [5] 4/8 22/12 23/10 46/1 139/17</p> <p>discusses [1] 119/23</p> <p>discussing [2] 20/16 23/10</p> <p>discussion [10] 20/14 22/10 23/8 26/7 91/4 93/15 125/18 125/22 126/9 155/10</p> <p>disruption [1] 144/5</p> <p>dissected [1] 75/25</p> <p>distance [2] 30/19 30/23</p> <p>distinction [1] 39/1</p> <p>distribute [1] 62/5</p> <p>district [3] 43/25 44/5 44/19</p> <p>District's [1] 28/5</p> <p>Districts [1] 42/14</p> <p>do [120] 3/9 3/13 3/17 3/19 5/7 6/8 6/16 10/19 11/10 14/22 14/23 17/10 17/14 18/18 19/1 19/4 22/2 22/13 22/19 24/2 25/22 28/14 31/23 35/24 36/19 37/20 38/20 41/3 41/4 43/9 43/20 52/25 55/11 59/7 62/9 63/3 63/12 66/14 66/20 67/4 70/17 71/3 72/1 74/16 75/1 76/6 77/24 78/13 79/7 79/14 80/5 80/24 80/24 81/9 82/19 83/7 83/15 84/16 90/15 92/20 93/8 94/20 95/1 95/11 96/13 101/14 103/1 103/3 105/1 106/23 109/7 109/19 109/23 114/7 115/19 116/9 118/8 118/22 119/16 121/7 122/8 122/16 127/5 128/7 129/9 129/13 129/23 133/21 133/25 134/4 134/6 134/6 136/22 137/5 138/22 140/22 142/10 143/4 143/14 143/15 143/15 144/23 145/14 145/15 146/2 146/8 146/22 147/7 147/15 147/25 148/9 148/23 148/24 153/15 154/2 154/2 154/6 154/15 154/15 156/7</p> <p>doctors [1] 120/10</p> <p>does [23] 4/25 6/20 11/4 14/12 21/1 23/4 28/2 33/5 33/7 38/21 39/20 68/24 76/12 80/4 85/15 103/2 105/6 106/1 127/2 129/16 142/3 144/9 152/23</p> <p>doesn't [21] 6/19 7/11</p>	<p>8/18 13/25 14/3 20/12 20/14 26/21 30/22 63/10 66/11 67/2 75/4 83/6 91/8 101/10 108/21 111/19 134/10 142/5 151/1</p> <p>doing [13] 14/13 14/20 16/9 36/3 50/24 62/20 68/5 70/6 81/13 136/12 153/12 155/21 156/2</p> <p>dollar [2] 63/16 88/15</p> <p>dollars [3] 64/1 94/21 141/24</p> <p>don't [67] 8/14 11/15 11/24 12/8 13/3 13/19 13/23 14/24 15/16 19/21 20/6 21/3 22/15 23/7 32/4 35/19 38/12 46/16 46/24 47/2 47/22 47/23 48/2 48/10 52/20 53/8 53/24 54/4 64/25 66/20 67/5 72/2 73/3 74/18 74/20 78/11 78/15 79/3 79/19 81/10 82/9 83/11 83/19 84/14 85/7 87/10 88/15 91/13 92/24 94/11 96/8 97/22 108/2 118/21 121/1 124/16 130/13 133/11 137/4 137/22 145/1 145/15 146/3 148/7 150/24 155/6 157/1</p> <p>donated [1] 31/4</p> <p>done [24] 19/15 39/22 55/19 58/13 68/19 73/18 79/20 79/22 79/23 79/25 81/1 81/23 82/3 95/5 97/1 97/2 98/20 98/20 101/2 134/1 134/5 146/20 149/18 152/6</p> <p>door [1] 87/24</p> <p>doors [4] 87/21 87/22 87/23 110/8</p> <p>DOT [10] 52/8 52/13 52/15 56/2 63/14 63/19 63/22 64/3 64/11 64/20</p> <p>double [1] 60/24</p> <p>double-storied [1] 60/24</p> <p>doubtful [1] 65/8</p> <p>doubting [1] 131/12</p> <p>Doug [7] 38/13 38/21 42/4 43/23 65/18 84/17 157/9</p> <p>Doug's [1] 38/22</p> <p>DOUGLAS [2] 1/15 124/4</p> <p>down [31] 7/16 15/3 15/12 15/20 23/25 26/21 30/23 32/14 35/1 35/20 37/23 47/13 50/21 51/1 61/16 72/14 75/25 76/5 80/3 84/9 99/9 102/2 106/25</p>	<p>107/24 109/16 110/8 114/18 124/3 135/21 152/8 152/14</p> <p>downside [1] 74/4</p> <p>Dr [1] 48/3</p> <p>dragging [1] 83/22</p> <p>drainage [5] 54/15 61/9 65/17 66/8 69/15</p> <p>drawing [3] 61/14 85/20 130/10</p> <p>drawings [1] 62/14</p> <p>drawn [1] 70/6</p> <p>dredge [2] 35/10 35/11</p> <p>drill [3] 100/13 101/23 103/7</p> <p>drills [2] 99/11 107/4</p> <p>drive [7] 15/2 15/11 15/11 15/13 15/19 15/20 28/22</p> <p>driver [2] 28/22 106/6</p> <p>driving [1] 28/20</p> <p>dropped [1] 132/22</p> <p>dry [2] 42/20 105/9</p> <p>due [1] 51/14</p> <p>dull [1] 155/12</p> <p>dump [1] 35/19</p> <p>dumping [1] 110/4</p> <p>duned [1] 111/4</p> <p>duplication [1] 121/22</p> <p>during [8] 9/24 39/4 98/9 103/13 105/3 106/5 136/20 137/19</p> <p>dynamic [2] 87/10 87/11</p> <hr/> <p>E</p> <p>E's [1] 104/11</p> <p>e-mail [5] 48/19 119/9 128/9 130/5 130/6</p> <p>e-mails [1] 94/19</p> <p>each [6] 34/6 43/13 51/1 76/16 85/9 95/25</p> <p>earlier [4] 6/13 62/3 64/10 131/22</p> <p>early [5] 34/15 34/16 78/3 102/14 135/16</p> <p>easement [1] 24/23</p> <p>easements [2] 154/12 154/13</p> <p>easier [2] 111/19 133/9</p> <p>easiest [1] 122/1</p> <p>easily [1] 66/25</p> <p>east [11] 49/2 49/23 49/24 56/14 56/18 59/16 61/16 72/21 75/20 76/10 93/24</p> <p>Easter [2] 33/16 33/16</p> <p>Eastside [2] 2/11 49/1</p> <p>easy [2] 6/24 132/20</p> <p>economic [2] 65/3 96/3</p> <p>economical [1] 150/1</p> <p>economy [1] 43/6</p> <p>Ed [25] 14/19 20/13 22/5 22/7 24/11 33/2 38/20 47/24 49/3 57/24</p>	<p>95/21 96/11 96/19 113/16 131/7 143/21 145/21 147/5 147/6 147/16 148/3 152/3 152/6 152/9 157/8</p> <p>Ed's [3] 116/2 126/10 130/1</p> <p>EDC [1] 156/14</p> <p>edge [1] 110/15</p> <p>editorial [1] 97/10</p> <p>educate [1] 42/23</p> <p>education [1] 114/11</p> <p>EDWARD [1] 1/17</p> <p>effect [1] 112/7</p> <p>effective [2] 39/23 156/22</p> <p>effectively [1] 50/17</p> <p>efficient [1] 120/2</p> <p>effort [3] 80/8 94/17 137/19</p> <p>efforts [1] 117/14</p> <p>eight [1] 136/23</p> <p>either [2] 25/14 94/3</p> <p>elaborate [2] 62/11 114/20</p> <p>elect [1] 154/23</p> <p>electors [1] 84/25</p> <p>electronically [1] 96/16</p> <p>elements [1] 25/14</p> <p>elevation [2] 55/5 55/6</p> <p>eliminates [1] 28/4</p> <p>Elite [3] 126/25 127/2 127/8</p> <p>else [16] 12/12 15/4 16/18 20/10 33/2 71/21 81/24 82/16 87/15 120/15 122/6 128/16 130/10 130/23 135/9 138/4</p> <p>emergencies [3] 100/9 108/17 115/21</p> <p>emergency [14] 2/12 96/20 97/2 99/22 99/24 99/24 100/7 104/17 104/25 107/20 108/6 113/3 116/24 117/2</p> <p>employ [1] 39/14</p> <p>employee [1] 39/1</p> <p>employees [2] 15/8 22/25</p> <p>employment [1] 39/16</p> <p>EMTs [1] 120/9</p> <p>en [1] 63/11</p> <p>en masse [1] 63/11</p> <p>encapsulate [1] 8/5</p> <p>encourage [2] 101/23 154/24</p> <p>end [15] 28/1 34/4 36/4 53/25 63/8 66/1 67/6 71/6 71/13 71/17 93/19 99/18 106/20 132/15 133/2</p> <p>ended [3] 110/4 111/20 150/15</p>	<p>ends [5] 44/20 54/24 67/5 133/2 150/16</p> <p>engage [3] 48/8 48/9 106/12</p> <p>engaged [2] 102/12 106/13</p> <p>engine [7] 11/12 107/19 110/3 111/23 128/19 128/19 150/5</p> <p>engineer [2] 79/14 86/1</p> <p>engineering [6] 79/20 80/18 81/17 81/21 82/16 82/17</p> <p>engineering's [1] 79/22</p> <p>engineers [1] 142/25</p> <p>enjoyable [1] 33/16</p> <p>enough [14] 4/14 6/13 12/24 26/22 30/23 51/23 60/25 82/19 95/2 107/13 128/22 151/4 152/25 153/23</p> <p>ensuing [1] 111/17</p> <p>entertain [2] 150/24 151/8</p> <p>entire [4] 29/17 45/22 55/8 58/22</p> <p>entirety [4] 39/19 57/16 64/7 77/3</p> <p>entities [1] 141/17</p> <p>entity [3] 72/2 140/10 141/5</p> <p>entrance [2] 24/14 31/20</p> <p>entry [1] 66/13</p> <p>environment [9] 67/4 110/15 110/19 110/20 111/4 112/1 132/20 133/4 133/10</p> <p>envisioned [1] 76/24</p> <p>equals [1] 9/9</p> <p>equation [1] 63/9</p> <p>equipment [10] 99/2 104/14 105/12 105/15 105/18 110/25 117/9 117/12 123/13 137/13</p> <p>especially [5] 6/21 44/9 78/6 105/3 119/19</p> <p>Esquire [1] 1/15</p> <p>essential [1] 42/11</p> <p>essentially [3] 55/23 56/9 65/20</p> <p>establish [2] 15/12 120/16</p> <p>establishments [1] 78/21</p> <p>estate [1] 140/13</p> <p>estimate [1] 68/24</p> <p>et [1] 49/7</p> <p>et al [1] 49/7</p> <p>European [1] 12/22</p> <p>evaluate [3] 117/6 117/11 117/18</p> <p>evaluation [1] 14/13</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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<p>E</p> <p>even [31] 9/8 12/21 46/6 47/20 53/25 62/6 68/16 68/19 69/15 72/2 77/7 77/7 77/10 79/16 83/11 87/9 92/13 94/14 94/18 102/20 109/13 111/13 112/11 113/16 115/7 118/18 145/13 150/7 155/13 156/4 156/5</p> <p>event [11] 50/9 101/9 101/16 102/2 103/13 108/1 108/10 109/25 112/4 113/21 128/17</p> <p>events [3] 100/6 107/15 122/8</p> <p>eventually [3] 68/21 92/12 134/9</p> <p>ever [3] 73/18 85/2 134/13</p> <p>every [21] 42/12 43/1 43/4 70/24 97/16 99/9 99/10 100/14 101/12 102/17 102/18 106/16 106/16 109/4 119/22 121/2 121/11 125/24 136/24 149/14 150/5</p> <p>everybody [6] 113/13 120/15 126/19 126/22 130/12 154/3</p> <p>everyday [2] 44/7 129/22</p> <p>everyone [6] 12/12 33/13 33/15 83/15 101/10 103/13</p> <p>everything [10] 57/17 64/3 73/20 87/15 90/2 98/18 98/19 118/15 134/6 146/22</p> <p>exactly [4] 17/21 71/24 93/18 111/14</p> <p>example [11] 32/11 35/20 86/18 88/22 91/22 99/21 141/19 142/22 143/8 148/1 154/1</p> <p>examples [1] 142/14</p> <p>excellent [3] 146/18 150/22 151/5</p> <p>except [2] 5/3 73/25</p> <p>exception [1] 26/17</p> <p>exclusive [1] 52/18</p> <p>excuse [4] 7/6 27/22 40/24 61/6</p> <p>excused [1] 41/1</p> <p>execute [2] 66/18 81/18</p> <p>executive [5] 1/17 140/4 144/11 144/11 145/20</p> <p>exempt [1] 116/7</p> <p>exercise [1] 100/19</p> <p>exercises [1] 105/22</p> <p>exhausted [1] 110/24</p>	<p>exist [3] 27/4 49/13 62/3</p> <p>existed [1] 49/14</p> <p>existence [1] 11/12</p> <p>existing [4] 27/3 27/15 30/12 61/5</p> <p>exists [5] 27/1 54/21 59/12 76/10 107/2</p> <p>exit [4] 26/20 26/21 30/16 30/22</p> <p>exits [5] 26/18 41/9 100/16 149/9 149/21</p> <p>expanded [1] 152/23</p> <p>expanding [1] 152/21</p> <p>expanse [2] 27/3 27/6</p> <p>expect [4] 91/13 104/11 139/21 154/21</p> <p>expectations [1] 139/24</p> <p>expected [2] 64/17 106/1</p> <p>expecting [2] 72/19 72/22</p> <p>expenditure [1] 9/10</p> <p>expense [1] 126/23</p> <p>expenses [6] 6/23 7/12 9/3 9/4 127/4 127/6</p> <p>expensive [1] 64/5</p> <p>experience [3] 107/7 110/16 110/19</p> <p>experienced [2] 82/19 134/14</p> <p>experts [2] 117/24 121/25</p> <p>explain [3] 20/3 46/1 46/2</p> <p>explanation [2] 37/21 131/8</p> <p>explored [1] 137/21</p> <p>exponential [1] 33/22</p> <p>exponentially [1] 129/10</p> <p>express [2] 39/21 71/7</p> <p>extended [1] 58/20</p> <p>extending [1] 55/24</p> <p>extension [1] 81/13</p> <p>extent [2] 57/15 112/3</p> <p>external [2] 129/24 130/8</p> <p>extinguisher [2] 129/1 129/5</p> <p>extinguishers [5] 128/22 129/2 129/6 129/24 130/8</p> <p>extinguishing [1] 99/3</p> <p>extra [3] 9/18 114/15 128/11</p> <p>extract [2] 114/17 134/17</p> <p>extreme [2] 28/1 29/18</p> <p>extremely [2] 63/9 71/17</p> <p>extremes [1] 74/18</p> <p>eye [1] 33/19</p> <p>eyes [1] 128/11</p>	<p>eyewitness [4] 117/18 118/4 118/15 118/18</p> <p>F</p> <p>F's [1] 104/11</p> <p>FAA [26] 25/2 25/6 25/7 25/13 25/17 25/23 25/25 26/7 26/10 28/5 29/7 29/8 31/24 37/19 58/13 89/16 90/12 98/4 98/5 99/8 104/6 116/9 117/17 141/20 141/24 150/18</p> <p>FAA's [3] 26/14 26/15 28/11</p> <p>FAA-certificated [1] 98/5</p> <p>FAAS [1] 150/17</p> <p>fabulous [3] 114/12 147/1 155/21</p> <p>facet [1] 82/17</p> <p>facilitate [2] 107/3 108/14</p> <p>facilitated [1] 52/8</p> <p>facilities [8] 19/4 46/24 51/11 53/1 62/10 66/1 70/22 151/2</p> <p>facility [20] 9/24 10/2 47/12 49/23 49/24 52/2 52/4 52/9 52/19 52/20 53/3 57/6 59/24 63/1 69/14 74/6 74/14 99/19 150/22 150/25</p> <p>fact [7] 8/1 72/22 80/22 94/12 101/13 114/12 153/14</p> <p>factor [1] 82/4</p> <p>facts [4] 34/25 118/9 134/8 134/9</p> <p>factual [1] 123/5</p> <p>failed [1] 7/4</p> <p>failing [1] 134/4</p> <p>failures [1] 134/1</p> <p>fair [1] 22/17</p> <p>fall [1] 102/14</p> <p>falling [1] 121/16</p> <p>falls [1] 20/13</p> <p>familiar [3] 35/13 47/9 86/19</p> <p>family [2] 34/1 34/6</p> <p>far [9] 9/2 25/11 26/21 54/7 98/4 98/14 103/24 107/5 111/2</p> <p>Far 139 [1] 103/24</p> <p>FAR Part 139 [2] 98/14 107/5</p> <p>fashion [3] 95/3 95/5 95/7</p> <p>fast [2] 79/19 115/17</p> <p>faster [5] 83/17 83/18 85/14 95/11 101/20</p> <p>fault [2] 120/8 124/10</p> <p>favor [5] 5/22 40/18 41/12 45/8 139/5</p> <p>favorable [1] 66/13</p>	<p>FBO [2] 49/15 49/16</p> <p>FDOT [3] 25/18 64/17 89/4</p> <p>feasibility [1] 61/19</p> <p>features [1] 88/20</p> <p>February [7] 4/8 4/9 4/18 5/3 6/8 34/1 93/22</p> <p>February 15th [1] 93/22</p> <p>February 28 [2] 4/9 5/3</p> <p>February 28th [2] 4/8 4/18</p> <p>federal [3] 10/11 98/6 156/20</p> <p>fee [5] 15/13 52/3 73/19 142/24 150/7</p> <p>feed [1] 60/5</p> <p>feel [7] 51/22 60/11 61/1 96/22 140/2 142/2 155/4</p> <p>feeling [3] 103/9 140/25 145/9</p> <p>fees [9] 9/12 10/24 11/25 12/13 13/14 14/15 15/2 44/13 141/6</p> <p>feet [5] 29/20 31/16 76/16 83/22 85/24</p> <p>fell [3] 22/8 66/15 72/3</p> <p>Fellow [1] 44/1</p> <p>felt [3] 26/1 107/18 147/5</p> <p>fence [1] 29/20</p> <p>fencing [1] 25/4</p> <p>few [11] 11/12 49/16 84/18 97/4 97/9 103/5 109/5 109/6 110/23 111/5 143/24</p> <p>FHP [1] 106/23</p> <p>field [5] 11/16 33/23 105/19 106/19 106/21</p> <p>Fields [1] 48/3</p> <p>figure [1] 68/18</p> <p>figured [2] 66/17 111/18</p> <p>filled [1] 144/3</p> <p>finally [2] 95/25 106/20</p> <p>financial [10] 2/5 6/6 6/7 6/14 7/9 16/22 17/1 17/14 52/11 140/23</p> <p>find [4] 71/11 71/19 77/8 106/24</p> <p>finding [4] 49/8 49/9 50/22 141/14</p> <p>findings [1] 141/1</p> <p>fine [3] 28/7 47/6 72/14</p> <p>finish [2] 16/22 86/3</p> <p>finished [1] 41/24</p> <p>finishing [1] 61/11</p> <p>fire [63] 60/4 61/12 61/13 61/22 62/6 62/12 98/25 99/12 99/13 101/16 102/9 102/19 102/24 103/18 103/22 103/24 104/8 104/12 104/22 105/7 105/13</p>	<p>105/22 106/6 106/24 107/3 107/4 107/8 107/16 108/7 108/17 108/22 109/8 111/12 111/21 112/6 112/13 112/17 112/21 112/25 113/3 113/9 113/19 113/25 114/11 117/22 120/8 121/6 122/5 122/23 122/25 124/7 124/12 126/24 127/7 127/11 128/22 129/24 130/6 130/8 130/20 131/10 132/15 136/22</p> <p>fire-type [1] 107/8</p> <p>firefighter [1] 137/19</p> <p>firefighters [1] 107/6</p> <p>Firefighting [1] 98/9</p> <p>firehouses [1] 106/8</p> <p>fires [2] 128/19 128/19</p> <p>firm [6] 51/3 145/18 145/23 146/25 147/23 147/24</p> <p>first [33] 5/10 11/12 18/21 23/8 35/16 38/18 44/15 45/21 49/13 49/17 49/25 50/14 54/5 55/18 62/18 73/6 73/7 74/22 75/13 76/2 79/14 80/14 92/8 94/9 98/3 102/12 111/16 112/23 114/13 115/9 120/19 131/6 150/10</p> <p>first-time [1] 150/10</p> <p>fiscal [3] 44/15 44/18 56/5</p> <p>fisherman [1] 124/6</p> <p>fit [5] 47/18 47/20 83/6 94/13 134/11</p> <p>Fitness [2] 87/2 87/12</p> <p>fits [1] 68/4</p> <p>five [15] 35/15 45/15 55/16 63/25 64/2 67/1 68/8 73/16 75/8 96/15 104/5 105/14 116/12 132/13 132/15</p> <p>five-acre [1] 73/16</p> <p>five-mile [1] 35/15</p> <p>fixed [4] 8/2 15/6 15/9 18/5</p> <p>FL [2] 1/15 1/23</p> <p>flat [1] 124/1</p> <p>flavor [1] 103/14</p> <p>fledged [1] 151/7</p> <p>flexibility [1] 75/7</p> <p>fliers [1] 150/10</p> <p>flight [4] 114/1 124/8 128/5 150/24</p> <p>flights [1] 12/21</p> <p>flip [1] 134/21</p> <p>Florida [14] 1/5 39/12 39/20 42/9 42/13 42/19 44/4 52/8 52/13 52/15 63/14 63/22 149/25 158/3</p>
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-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>F</p> <p>Florida DOT [5] 52/8 52/13 52/15 63/14 63/22</p> <p>Florida's [2] 42/21 42/24</p> <p>flow [1] 62/8</p> <p>flown [1] 98/11</p> <p>flying [1] 151/3</p> <p>focus [3] 80/18 99/25 117/12</p> <p>focuses [1] 147/11</p> <p>focusing [1] 79/11</p> <p>fold [1] 63/3</p> <p>folks [3] 96/24 106/13 128/15</p> <p>follow [2] 35/2 61/18</p> <p>following [4] 26/7 101/9 114/5 122/8</p> <p>follows [1] 54/18</p> <p>food [1] 96/5</p> <p>foot [7] 59/14 60/17 85/21 85/23 93/25 94/4 94/6</p> <p>footage [2] 60/20 60/23</p> <p>force [2] 128/7 129/11</p> <p>foreclosure [1] 71/23</p> <p>foregoing [1] 158/8</p> <p>foregone [1] 141/23</p> <p>forever [1] 39/11</p> <p>forgot [1] 100/23</p> <p>form [2] 108/7 119/3</p> <p>formal [3] 50/1 50/6 142/9</p> <p>formed [1] 124/15</p> <p>Fort [1] 15/23</p> <p>Fort Pierce [1] 15/23</p> <p>forth [1] 75/2</p> <p>forthcoming [1] 20/1</p> <p>fortunate [1] 140/18</p> <p>fortunately [2] 110/5 110/9</p> <p>forward [6] 46/5 85/21 91/13 115/4 136/15 139/4</p> <p>fosters [1] 151/18</p> <p>four [11] 55/16 55/16 68/8 75/8 78/1 78/5 84/13 84/15 85/5 115/11 121/24</p> <p>four-minute [1] 115/11</p> <p>fours [1] 141/21</p> <p>fourth [1] 155/16</p> <p>Fox [1] 114/4</p> <p>frame [1] 121/14</p> <p>frankly [3] 63/24 72/22 153/1</p> <p>free [1] 13/11</p> <p>freed [1] 64/1</p> <p>freeing [1] 76/7</p> <p>frequently [2] 106/4 137/23</p> <p>Friday [1] 33/24</p> <p>friend [2] 40/3 149/13</p>	<p>front [8] 71/17 85/6 85/11 85/13 88/13 88/24 132/7 134/8</p> <p>front-load [3] 85/6 85/11 88/13</p> <p>FTEs [1] 15/7</p> <p>fuel [4] 98/20 99/16 99/19 109/18</p> <p>fuels [1] 107/9</p> <p>full [8] 44/18 44/18 100/13 100/18 108/6 108/17 108/23 151/7</p> <p>full-blown [4] 100/13 108/6 108/17 108/23</p> <p>full-fledged [1] 151/7</p> <p>fun [2] 44/23 151/16</p> <p>fund [1] 146/6</p> <p>Fundamentally [1] 72/9</p> <p>fundamentals [1] 109/9</p> <p>funded [3] 25/9 56/1 115/6</p> <p>funds [3] 25/20 56/2 146/8</p> <p>further [7] 33/1 40/1 51/5 58/11 79/15 111/2 145/16</p> <p>future [7] 40/5 61/12 75/23 81/1 97/17 122/17 151/9</p> <hr/> <p>G</p> <p>G5 [1] 77/6</p> <p>GA [9] 24/20 102/23 127/9 128/1 129/4 135/1 135/3 135/5 135/6</p> <p>gallons [1] 44/20</p> <p>game [2] 36/11 134/16</p> <p>gas [2] 149/23 151/20</p> <p>gate [8] 106/16 106/24 112/10 112/18 112/20 113/2 113/9 113/17</p> <p>gates [2] 25/4 115/15</p> <p>gave [4] 4/13 92/8 152/9 156/6</p> <p>gear [2] 107/24 108/19</p> <p>general [24] 2/14 9/10 9/23 13/24 35/8 60/7 69/15 77/4 86/20 90/15 90/17 106/14 111/25 123/12 123/14 128/9 128/17 129/12 129/16 130/5 130/19 148/21 149/3 152/4</p> <p>generalizing [1] 89/25</p> <p>generally [3] 46/24 103/2 122/7</p> <p>generated [1] 12/15</p> <p>gentleman [1] 112/16</p> <p>genuinely [1] 73/3</p> <p>geographically [2] 76/11 76/12</p> <p>geography [1] 109/1</p>	<p>geometry [1] 27/12</p> <p>geotech [2] 68/18 81/10</p> <p>get [122] 7/14 7/22 8/2 10/15 11/1 11/1 13/23 19/3 20/9 20/14 20/23 25/14 26/21 29/11 29/15 34/7 35/22 37/20 48/18 50/3 52/15 53/18 54/15 56/9 60/6 60/11 60/12 60/22 60/25 61/1 61/9 62/11 62/23 63/17 63/19 63/23 64/1 64/3 64/9 64/11 64/25 65/2 65/5 65/6 66/5 66/7 66/9 67/9 67/15 68/14 68/16 68/19 71/24 73/1 73/1 73/11 79/24 81/5 81/8 81/17 81/17 81/20 81/25 83/11 83/20 86/3 89/1 89/4 89/8 90/1 90/24 91/7 94/17 94/19 95/2 95/5 97/1 100/9 100/21 102/19 103/3 103/9 104/24 107/24 108/21 109/12 109/16 109/20 109/22 110/11 110/23 110/23 110/25 112/6 113/1 113/12 114/23 115/6 118/14 118/15 120/15 121/16 122/4 122/17 122/24 124/13 131/10 132/18 132/20 133/3 133/6 133/9 134/9 135/25 137/3 137/11 137/25 146/19 152/6 154/16 154/25 156/3</p> <p>gets [7] 85/14 96/18 101/10 103/13 109/19 120/5 143/21</p> <p>getting [11] 29/13 51/20 61/12 68/25 109/7 110/17 116/3 118/13 130/7 132/25 154/17</p> <p>give [14] 8/24 22/15 50/24 70/6 96/14 97/14 124/20 125/24 128/22 143/9 146/4 151/6 152/7 152/7</p> <p>given [3] 19/9 96/1 108/1</p> <p>gives [3] 23/22 54/8 109/25</p> <p>giving [4] 19/6 22/14 131/8 141/22</p> <p>glad [4] 123/9 139/18 147/10 149/1</p> <p>glasses [1] 7/15</p> <p>go [65] 4/3 6/10 11/24 13/13 15/3 16/2 18/1 24/10 24/13 30/9 36/13 37/23 38/17 50/11 54/7 55/12 56/23 59/3 59/22</p>	<p>59/23 60/19 61/9 61/14 63/14 64/5 64/11 65/1 65/15 67/9 74/12 74/24 75/4 79/2 79/12 81/5 81/15 81/20 83/3 85/6 85/25 87/3 90/5 90/21 91/13 92/9 94/6 97/8 97/10 101/18 101/20 102/2 107/11 110/21 112/6 114/1 115/10 116/17 135/7 142/11 143/22 149/5 151/15 151/16 151/17 157/1</p> <p>goal [2] 117/5 122/1</p> <p>God [1] 12/23</p> <p>goes [6] 55/25 61/17 97/15 103/11 136/19 145/12</p> <p>going [102] 4/8 6/8 7/4 7/14 8/24 15/2 15/3 15/13 20/15 21/4 23/9 23/24 23/25 25/3 26/23 28/17 28/18 34/4 35/9 36/1 36/17 36/19 37/12 37/14 38/22 41/4 44/10 49/18 50/10 50/13 57/7 60/13 61/22 68/12 68/15 71/1 71/7 74/5 74/6 74/10 74/13 74/19 74/22 74/25 75/14 76/25 77/20 79/6 79/18 81/17 81/20 81/24 82/19 82/20 83/20 84/5 84/18 84/20 84/23 84/24 85/5 85/19 85/20 85/25 86/5 86/9 86/17 87/18 87/19 89/21 93/18 94/20 103/15 107/1 107/20 108/4 110/17 112/3 113/11 113/12 115/4 116/16 119/2 120/11 121/15 121/15 125/25 126/5 126/7 128/18 131/2 133/5 133/21 133/25 136/23 137/8 142/13 143/13 143/14 143/25 148/20 156/7</p> <p>golf [1] 36/11</p> <p>gone [3] 134/13 152/2 156/6</p> <p>good [28] 12/14 14/10 33/3 33/3 35/18 36/21 36/23 68/10 74/2 82/4 83/3 89/18 93/5 102/10 102/10 115/7 120/7 120/16 120/22 123/23 129/16 143/10 143/21 148/14 151/18 151/24 153/15 155/3</p> <p>goodness [2] 155/15 156/1</p> <p>got [30] 12/4 12/23 31/8 36/18 54/3 72/4 72/23 73/2 81/24 85/9</p>	<p>86/22 89/17 92/19 93/1 94/5 94/22 96/22 102/11 107/23 111/18 112/17 112/24 116/8 121/24 129/1 129/2 129/5 129/23 138/1 154/16</p> <p>gotten [4] 23/16 34/10 124/12 153/7</p> <p>govern [1] 78/15</p> <p>governance [1] 154/22</p> <p>governed [4] 78/14 78/18 79/3 153/7</p> <p>government [2] 10/11 71/3</p> <p>governmental [2] 140/9 142/8</p> <p>gracious [1] 4/14</p> <p>grain [1] 118/18</p> <p>grand [1] 83/6</p> <p>grant [5] 25/13 25/16 25/19 33/5 55/17</p> <p>granted [1] 49/15</p> <p>grants [4] 25/2 25/14 141/2 141/25</p> <p>graphic [1] 55/13</p> <p>graphics [1] 54/4</p> <p>grass [1] 100/24</p> <p>grateful [1] 136/12</p> <p>gray [1] 30/4</p> <p>great [15] 36/13 64/20 88/10 101/25 102/11 103/1 114/9 121/21 122/9 122/12 128/23 131/8 136/2 146/24 150/15</p> <p>green [4] 1/10 146/7 149/9 150/13</p> <p>grew [1] 65/19</p> <p>ground [2] 66/3 69/6</p> <p>grounds [1] 10/3</p> <p>group [10] 1/15 4/13 4/22 25/25 27/10 50/2 70/10 85/5 121/21 151/18</p> <p>groups [3] 149/19 150/10 150/20</p> <p>Grove [1] 1/15</p> <p>grown [1] 145/10</p> <p>growth [4] 33/22 34/20 44/10 76/24</p> <p>Grumman [18] 24/22 31/18 49/20 49/23 50/4 50/5 50/8 50/12 51/18 52/9 52/13 53/15 59/8 59/9 60/3 60/6 61/25 76/6</p> <p>Guana [1] 36/4</p> <p>Guana River [1] 36/4</p> <p>guard [1] 72/18</p> <p>guess [8] 30/14 66/6 66/7 79/16 86/7 88/2 149/6 150/23</p> <p>guidance [1] 26/15</p> <p>guide [1] 111/15</p>
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---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>G</p> <p>Gun [1] 55/22</p> <p>guys [13] 36/25 72/13 93/5 94/2 107/25 113/25 116/22 122/5 132/6 149/1 153/12 154/17 154/24</p>	<p>34/10 38/25 39/3 39/13 39/22 42/19 44/11 47/23 48/7 50/5 50/13 52/2 56/2 56/7 60/10 63/5 64/8 65/18 72/7 75/3 76/5 78/24 81/24 82/3 82/18 87/5 89/10 94/5 94/8 94/25 98/16 101/15 103/2 105/13 106/11 107/16 109/4 112/12 139/19 140/24 141/6 145/10 145/22 149/5 152/14 153/7</p>	<p>helping [1] 105/24</p> <p>helps [1] 85/13</p> <p>Henry [1] 33/11</p> <p>her [9] 39/4 39/11 41/10 124/22 136/3 136/4 136/8 136/8 139/3</p> <p>herd [1] 94/22</p> <p>herding [1] 86/2</p> <p>here [71] 4/10 9/1 10/22 12/21 23/24 27/6 32/3 32/9 32/14 32/18 32/24 37/7 38/7 43/21 47/23 49/21 50/19 53/18 53/21 55/1 56/8 58/10 60/7 60/14 63/15 71/9 78/19 80/11 80/25 83/13 83/16 86/22 87/8 95/4 96/8 99/9 102/19 103/5 107/3 107/12 107/21 112/9 112/15 112/16 112/23 113/21 114/1 114/2 115/7 120/14 121/23 123/14 123/22 124/24 127/8 128/10 129/10 132/13 134/3 136/25 137/2 137/15 140/11 140/19 141/7 143/24 147/13 150/3 150/22 153/19 154/8</p>	<p>holdover [1] 30/25</p> <p>Holesko's [1] 14/4</p> <p>holistically [1] 95/18</p> <p>home [4] 33/25 34/1 49/8 49/9</p> <p>homes [2] 34/6 50/22</p> <p>homework [1] 36/20</p> <p>honored [1] 128/4</p> <p>hooked [1] 111/22</p> <p>hope [7] 33/12 33/15 84/14 91/7 114/5 114/5 142/23</p> <p>hopefully [4] 35/23 62/8 136/14 137/11</p> <p>hoping [1] 97/3</p> <p>hopper [1] 35/11</p> <p>hoses [1] 129/7</p> <p>hospital [1] 120/10</p> <p>hot [4] 26/6 26/6 26/13 28/4</p> <p>hour [1] 137/4</p> <p>hourly [1] 15/8</p> <p>hours [8] 9/24 10/11 26/2 105/3 127/10 136/20 136/23 137/6</p> <p>house [2] 60/1 143/3</p> <p>how [51] 8/1 19/6 30/14 30/15 36/11 42/23 51/15 56/14 60/10 60/11 60/13 64/16 65/21 65/22 66/3 70/7 75/1 76/24 77/23 78/24 79/17 83/7 87/6 94/19 95/5 97/1 97/1 97/12 98/19 98/20 98/21 103/2 103/3 105/25 106/2 109/11 109/15 113/23 115/8 124/11 124/11 130/7 132/18 134/16 134/17 137/8 137/12 143/12 146/20 153/6 155/1</p>	<p>I'll [19] 20/23 22/2 33/17 36/6 36/13 42/6 49/12 57/11 73/5 75/17 75/19 85/7 93/12 97/9 103/22 130/3 139/12 144/7 144/7</p> <p>I'm [85] 7/14 10/25 14/21 16/11 16/24 18/18 19/16 21/9 22/17 23/24 24/17 25/3 26/23 31/10 33/3 33/3 36/12 36/17 36/19 37/15 38/7 41/13 43/23 43/24 46/9 46/25 47/9 49/18 50/19 50/24 52/19 56/21 57/25 58/4 62/17 67/13 68/1 72/1 75/14 76/9 76/14 77/13 79/11 80/13 80/13 80/16 83/12 88/4 88/21 91/17 91/17 91/18 93/5 93/5 93/7 93/10 97/3 112/2 112/3 113/17 116/22 118/21 119/25 120/1 121/22 127/25 128/14 128/24 129/3 131/17 134/11 135/19 136/11 139/17 142/13 143/20 145/1 145/16 146/10 146/12 147/10 148/20 149/1 151/1 156/4</p>
<p>H</p> <p>had [62] 8/23 18/22 29/22 29/24 33/15 45/21 50/6 50/7 55/19 62/3 62/4 70/9 70/11 70/12 72/1 72/7 87/2 87/6 87/23 88/2 93/11 93/16 97/8 106/15 107/15 108/11 108/21 110/3 110/8 110/16 112/5 112/6 116/11 120/16 124/20 128/13 130/5 131/22 131/25 132/5 132/5 132/15 133/19 133/23 134/1 135/4 135/13 136/2 136/4 136/22 136/25 138/21 139/14 139/17 141/14 143/1 146/23 147/6 148/3 150/11 153/21 154/9</p> <p>half [5] 59/1 76/17 83/12 133/1 133/4</p> <p>half-built [1] 83/12</p> <p>hallmark [1] 39/11</p> <p>hand [1] 75/13</p> <p>handle [6] 74/2 83/7 99/19 139/21 145/18 146/9</p> <p>handles [1] 77/6</p> <p>handling [1] 146/21</p> <p>handwrote [1] 152/8</p> <p>hang [1] 110/12</p> <p>hangar [9] 56/16 56/17 56/18 62/6 68/6 77/3 93/25 112/15 128/14</p> <p>hangars [13] 59/19 60/17 60/19 67/11 67/18 67/25 76/14 76/15 77/5 77/23 77/24 95/14 128/23</p> <p>hangs [1] 64/20</p> <p>hangups [1] 150/12</p> <p>happen [8] 35/19 56/20 68/13 71/8 71/8 79/19 83/9 83/10</p> <p>happened [6] 108/6 126/8 131/24 137/1 152/3 154/11</p> <p>happens [1] 136/20</p> <p>happy [3] 36/7 95/20 151/14</p> <p>hard [1] 78/7</p> <p>harm [1] 144/5</p> <p>has [57] 9/7 9/13 9/23 11/23 19/4 19/8 19/15 19/25 25/23 28/4 31/3</p>	<p>107/19 134/8 143/3 143/6 143/13 144/5 144/6 153/10 153/13 155/24</p> <p>Hay [3] 127/19 127/23 149/7</p> <p>hazmat [2] 100/3 109/18</p> <p>he [27] 17/17 20/13 20/14 20/15 22/4 22/5 22/7 22/8 22/12 22/13 47/22 47/22 47/23 47/25 48/7 83/17 89/24 91/22 106/5 113/2 130/9 134/25 145/22 149/5 149/5 149/6 151/1</p> <p>he's [5] 37/16 72/24 72/25 94/5 129/23</p> <p>head [2] 72/13 140/11</p> <p>headaches [1] 73/23</p> <p>healthiest [1] 110/23</p> <p>healthy [2] 35/5 43/6</p> <p>hear [6] 21/24 24/2 28/18 46/6 118/8 131/8</p> <p>heard [4] 24/19 60/1 93/15 133/23</p> <p>hearing [1] 126/19</p> <p>heart [2] 135/3 147/6</p> <p>heartfelt [1] 39/21</p> <p>heck's [1] 28/18</p> <p>hel [1] 137/14</p> <p>held [2] 1/3 26/1</p> <p>helicopter [1] 137/15</p> <p>helicopters [1] 132/21</p> <p>hell [1] 132/20</p> <p>Hello [1] 33/12</p> <p>help [16] 43/5 43/13 82/25 92/3 108/24 109/13 111/6 117/13 120/15 124/11 136/3 137/12 137/18 142/15 148/12 154/18</p> <p>helpful [1] 105/13</p>	<p>Here's [1] 73/19</p> <p>hereby [2] 39/20 43/9</p> <p>heroes [1] 117/3</p> <p>hey [4] 33/12 126/4 130/7 131/20</p> <p>hi [1] 36/24</p> <p>high [7] 9/4 26/18 26/20 30/22 63/9 134/14 141/1</p> <p>high-level [1] 134/14</p> <p>high-speed [3] 26/18 26/20 30/22</p> <p>higher [1] 141/5</p> <p>highlight [1] 50/19</p> <p>Highway [2] 29/19 34/17</p> <p>Highway 16 [1] 34/17</p> <p>hijacking [1] 100/4</p> <p>him [3] 22/7 23/5 38/12</p> <p>hire [1] 82/20</p> <p>his [9] 48/9 72/25 99/17 99/17 112/24 113/2 128/25 130/9 130/10</p> <p>history [1] 35/16</p> <p>hit [1] 97/3</p> <p>hits [1] 133/3</p> <p>Hmm [2] 14/2 138/18</p> <p>hog [1] 74/19</p> <p>hold [7] 23/12 27/5 27/19 27/19 75/14 130/14 139/16</p> <p>holding [2] 51/9 145/13</p>	<p>however [8] 52/12 56/16 60/15 76/7 85/5 96/25 122/13 152/11</p> <p>huge [3] 63/19 140/7 140/17</p> <p>huh [9] 8/17 10/14 12/19 17/12 20/8 64/15 67/16 97/21 155/19</p> <p>Huh-uh [1] 17/12</p> <p>hundred [4] 15/22 59/13 111/10 141/24</p> <p>hurting [1] 102/6</p> <p>hush [1] 60/1</p> <p>hybrid [4] 65/11 85/17 86/15 90/22</p> <p>hybridize [1] 88/6</p> <p>hydrants [1] 105/7</p>	<p>Iceland [1] 12/22</p> <p>idea [23] 28/19 46/19 50/24 54/8 54/16 62/24 70/7 102/10 102/10 102/11 103/1 114/12 120/7 120/16 121/13 122/12 123/23 133/19 146/18 146/24 147/21 151/5 151/24</p> <p>ideal [2] 139/19 139/19</p> <p>ideas [4] 80/15 93/19 147/21 150/15</p> <p>identify [1] 76/16</p> <p>illustration [1] 111/9</p> <p>illustrative [1] 60/9</p> <p>imagine [1] 141/13</p> <p>immediate [1] 108/20</p> <p>immediately [5] 51/25 59/15 103/20 105/18 110/22</p> <p>impacts [1] 65/4</p> <p>implication [1] 97/25</p> <p>importance [1] 42/16</p> <p>importantly [1] 44/19</p> <p>impose [1] 87/19</p> <p>impossible [1] 110/14</p>

<p>I</p> <p>impression [2] 4/13 134/10</p> <p>impressive [1] 12/17</p> <p>improve [3] 115/7 117/14 129/10</p> <p>improved [1] 117/19</p> <p>improvement [1] 117/7</p> <p>improvements [3] 86/4 86/6 86/10</p> <p>improving [1] 61/7</p> <p>inappropriate [1] 47/16</p> <p>inception [1] 9/7</p> <p>incident [5] 122/3 122/14 125/25 128/6 132/17</p> <p>incidentally [1] 94/1</p> <p>incidents [1] 119/24</p> <p>include [8] 61/2 66/11 68/25 100/3 117/17 122/2 129/12 130/19</p> <p>included [2] 25/11 113/15</p> <p>includes [4] 52/1 66/10 98/18 105/8</p> <p>including [3] 98/19 108/9 121/24</p> <p>income [1] 10/20</p> <p>incorporate [1] 88/20</p> <p>incorrect [1] 4/13</p> <p>increase [5] 15/2 33/24 34/24 42/15 127/13</p> <p>increased [2] 140/23 140/23</p> <p>increasing [3] 14/21 141/9 153/2</p> <p>incredible [2] 116/13 116/13</p> <p>incur [1] 70/14</p> <p>Index [1] 104/7</p> <p>indicate [1] 72/7</p> <p>indicated [3] 50/5 50/8 72/8</p> <p>Indicates [1] 125/16</p> <p>indicating [8] 53/22 54/19 55/2 57/22 58/7 58/10 59/10 60/4</p> <p>indication [1] 139/19</p> <p>individual [6] 88/13 94/23 130/13 143/4 144/4 147/12</p> <p>individually [1] 87/6</p> <p>individuals [4] 7/5 65/25 66/19 150/19</p> <p>industrial [1] 71/10</p> <p>industry [2] 43/1 43/4</p> <p>inexpensive [1] 151/20</p> <p>information [16] 15/1 16/11 16/13 19/24 48/12 48/18 68/17 68/21 109/10 120/6 131/25 132/6 134/17 134/18 145/14 148/10</p> <p>informative [1] 147/3</p>	<p>infrastructure [18] 34/21 65/14 66/5 68/15 68/24 68/25 69/8 74/25 78/20 79/15 79/21 80/19 84/9 85/11 85/19 85/24 86/13 86/23</p> <p>ingredient [2] 126/1 126/2</p> <p>initial [1] 113/9</p> <p>initiated [1] 111/13</p> <p>injured [1] 124/5</p> <p>injuries [1] 110/10</p> <p>ink [2] 18/23 45/23</p> <p>inked [1] 78/2</p> <p>input [6] 79/4 79/5 79/8 92/24 101/10 129/13</p> <p>inputs [1] 82/21</p> <p>insanely [2] 29/16 105/13</p> <p>inside [3] 114/20 128/23 147/18</p> <p>inspect [1] 105/6</p> <p>inspected [1] 103/19</p> <p>inspection [1] 99/7</p> <p>inspections [1] 100/11</p> <p>instance [1] 8/13</p> <p>instantaneous [1] 137/16</p> <p>instead [2] 15/5 55/24</p> <p>institutional [1] 140/18</p> <p>instructor [1] 124/6</p> <p>instructors [1] 124/8</p> <p>insurance [1] 73/21</p> <p>intact [1] 70/22</p> <p>intend [1] 76/6</p> <p>intended [3] 50/9 96/25 139/14</p> <p>intending [1] 51/22</p> <p>interact [1] 143/16</p> <p>interagency [1] 117/11</p> <p>interest [13] 19/8 46/3 46/7 50/4 68/9 70/10 72/8 78/1 79/17 94/5 94/8 94/13 131/20</p> <p>interested [8] 19/8 22/16 46/9 46/15 51/11 60/25 68/5 70/11</p> <p>interesting [3] 24/19 35/3 144/20</p> <p>Interestingly [1] 68/7</p> <p>intergovernmental [1] 43/24</p> <p>internal [2] 17/24 120/13</p> <p>international [1] 12/16</p> <p>Internet [1] 156/20</p> <p>interruption [1] 24/16</p> <p>intersection [3] 26/4 27/2 32/24</p> <p>intersections [1] 26/16</p> <p>invariably [2] 74/6 75/3</p> <p>inventory [1] 50/18</p> <p>investigate [1] 117/15</p> <p>investigation [2]</p>	<p>106/23 133/22</p> <p>investment [2] 71/16 133/6</p> <p>involve [1] 107/9</p> <p>involved [14] 35/4 46/4 66/2 70/25 71/9 78/14 100/2 100/19 109/15 113/13 122/6 125/21 141/6 143/5</p> <p>involves [4] 22/11 49/20 50/16 101/5</p> <p>is [340]</p> <p>island [3] 58/13 58/16 59/3</p> <p>islands [1] 12/18</p> <p>isn't [4] 14/9 69/20 123/5 150/25</p> <p>issue [24] 3/23 4/7 14/25 20/11 22/23 34/5 44/22 52/21 72/9 74/17 75/1 81/10 81/12 83/2 83/2 88/5 88/7 92/1 92/22 112/8 121/4 142/5 147/12 149/10</p> <p>issued [1] 154/13</p> <p>issues [19] 4/4 14/19 34/20 55/6 71/6 73/15 73/24 73/24 82/3 87/23 121/20 126/18 128/11 137/21 140/8 141/7 147/12 148/13 154/6</p> <p>issuing [1] 141/8</p> <p>it [346]</p> <p>it's [137] 6/23 7/3 8/1 9/9 9/16 9/20 9/21 10/16 10/16 10/18 10/21 10/24 11/2 11/5 11/5 12/5 12/17 12/23 13/6 15/11 15/13 16/6 21/6 21/22 22/13 27/10 27/15 27/25 28/9 29/14 29/18 30/18 30/19 30/22 30/25 31/10 31/11 31/11 31/12 31/13 31/18 32/23 32/23 41/24 44/7 44/23 47/7 47/8 47/16 47/20 52/3 52/15 53/21 54/19 55/3 55/7 55/8 55/8 55/19 59/17 60/2 60/10 61/19 63/19 66/12 66/14 70/6 71/3 72/9 73/17 75/19 75/24 76/2 77/7 77/9 78/3 78/23 84/22 84/25 86/1 86/7 88/18 90/17 92/1 93/18 97/3 98/11 100/22 100/25 100/25 102/10 102/10 102/25 103/20 104/19 105/19 106/1 106/2 106/6 106/9 108/13 108/19 109/22 110/13 111/4 111/7 111/21 114/19 114/20 115/8 119/18 121/15</p>	<p>122/9 123/15 123/17 123/22 123/23 131/8 131/16 132/20 133/4 133/5 136/20 137/3 137/3 140/24 140/25 144/4 145/5 147/3 147/3 149/23 150/4 150/4 152/13 153/22 156/14</p> <p>item [14] 6/23 9/12 19/20 19/23 20/3 20/24 23/16 23/20 23/21 24/7 45/18 52/23 91/12 141/15</p> <p>items [5] 2/9 24/13 38/18 73/7 80/25</p> <p>its [8] 9/7 9/9 39/21 51/25 55/17 59/16 84/23 140/11</p> <p>itself [2] 60/3 65/13</p>	<p>77/7 77/8 78/19 80/18 84/18 88/21 89/24 90/19 92/1 93/6 94/3 95/1 96/2 96/5 96/17 97/14 97/19 100/8 100/20 101/24 102/1 103/7 107/23 109/5 113/22 116/4 116/12 118/22 119/23 120/5 120/9 120/17 123/10 124/20 125/6 125/7 126/3 126/4 127/14 127/16 130/19 131/7 131/24 132/9 136/5 136/18 136/18 140/5 140/24 143/8 144/7 145/6 152/4 153/3 153/9 157/4</p> <p>JUSTIN [5] 1/11 16/3 75/18 77/13 156/17</p>
			<p>J</p> <p>Jacksonville [3] 15/24 16/1 16/2</p> <p>Jaime [1] 37/6</p> <p>James [3] 4/10 4/20 4/20</p> <p>JANET [3] 1/21 158/6 158/13</p> <p>Jenny [1] 124/4</p> <p>job [7] 10/15 35/3 100/22 120/9 128/3 143/23 155/22</p> <p>JOHNS [29] 1/1 1/15 4/12 4/22 35/17 39/1 39/15 39/18 39/24 40/1 40/7 42/8 42/14 42/18 43/8 43/12 43/18 43/25 93/14 105/12 106/7 107/5 115/5 117/21 117/22 126/16 141/13 152/19 158/4</p> <p>join [1] 95/15</p> <p>jointly [1] 102/18</p> <p>journalism [1] 149/14</p> <p>judge [1] 156/20</p> <p>June [1] 124/6</p> <p>June 29th [1] 124/6</p> <p>just [120] 8/1 8/5 10/4 10/5 10/8 10/9 12/13 12/14 13/9 13/24 14/4 14/24 17/15 18/24 20/10 21/6 23/1 24/14 25/4 27/15 28/7 28/9 28/16 29/6 29/9 29/22 29/24 30/13 30/22 32/24 33/4 33/6 34/10 41/13 41/19 42/1 46/5 46/25 49/15 49/15 49/21 50/19 51/18 52/6 53/4 53/6 53/9 56/2 57/6 60/9 60/16 61/1 61/19 65/14 67/10 68/1 68/12 70/6 73/16 73/24 75/19 76/9 76/11 77/5</p>	<p>K</p> <p>keep [7] 9/6 23/2 38/1 51/7 67/6 103/21 110/5</p> <p>keeping [3] 63/14 70/23 153/11</p> <p>Kevin [6] 105/21 107/13 115/12 129/22 130/7 146/22</p> <p>Kevin's [1] 130/1</p> <p>key [4] 112/18 112/19 126/1 143/23</p> <p>keys [1] 128/16</p> <p>kickstart [1] 65/3</p> <p>kidding [1] 119/14</p> <p>kill [1] 110/21</p> <p>killed [1] 124/6</p> <p>kind [51] 25/16 50/19 51/19 52/3 53/17 54/12 55/25 56/14 60/12 61/3 61/15 62/18 63/1 63/10 64/1 64/3 65/19 66/23 68/19 71/10 73/4 76/5 77/9 78/6 81/8 81/16 85/17 86/21 90/22 101/11 102/25 103/10 104/21 107/13 107/16 108/1 109/2 109/14 109/17 110/10 110/12 111/4 132/2 133/6 133/8 133/10 133/13 137/21 145/11 153/7 154/21</p> <p>kinds [8] 56/18 60/18 63/16 66/9 100/1 100/6 119/24 139/20</p> <p>knees [1] 110/22</p> <p>know [126] 3/24 8/23 9/1 10/19 10/23 12/3 13/3 14/5 15/1 15/5 15/5 15/7 15/10 15/12 15/18 15/18 18/23 19/21 19/25 21/6 21/22 31/17 34/11 34/11 46/13 46/16 47/2 47/5</p>

<p>K</p> <p>know... [98] 49/7 53/8 53/10 53/24 55/13 56/16 62/23 62/25 63/4 63/16 64/25 65/6 65/18 68/18 68/21 69/12 70/15 73/2 75/8 75/25 76/24 77/6 77/24 77/25 78/11 78/22 78/23 79/7 79/24 80/13 80/14 82/11 83/15 83/22 85/1 85/7 87/24 88/15 89/16 89/18 91/14 94/3 97/7 97/12 97/15 100/19 100/20 103/17 104/15 105/1 108/9 109/6 109/14 109/22 111/13 111/15 118/10 120/4 120/9 120/11 120/14 120/14 121/1 122/10 122/22 123/11 123/24 124/1 124/13 126/4 126/9 126/23 131/5 131/14 132/3 132/6 133/1 133/7 133/11 133/21 133/25 134/16 134/17 137/6 137/10 137/14 141/11 145/15 147/25 148/8 152/5 152/13 152/23 153/7 153/11 154/20 155/23 155/25</p> <p>known [3] 95/21 149/24 151/19</p> <p>knows [4] 23/24 23/25 47/22 47/22</p> <p>Knox [1] 112/18</p> <p>Kreis [1] 131/4</p> <p>KSC [1] 128/6</p>	<p>last [26] 12/21 13/4 14/5 33/20 34/13 34/22 44/14 57/7 62/22 70/9 78/25 96/21 103/7 105/14 107/14 108/10 108/12 108/16 109/10 114/10 124/15 139/15 141/12 143/8 143/20 145/10</p> <p>late [2] 9/17 9/18</p> <p>latest [2] 111/9 140/25</p> <p>launch [1] 81/16</p> <p>Law [3] 1/15 4/12 4/22</p> <p>lay [2] 60/8 74/24</p> <p>laying [1] 100/23</p> <p>layout [3] 60/7 60/12 75/1</p> <p>layouts [1] 76/1</p> <p>lead [6] 3/3 27/18 72/15 108/2 108/2 150/1</p> <p>lead-in [1] 27/18</p> <p>leader [2] 40/4 44/5</p> <p>leadership [1] 44/22</p> <p>leading [1] 80/2</p> <p>leaked [1] 109/18</p> <p>learn [3] 39/9 53/12 134/15</p> <p>learning [1] 39/10</p> <p>lease [36] 7/6 7/16 8/9 50/9 52/2 52/4 52/16 53/14 53/16 63/2 66/18 69/6 70/15 71/12 72/6 72/16 73/17 73/17 74/1 74/4 75/2 76/6 78/7 78/22 81/19 82/10 83/2 83/16 85/6 85/11 85/13 88/13 92/9 93/21 94/17 95/2</p> <p>leased [2] 73/16 92/7</p> <p>leasehold [1] 53/3</p> <p>leaseholds [1] 7/7</p> <p>leases [12] 7/1 7/2 65/25 66/3 66/18 67/11 67/14 67/17 72/20 74/2 81/18 82/5</p> <p>leasing [8] 22/24 23/1 62/19 70/20 72/8 77/10 84/10 88/1</p> <p>least [7] 62/25 65/5 66/16 77/25 78/23 86/13 143/20</p> <p>leave [3] 39/14 40/2 151/17</p> <p>leaving [1] 150/8</p> <p>left [3] 42/1 51/13 59/16</p> <p>legal [2] 102/9 102/22</p> <p>legislature [1] 65/2</p> <p>leisure [1] 130/9</p> <p>Len [5] 93/10 136/11 149/4 152/4 152/8</p> <p>Len's [1] 152/2</p> <p>lender [4] 70/25 71/22 74/12 74/12</p>	<p>lenders [1] 70/25</p> <p>length [1] 60/21</p> <p>lengthy [1] 18/16</p> <p>less [6] 12/5 29/9 49/5 128/13 139/17 142/16</p> <p>lessees [1] 81/6</p> <p>lesson [1] 8/24</p> <p>let [12] 46/12 50/10 54/2 54/2 79/2 79/6 81/2 81/2 118/5 118/6 133/16 137/5</p> <p>let's [14] 5/9 18/1 24/10 38/6 38/17 81/8 81/9 94/6 94/8 94/8 94/11 98/3 130/7 148/19</p> <p>lets [1] 81/20</p> <p>letter [1] 93/23</p> <p>letting [1] 112/15</p> <p>level [11] 79/19 106/13 107/21 107/22 107/24 108/5 108/5 134/14 143/1 144/3 153/4</p> <p>liaison [1] 37/6</p> <p>life [5] 18/19 74/8 114/1 120/11 120/12</p> <p>lifespan [1] 74/11</p> <p>light [3] 11/13 40/2 106/2</p> <p>lighting [2] 10/2 27/22</p> <p>lights [8] 25/10 27/16 29/22 29/23 29/23 29/24 30/1 30/3</p> <p>like [80] 9/3 9/4 9/14 10/23 12/12 12/13 13/4 13/6 14/4 15/3 19/22 20/2 20/10 21/22 22/14 23/20 26/1 26/9 27/13 29/21 46/18 47/16 47/19 51/7 51/15 52/17 53/1 53/10 60/10 62/12 63/6 63/8 63/20 64/4 65/15 71/2 72/18 74/3 78/19 81/5 82/23 83/9 85/16 86/2 86/5 86/21 87/15 92/8 93/18 96/22 97/23 100/3 100/12 106/1 107/18 108/4 108/15 114/19 118/3 120/4 120/9 120/17 121/13 122/17 122/17 123/10 124/2 126/22 127/10 128/24 136/14 137/22 137/24 138/5 142/12 142/17 147/21 149/17 150/17 151/12</p> <p>likely [5] 62/16 63/5 76/4 86/10 141/24</p> <p>Likewise [1] 104/8</p> <p>limit [2] 73/9 78/21</p> <p>limited [1] 73/7</p> <p>line [22] 6/18 6/20 8/19 9/12 10/25 17/20 17/21 27/6 29/20 53/23 54/19 54/20 57/7 57/12 61/15</p>	<p>61/20 61/24 66/8 76/23 77/14 86/3 90/5</p> <p>lines [2] 69/13 111/22</p> <p>Liotta [9] 72/7 82/14 91/22 93/13 93/14 126/11 126/16 152/17 152/19</p> <p>Liotta's [3] 50/2 51/10 68/4</p> <p>list [4] 12/15 13/2 110/1 122/4</p> <p>listed [1] 128/1</p> <p>listen [4] 20/4 20/5 129/23 134/6</p> <p>little [18] 36/19 47/4 59/17 59/25 61/8 65/11 72/18 72/24 72/24 77/16 83/5 84/11 86/2 96/22 129/8 132/25 136/19 150/9</p> <p>live [3] 100/19 107/3 107/4</p> <p>lives [2] 117/1 117/4</p> <p>living [2] 39/10 42/12</p> <p>load [3] 85/6 85/11 88/13</p> <p>loading [1] 87/20</p> <p>loans [1] 72/3</p> <p>local [3] 65/9 117/24 121/25</p> <p>locate [2] 47/11 49/22</p> <p>located [4] 56/20 84/6 101/6 111/11</p> <p>location [7] 28/25 47/17 53/11 54/9 55/1 109/11 111/24</p> <p>locations [2] 13/11 26/19</p> <p>lock [1] 112/22</p> <p>long [7] 36/18 47/7 71/6 78/22 132/18 140/19 140/19</p> <p>long-term [2] 71/6 78/22</p> <p>longer [1] 49/19</p> <p>look [36] 6/21 12/14 13/8 16/5 30/25 32/7 34/25 35/7 56/13 63/6 74/5 74/7 75/6 79/17 81/15 82/13 86/17 86/17 87/11 90/20 103/6 106/1 108/25 117/9 123/25 128/21 133/5 147/20 151/25 153/6 153/23 153/23 154/1 154/12 155/1 157/5</p> <p>looked [2] 133/12 135/5</p> <p>looking [24] 11/1 47/5 47/10 47/19 50/13 51/3 51/4 55/23 58/4 61/7 64/1 65/14 68/2 73/6 75/9 80/2 86/15 90/22 124/10 131/21 133/14</p>	<p>137/8 142/22 142/24</p> <p>looks [5] 9/14 27/13 54/11 87/15 108/15</p> <p>loose [1] 104/21</p> <p>lose [1] 70/17</p> <p>loss [1] 11/6</p> <p>losses [1] 11/25</p> <p>lost [1] 147/7</p> <p>lot [29] 12/20 30/8 46/10 56/22 65/9 67/5 72/3 75/7 77/9 82/2 87/5 87/6 87/18 87/25 92/2 94/24 96/23 96/23 96/23 109/23 112/5 129/3 129/8 132/7 141/11 145/3 148/13 149/5 150/2</p> <p>lots [1] 67/3</p> <p>love [1] 70/14</p> <p>low [1] 150/1</p> <p>lower [2] 66/12 141/8</p> <p>luck [1] 36/23</p> <p>LUDLOW [6] 1/11 4/7 6/12 41/9 42/22 155/10</p> <p>lurking [1] 81/11</p>
<p>M</p>				
<p>L</p> <p>labor [1] 73/23</p> <p>laboratories [2] 119/19 119/19</p> <p>lack [3] 61/4 83/1 109/9</p> <p>land [24] 47/11 56/1 56/3 56/9 65/25 67/10 67/14 67/17 70/14 72/20 73/8 73/17 74/1 74/2 74/4 82/4 83/2 83/16 92/6 92/7 93/21 93/23 154/10 154/14</p> <p>landed [2] 108/19 110/2</p> <p>landing [3] 30/16 30/18 114/2</p> <p>landlord [6] 73/12 73/14 73/14 73/16 74/17 75/4</p> <p>large [4] 59/23 76/15 77/23 77/23</p> <p>larger [6] 51/11 51/12 61/18 67/25 77/6 101/13</p>	<p>lease [36] 7/6 7/16 8/9 50/9 52/2 52/4 52/16 53/14 53/16 63/2 66/18 69/6 70/15 71/12 72/6 72/16 73/17 73/17 74/1 74/4 75/2 76/6 78/7 78/22 81/19 82/10 83/2 83/16 85/6 85/11 85/13 88/13 92/9 93/21 94/17 95/2</p> <p>leased [2] 73/16 92/7</p> <p>leasehold [1] 53/3</p> <p>leaseholds [1] 7/7</p> <p>leases [12] 7/1 7/2 65/25 66/3 66/18 67/11 67/14 67/17 72/20 74/2 81/18 82/5</p> <p>leasing [8] 22/24 23/1 62/19 70/20 72/8 77/10 84/10 88/1</p> <p>least [7] 62/25 65/5 66/16 77/25 78/23 86/13 143/20</p> <p>leave [3] 39/14 40/2 151/17</p> <p>leaving [1] 150/8</p> <p>left [3] 42/1 51/13 59/16</p> <p>legal [2] 102/9 102/22</p> <p>legislature [1] 65/2</p> <p>leisure [1] 130/9</p> <p>Len [5] 93/10 136/11 149/4 152/4 152/8</p> <p>Len's [1] 152/2</p> <p>lender [4] 70/25 71/22 74/12 74/12</p>	<p>47/19 51/7 51/15 52/17 53/1 53/10 60/10 62/12 63/6 63/8 63/20 64/4 65/15 71/2 72/18 74/3 78/19 81/5 82/23 83/9 85/16 86/2 86/5 86/21 87/15 92/8 93/18 96/22 97/23 100/3 100/12 106/1 107/18 108/4 108/15 114/19 118/3 120/4 120/9 120/17 121/13 122/17 122/17 123/10 124/2 126/22 127/10 128/24 136/14 137/22 137/24 138/5 142/12 142/17 147/21 149/17 150/17 151/12</p> <p>likely [5] 62/16 63/5 76/4 86/10 141/24</p> <p>Likewise [1] 104/8</p> <p>limit [2] 73/9 78/21</p> <p>limited [1] 73/7</p> <p>line [22] 6/18 6/20 8/19 9/12 10/25 17/20 17/21 27/6 29/20 53/23 54/19 54/20 57/7 57/12 61/15</p>	<p>121/25</p> <p>locate [2] 47/11 49/22</p> <p>located [4] 56/20 84/6 101/6 111/11</p> <p>location [7] 28/25 47/17 53/11 54/9 55/1 109/11 111/24</p> <p>locations [2] 13/11 26/19</p> <p>lock [1] 112/22</p> <p>long [7] 36/18 47/7 71/6 78/22 132/18 140/19 140/19</p> <p>long-term [2] 71/6 78/22</p> <p>longer [1] 49/19</p> <p>look [36] 6/21 12/14 13/8 16/5 30/25 32/7 34/25 35/7 56/13 63/6 74/5 74/7 75/6 79/17 81/15 82/13 86/17 86/17 87/11 90/20 103/6 106/1 108/25 117/9 123/25 128/21 133/5 147/20 151/25 153/6 153/23 153/23 154/1 154/12 155/1 157/5</p> <p>looked [2] 133/12 135/5</p> <p>looking [24] 11/1 47/5 47/10 47/19 50/13 51/3 51/4 55/23 58/4 61/7 64/1 65/14 68/2 73/6 75/9 80/2 86/15 90/22 124/10 131/21 133/14</p>	<p>made [12] 3/21 47/9 56/2 107/16 114/9 117/7 117/20 131/14 132/4 133/17 133/24 134/10</p> <p>MAGUIRE [3] 1/10 100/16 102/3</p> <p>mail [5] 48/19 119/9 128/9 130/5 130/6</p> <p>mails [1] 94/19</p> <p>main [4] 1/15 69/12 88/2 126/1</p> <p>maintained [4] 31/6 98/21 98/23 105/12</p> <p>maintenance [2] 73/21 98/19</p> <p>major [4] 83/1 83/2 92/1 155/14</p> <p>make [46] 13/15 13/20 14/23 18/1 18/2 22/18 22/19 35/1 35/5 37/20 37/24 41/14 41/19 43/2 52/17 52/24 53/15 55/11 63/10 65/7 66/16 70/21 71/1 71/2 71/18 73/3 80/9 81/9 87/21 96/18 97/9 97/22 99/18 102/5 102/12 104/17 111/19 113/1 114/7 118/7 125/1 125/2 131/22 133/16 136/6 151/24</p> <p>makes [3] 34/3 114/21 114/23</p> <p>making [19] 23/5 28/16 28/20 29/1 29/2 29/4 33/4 41/23 41/24 51/2</p>

<p>M making... [9] 51/8 53/4 53/6 101/12 101/19 102/17 105/14 114/22 152/13 mall [1] 34/19 man [2] 136/22 137/16 manage [1] 142/25 managed [1] 143/3 management [6] 36/25 42/14 43/21 43/25 81/11 84/7 manager [4] 39/6 144/13 144/14 144/16 mandate [2] 156/21 156/22 mandates [1] 100/12 mandatory [1] 27/20 manned [3] 102/19 123/15 123/20 manner [1] 136/15 manning [2] 113/17 126/24 manufacturer [1] 87/22 manufacturers [1] 87/24 many [16] 13/11 19/6 77/23 80/25 85/5 95/13 95/21 101/5 101/5 101/5 107/10 127/9 128/8 142/18 146/20 156/7 map [1] 49/21 maps [1] 32/8 marathon [1] 26/2 March [7] 4/6 4/23 6/9 6/15 34/1 34/15 124/9 mark [2] 135/23 135/23 marketable [1] 67/7 markings [2] 27/18 27/19 marsh [17] 57/12 58/16 108/10 108/14 109/2 110/4 110/17 110/24 111/24 113/24 115/10 124/5 124/9 124/9 132/19 133/3 133/8 masks [1] 156/22 masse [1] 63/11 master [5] 56/13 56/17 75/20 76/13 77/15 master plan [5] 56/13 56/17 75/20 76/13 77/15 mater [1] 36/25 material [3] 7/25 28/10 141/2 materials [1] 107/9 Matt [8] 50/2 51/10 68/3 81/6 93/11 93/14 126/16 152/19 Matt's [2] 51/9 70/10 matter [9] 27/11 27/16 72/12 101/14 101/21</p>	<p>101/21 120/11 122/11 154/6 matters [1] 128/12 maturity [1] 55/17 maximize [4] 74/20 83/5 89/22 90/2 maximum [2] 89/15 90/12 may [27] 6/12 21/12 60/1 65/5 74/4 74/14 80/15 82/14 83/4 85/4 85/16 86/2 86/12 87/9 87/13 88/23 91/22 100/18 100/18 101/23 116/4 121/6 121/8 130/24 146/1 157/7 158/10 May 18th [1] 101/23 May 23rd [1] 157/7 maybe [18] 12/6 13/2 21/16 31/7 47/2 85/12 88/12 120/1 121/23 122/1 127/15 131/10 131/23 133/1 133/5 137/17 150/10 151/9 McClure [1] 127/24 McClure's [2] 130/18 150/3 McDonald's [2] 86/25 87/11 McKendrick [2] 38/6 38/10 me [24] 7/6 8/24 22/19 27/23 32/2 40/24 54/2 54/2 61/6 73/8 100/23 107/14 118/5 118/6 128/14 133/16 135/10 135/24 140/24 148/3 149/1 151/4 152/7 152/7 mean [26] 10/22 12/2 16/3 24/1 29/11 30/10 31/24 46/23 63/11 67/18 68/17 76/20 78/4 78/21 79/5 79/6 79/18 80/7 83/10 108/21 120/8 123/10 135/3 146/18 148/2 153/19 meaning [6] 52/18 66/22 70/18 72/17 81/16 98/8 meaningful [1] 51/12 means [5] 70/25 73/20 84/24 98/5 141/5 meant [4] 23/19 54/20 54/20 141/23 measures [1] 43/15 meat [2] 51/6 91/7 media [12] 117/18 118/3 118/7 118/14 119/4 119/7 132/3 133/17 134/7 134/12 134/13 149/13 median [2] 33/24 34/2 meet [10] 26/22 62/6</p>	<p>99/6 99/20 101/16 122/8 125/9 130/4 150/20 152/6 meeting [36] 1/2 1/3 2/4 3/5 3/6 4/24 13/16 18/11 23/6 23/8 26/8 26/10 36/20 36/21 37/8 46/10 48/22 81/3 99/14 114/10 126/5 131/6 133/18 139/15 139/16 139/18 140/12 145/17 148/6 151/9 153/13 154/7 155/17 157/6 157/13 157/14 meetings [4] 44/24 143/17 151/14 152/6 meets [5] 27/8 29/19 71/12 105/15 119/22 Melbourne [1] 149/18 member [6] 2/15 21/1 39/4 127/24 155/8 155/10 members [7] 1/9 43/9 44/1 95/25 128/1 148/20 153/19 membership [1] 39/18 memory [1] 140/18 mention [5] 33/19 35/2 131/13 132/9 138/20 mentioned [9] 34/22 62/15 64/10 67/8 100/11 101/22 145/22 148/3 148/3 messaging [1] 128/25 met [1] 98/12 method [1] 31/25 methodology [1] 44/7 Microphone [1] 116/6 middle [5] 28/1 74/24 75/7 83/5 130/4 might [15] 4/2 53/6 65/15 80/11 82/3 97/17 100/1 104/11 120/3 121/19 133/11 135/5 137/25 143/2 146/7 Mike [1] 37/6 mile [1] 35/15 miles [2] 15/22 35/6 million [15] 44/20 62/25 63/16 63/21 64/13 64/18 64/20 66/7 74/5 74/20 75/5 85/10 85/10 88/23 88/24 millions [1] 94/21 mind [7] 9/6 54/5 62/17 63/14 70/23 103/21 145/10 mine [2] 128/24 151/12 minimal [1] 104/1 minimum [3] 87/14 104/1 104/7 minor [1] 110/10 minute [1] 115/11 minutes [37] 2/4 3/5 3/7 3/8 3/12 3/21 4/6</p>	<p>4/9 4/9 4/18 4/20 4/24 5/3 5/8 5/14 5/17 6/4 19/7 21/8 21/10 21/11 21/12 21/14 21/22 21/22 22/14 23/23 96/18 111/5 111/17 116/11 116/12 127/21 127/22 132/13 132/15 153/10 MIRGEAUX [1] 1/11 misassociation [1] 6/16 misinformation [2] 96/24 131/24 missed [3] 14/4 37/21 135/10 missing [3] 19/12 19/13 20/25 mitigate [1] 26/13 mitigation [1] 58/22 mix [1] 62/5 modal [1] 56/2 modifications [3] 3/8 5/10 5/13 moment [1] 41/1 Monday [2] 1/6 24/15 money [16] 14/23 33/5 56/7 63/7 65/7 65/9 77/9 78/24 78/24 82/5 89/2 89/10 146/21 151/24 152/13 154/19 month [24] 8/3 9/5 9/15 10/13 11/7 18/5 21/9 26/2 34/6 34/22 37/9 42/20 42/21 43/10 43/11 44/7 51/3 62/22 79/12 80/11 91/10 96/21 119/22 121/2 month's [1] 23/21 monthly [2] 9/21 9/22 months [14] 4/10 11/12 13/18 19/18 34/13 44/15 49/6 49/16 91/15 115/5 119/23 121/12 126/8 145/10 more [53] 8/22 11/16 14/23 15/1 16/10 16/12 20/20 21/21 23/21 24/18 28/16 34/7 34/7 36/19 43/15 44/17 46/21 47/4 48/12 49/4 53/12 53/12 53/12 59/22 60/22 62/16 66/12 77/16 79/16 86/2 86/10 89/13 104/2 104/2 104/8 105/14 119/1 120/2 120/13 131/1 132/14 141/6 141/7 142/20 143/6 144/9 146/8 147/17 152/25 153/3 154/18 154/18 156/8 morning [1] 131/14 most [16] 9/17 12/5 12/17 26/16 34/11</p>	<p>42/21 44/19 54/18 55/7 70/23 70/24 77/1 81/22 107/20 128/17 150/6 mostly [1] 52/24 motion [24] 5/19 13/15 13/20 13/24 17/10 17/14 18/2 18/2 22/18 22/20 23/17 23/19 40/11 41/11 41/18 45/4 45/5 45/6 125/1 125/2 125/14 138/21 139/3 139/5 motion's [1] 24/6 motions [1] 91/14 motor [1] 128/20 mounted [1] 130/8 mouth [1] 116/8 move [12] 29/22 35/12 40/13 50/21 58/11 95/10 104/6 104/9 110/18 139/4 142/3 148/19 movie [3] 86/18 86/20 86/21 moving [7] 33/10 35/10 73/1 85/14 106/18 136/15 149/16 Mr [4] 22/4 41/8 149/21 151/22 Mr. [15] 4/1 4/12 33/11 36/7 38/13 42/6 72/7 85/4 91/22 93/13 126/11 127/19 127/20 149/12 152/17 Mr. Chair [2] 4/1 42/6 Mr. Chairman [4] 36/7 85/4 127/20 149/12 Mr. Doug [1] 38/13 Mr. Hay [1] 127/19 Mr. Henry [1] 33/11 Mr. Liotta [5] 72/7 91/22 93/13 126/11 152/17 Mr. Wilson's [1] 4/12 Mrs. [1] 6/12 Mrs. Ludlow [1] 6/12 Ms [5] 6/12 41/9 42/22 149/9 150/13 Ms. [6] 4/7 39/21 100/19 114/4 130/18 150/3 Ms. Carol [1] 39/21 Ms. Fox [1] 114/4 Ms. Ludlow [1] 4/7 Ms. McClure's [2] 130/18 150/3 Ms. Reba's [1] 100/19 much [29] 9/11 12/4 36/16 36/22 44/25 45/1 60/11 61/20 63/20 64/16 65/15 66/12 66/12 70/7 78/24 82/12 103/2 127/18 128/20 136/3 136/7 137/8 138/2 138/3 138/11</p>
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<p>M much... [4] 139/11 141/15 143/5 151/23 mull [1] 151/9 multiple [8] 27/5 28/23 94/4 94/22 95/16 99/10 104/11 105/21 multiyear [1] 63/21 must [2] 18/19 26/15 mutual [1] 104/21 my [36] 7/14 11/24 18/23 18/23 19/1 23/19 33/19 35/3 35/3 36/6 36/24 36/25 73/12 75/6 80/17 88/2 118/2 118/2 118/7 128/3 128/6 128/13 129/2 129/15 130/11 130/11 131/20 135/3 144/23 145/9 145/9 145/10 145/21 156/10 156/19 158/9 myriad [1] 98/16 myself [2] 119/10 150/17</p>	<p>negotiation [1] 134/13 negotiator [1] 134/14 Neither [1] 37/7 net [1] 73/19 never [5] 9/7 9/13 11/11 31/6 83/8 nevermind [1] 36/13 new [9] 4/15 26/10 26/15 27/22 29/14 37/25 56/5 57/13 146/12 news [5] 117/17 118/3 118/7 118/14 141/15 next [43] 7/22 8/3 13/16 13/18 15/21 18/5 18/11 21/9 22/3 22/21 23/5 23/20 24/15 25/8 25/8 25/22 36/2 41/4 45/18 46/25 53/18 54/6 55/16 63/25 65/10 79/12 80/10 81/3 81/3 90/14 91/9 92/22 100/10 103/4 107/11 108/24 109/24 111/7 112/1 138/13 145/17 148/5 157/6 nice [4] 6/13 118/3 128/22 151/4 night [1] 105/22 nighttime [1] 137/1 Nimbus [2] 83/16 84/6 nine [2] 29/22 29/23 no [89] 5/14 7/24 7/25 7/25 9/19 10/4 10/4 10/4 10/4 10/6 10/18 14/14 14/16 14/17 17/2 17/6 17/7 17/11 17/13 18/3 18/8 19/24 20/12 20/17 20/20 21/3 22/20 24/4 24/5 24/10 28/10 31/10 32/18 36/15 37/2 37/4 37/5 37/8 41/19 46/19 47/25 54/23 57/23 72/12 73/23 73/23 73/24 77/8 81/22 82/1 88/21 91/16 91/16 93/1 102/7 102/22 106/6 106/17 106/25 111/10 112/14 120/8 120/11 121/3 121/20 124/10 124/18 125/5 126/6 128/13 129/5 129/7 132/10 132/14 133/3 135/15 135/16 144/25 144/25 145/2 146/20 153/24 154/4 154/14 155/14 155/14 157/9 157/10 157/12 nobody [3] 23/24 23/25 153/15 nod [1] 143/9 nonaviation [1] 71/15 none [14] 6/3 24/3 24/8 40/10 45/3 45/14 48/24 78/25 96/9 125/19</p>	<p>138/6 148/18 151/13 155/7 nonexclusive [1] 52/2 nonstop [1] 106/9 normal [1] 9/24 north [4] 29/18 59/10 61/4 62/1 North 40 [2] 59/10 62/1 Northeast [3] 39/12 39/20 42/9 Northrop [16] 31/18 49/20 49/23 50/4 50/5 50/8 50/12 51/18 52/9 52/13 52/17 53/15 59/8 59/9 60/3 60/6 Northrop Grumman [15] 31/18 49/20 49/23 50/4 50/5 50/8 50/12 51/18 52/9 52/13 53/15 59/8 59/9 60/3 60/6 northwest [1] 34/18 not [155] 4/12 4/21 8/20 10/16 10/25 11/4 11/10 12/23 14/16 15/11 15/14 15/20 15/22 17/14 18/3 18/19 19/16 19/25 20/10 21/4 22/8 23/22 26/20 28/16 29/13 30/23 31/9 31/10 31/11 31/11 31/12 35/24 38/11 44/6 46/14 47/15 50/6 50/10 51/2 51/9 51/9 52/11 52/19 53/3 53/11 54/14 57/25 60/10 61/10 62/17 67/3 68/12 69/18 70/3 70/7 70/10 70/12 70/23 71/7 72/9 73/9 73/13 74/11 74/22 75/24 76/6 78/2 78/4 78/7 78/13 80/9 81/23 82/19 83/12 85/2 88/4 88/10 88/11 88/19 89/23 91/17 91/17 91/19 92/23 93/18 95/2 96/21 97/24 98/1 100/5 101/6 101/7 104/19 105/1 106/20 107/2 109/23 110/16 111/25 112/3 113/11 113/12 115/12 116/2 116/6 117/15 118/8 118/21 119/7 120/23 121/6 123/11 123/12 123/15 123/17 123/18 123/19 123/21 124/15 126/1 126/3 126/4 127/6 127/8 127/14 128/15 130/10 130/19 131/12 131/16 131/17 131/24 132/20 133/23 134/6 134/6 134/18 136/20 140/24 142/3 142/8 142/13 142/20 143/17 143/20 143/20 144/1 144/6 146/10 147/11</p>	<p>147/14 149/13 150/23 153/10 153/14 Note [1] 113/4 noted [1] 44/9 notes [1] 158/9 nothing [13] 5/2 37/8 38/7 38/9 38/14 38/15 77/6 77/21 95/1 109/7 155/14 156/12 156/18 November [2] 34/24 124/5 November 10 [1] 124/5 November 8th [1] 34/24 now [35] 6/8 9/22 11/23 22/19 31/2 39/13 39/14 39/17 43/7 50/6 51/23 59/11 59/12 59/17 59/18 64/24 67/8 75/14 76/13 78/1 80/17 84/11 94/7 94/18 96/11 116/16 129/2 129/3 129/9 131/21 139/1 142/3 144/1 148/19 152/13 NTSB [1] 117/17 number [14] 8/1 11/2 15/7 15/7 20/14 22/9 22/11 63/1 70/4 73/6 85/7 85/7 94/14 103/25 number 2 [1] 94/14 Number 3 [4] 20/14 22/9 22/11 73/6 numbers [4] 7/24 7/25 17/17 59/14 numerous [1] 51/21</p> <p>O objection [1] 23/5 observation [2] 85/4 145/9 observations [2] 84/19 122/10 observer [1] 102/1 obstacle [2] 103/1 109/7 obstacles [1] 101/19 obstruct [1] 88/7 obviously [7] 66/12 93/15 94/4 104/10 108/25 125/22 126/17 occupied [1] 31/7 occupying [1] 7/6 occur [4] 104/9 108/1 108/10 122/3 occurred [2] 101/15 111/12 occurs [2] 101/9 104/18 off [29] 3/7 3/12 18/24 34/19 37/22 38/18 44/16 57/23 58/9 62/18 72/18 73/5 75/14 79/15 84/4 94/25 95/17 98/3 101/25 112/11 115/16</p>	<p>116/11 121/16 130/6 130/13 135/4 139/16 148/20 151/24 off-airport [1] 116/11 off-site [1] 79/15 offers [1] 128/10 office [12] 28/5 59/20 60/20 60/23 85/22 104/23 112/12 113/3 113/20 144/13 144/13 145/11 officer [2] 140/3 145/19 officer/CFO [1] 145/19 offset [1] 85/13 offshore [3] 35/9 35/18 35/25 offsite [1] 137/5 often [2] 83/4 134/9 oh [23] 3/18 5/11 10/9 16/19 16/24 17/18 17/20 21/17 30/2 32/19 53/19 58/12 75/11 88/9 91/16 93/7 117/25 120/22 123/18 135/11 138/15 138/24 144/25 okay [164] old [5] 26/25 30/25 37/18 57/2 59/18 older [1] 49/17 OLSON [1] 1/12 once [6] 119/22 119/22 121/8 121/11 149/19 150/11 one [116] 4/4 8/22 11/15 11/19 11/19 12/14 13/1 14/18 15/15 15/22 18/19 23/13 23/25 24/18 25/3 25/8 25/13 29/12 29/17 31/3 32/8 34/3 34/4 34/15 34/15 34/15 34/17 34/19 34/22 34/23 35/3 35/14 36/3 37/7 41/1 47/12 49/11 49/12 49/14 49/17 54/1 54/5 54/6 59/22 60/6 61/10 61/24 62/18 63/3 65/5 65/10 66/15 68/21 73/18 74/19 77/2 77/8 79/11 80/16 82/3 85/2 86/14 87/16 89/13 90/4 90/4 93/4 95/3 95/9 98/24 106/22 107/11 108/7 109/9 110/7 111/7 111/10 111/21 118/25 119/1 119/16 120/23 125/24 126/23 128/24 129/1 129/5 130/13 131/1 131/5 132/10 133/2 133/16 133/18 135/17 135/18 135/24 136/24 137/10 140/3 140/10 140/16 141/12 144/9 145/2</p>
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<p>O</p> <p>one... [11] 147/17 147/25 148/2 152/3 152/25 153/3 153/19 156/4 156/8 157/2 157/6</p> <p>one-dimensional [1] 144/9</p> <p>one-time [4] 35/14 36/3 119/16 120/23</p> <p>ones [6] 6/10 7/22 24/19 105/2 108/5 123/25</p> <p>ongoing [1] 91/3</p> <p>online [2] 142/6 142/11</p> <p>only [32] 3/20 13/4 13/6 18/18 23/25 26/17 29/15 39/24 40/4 51/9 51/12 61/11 70/10 70/17 88/10 88/11 96/15 96/22 98/7 101/7 105/1 109/6 110/22 118/2 123/24 127/3 128/24 129/15 136/25 142/4 152/24 156/19</p> <p>open [4] 75/12 94/11 106/18 113/1</p> <p>opened [1] 72/24</p> <p>opens [1] 112/20</p> <p>operate [2] 8/14 145/3</p> <p>operated [2] 39/24 116/25</p> <p>operating [6] 6/22 8/10 127/8 140/3 145/2 145/19</p> <p>operation [2] 103/4 140/13</p> <p>operations [7] 11/6 98/13 105/5 144/12 144/12 144/14 144/15</p> <p>opinion [1] 13/23</p> <p>opportunities [2] 46/1 136/9</p> <p>opportunity [5] 26/12 39/16 75/10 130/17 151/10</p> <p>Opposed [2] 6/2 45/13</p> <p>option [15] 20/14 22/8 22/11 23/22 70/9 71/18 72/13 73/6 75/7 77/1 79/2 83/9 90/1 91/18 94/3</p> <p>options [2] 53/18 90/5</p> <p>orange [1] 84/5</p> <p>order [11] 61/8 62/5 62/6 63/25 66/14 66/16 71/15 79/25 104/12 105/4 129/13</p> <p>organization [1] 147/19</p> <p>orientation [2] 105/22 114/14</p> <p>oriented [1] 106/10</p> <p>originally [2] 52/10 154/8</p>	<p>Orlando [2] 15/25 143/22</p> <p>Oshkosh [1] 151/17</p> <p>other [60] 5/10 5/12 7/16 11/11 12/6 12/22 14/20 16/9 16/25 21/3 24/7 25/8 31/22 34/21 46/15 48/23 50/23 52/20 52/23 54/5 59/1 59/21 63/18 68/2 68/5 68/22 70/11 72/6 74/17 78/19 86/16 87/16 92/5 96/8 102/8 104/14 112/25 116/1 119/6 123/25 126/21 132/23 136/9 137/12 141/19 141/23 142/2 142/7 142/13 142/14 143/23 148/16 149/10 149/25 151/20 151/20 154/12 154/13 155/5 157/8</p> <p>others [9] 26/1 33/8 51/10 59/20 75/17 81/6 94/11 114/10 146/1</p> <p>ought [2] 14/23 97/10</p> <p>our [73] 3/11 4/22 7/4 9/2 9/3 10/19 11/7 11/25 12/15 12/16 15/21 19/4 22/21 26/7 29/10 30/25 34/14 35/5 35/5 36/20 40/3 43/13 44/2 44/8 44/11 56/13 59/16 63/7 75/20 77/15 80/14 83/22 92/6 99/7 99/7 99/22 100/6 105/21 106/22 108/3 109/1 113/19 113/25 114/11 114/13 116/10 120/13 120/17 128/23 133/2 133/4 139/21 139/24 139/24 140/1 140/2 140/5 140/25 141/13 141/20 141/22 142/3 142/5 142/15 142/20 142/25 143/21 143/23 143/23 144/9 145/16 152/13 156/6</p> <p>ours [3] 142/12 142/17 144/22</p> <p>out [69] 6/17 8/15 10/25 11/3 12/16 18/21 25/1 25/5 28/8 28/13 30/8 32/4 32/5 34/8 34/18 35/7 36/18 48/19 50/12 60/8 60/14 60/18 60/23 61/2 61/17 63/8 63/23 64/10 67/3 68/7 68/18 70/15 74/24 77/9 81/11 81/20 85/8 85/12 96/24 100/20 100/24 101/24 107/11 108/4 108/13 108/21 108/22 110/2 110/11 110/17 110/18 111/1 111/4 111/18 111/23 112/14</p>	<p>112/17 112/24 113/1 114/17 127/24 128/25 132/19 132/22 132/24 136/4 137/18 149/6 150/12</p> <p>outages [1] 100/5</p> <p>outlay [1] 82/11</p> <p>outlet [1] 34/18</p> <p>outline [2] 53/20 54/12</p> <p>outlying [1] 129/6</p> <p>outparcels [2] 86/23 86/24</p> <p>outside [5] 122/10 142/16 142/18 143/6 143/16</p> <p>outsource [1] 142/21</p> <p>outspoken [1] 131/5</p> <p>over [38] 12/7 13/18 18/11 24/13 25/2 25/7 25/8 34/5 55/15 55/20 59/18 59/19 59/25 62/22 70/18 73/25 74/8 79/7 81/3 82/9 82/24 87/5 87/6 87/24 95/4 97/8 101/18 105/13 107/14 108/12 108/16 109/19 111/17 113/15 128/20 137/20 145/10 151/9</p> <p>over-primes [1] 128/20</p> <p>overall [4] 27/3 65/23 109/21 144/20</p> <p>overprepared [1] 129/4</p> <p>oversight [4] 135/1 140/9 140/23 141/2</p> <p>overview [3] 2/12 96/20 97/14</p> <p>own [8] 9/9 66/1 69/6 70/5 78/13 81/21 104/15 117/3</p> <p>owned [2] 39/24 71/4</p> <p>owner [3] 73/13 73/14 86/20</p> <p>owners [1] 130/20</p> <p>owns [4] 55/4 103/21 103/23 104/16</p> <p>P</p> <p>p.m [3] 1/7 1/7 157/14</p> <p>Pacific [1] 1/22</p> <p>page [8] 2/2 4/15 4/15 4/16 4/19 5/3 11/6 97/7</p> <p>Page 3 [1] 11/6</p> <p>pages [2] 21/16 22/14</p> <p>paid [3] 33/8 52/13 85/13</p> <p>painted [1] 27/21</p> <p>Palms [1] 154/12</p> <p>pandemic [1] 156/3</p> <p>paper [4] 18/23 152/8 152/9 155/6</p> <p>papers [1] 96/8</p> <p>parameters [2] 72/13 72/15</p>	<p>parcel [23] 49/15 49/21 49/24 50/3 50/15 51/13 51/25 52/1 55/8 57/7 59/5 59/6 67/1 70/14 72/24 73/8 73/17 75/1 76/7 76/10 81/9 86/18 95/3</p> <p>parcels [7] 49/11 66/21 66/23 66/24 68/7 69/5 75/2</p> <p>Pardon [1] 123/16</p> <p>park [1] 71/10</p> <p>parked [1] 114/3</p> <p>parking [6] 60/7 61/1 69/24 70/3 70/5 129/3</p> <p>parlay [1] 83/4</p> <p>part [37] 10/24 26/12 26/17 27/2 27/23 28/7 48/6 51/24 53/3 54/18 55/7 74/1 75/21 96/18 98/4 98/14 98/15 98/16 99/5 99/7 99/14 99/21 99/22 99/23 100/12 104/4 105/2 105/10 107/5 116/9 127/25 128/4 135/7 146/5 147/10 149/17 153/5</p> <p>Part 121 [1] 98/15</p> <p>Part 139 [8] 98/4 98/16 99/5 99/14 99/21 99/23 104/4 105/2</p> <p>partiality [1] 15/15</p> <p>participate [1] 64/18</p> <p>participated [1] 156/6</p> <p>participation [2] 64/11 89/4</p> <p>particular [8] 50/15 67/1 67/2 100/22 109/12 117/2 134/5 140/2</p> <p>particularly [3] 33/22 34/21 114/17</p> <p>parties [2] 68/5 72/6</p> <p>partner [5] 2/8 33/9 33/11 52/12 63/13</p> <p>partnership [2] 52/8 63/19</p> <p>Partnerships [1] 39/5</p> <p>parts [1] 35/3</p> <p>party [1] 72/10</p> <p>pass [4] 36/14 48/12 75/17 93/12</p> <p>passenger [1] 150/6</p> <p>passengers [1] 110/9</p> <p>Passero [2] 62/22 79/23</p> <p>past [2] 50/5 100/20</p> <p>patiently [1] 110/12</p> <p>patrol [1] 15/6</p> <p>pattern [1] 37/20</p> <p>Patty [1] 124/3</p> <p>pavement [12] 26/11 27/1 27/3 27/7 27/14 27/15 27/19 27/19 28/24 30/7 30/12 31/2</p>	<p>pay [12] 9/14 9/18 10/1 10/11 12/6 12/9 12/11 73/19 73/20 82/9 82/12 127/15</p> <p>paying [1] 15/9</p> <p>payoff [1] 82/10</p> <p>peaks [1] 25/16</p> <p>peer [1] 40/3</p> <p>people [35] 9/18 12/6 75/9 82/22 85/25 95/2 95/13 95/20 95/21 99/19 102/6 105/16 110/23 111/15 112/15 120/14 123/8 127/9 128/13 131/6 132/22 133/23 134/2 134/16 143/23 143/23 143/24 147/17 150/6 150/11 150/21 151/6 154/20 154/22 156/3</p> <p>people's [1] 134/7</p> <p>per [3] 12/9 12/11 63/22</p> <p>percent [10] 7/16 7/19 17/18 33/8 34/2 58/25 65/7 111/10 136/19 145/1</p> <p>perfect [1] 111/9</p> <p>performing [15] 2/11 16/20 18/22 19/2 19/6 20/4 20/20 21/4 21/10 22/15 45/17 45/18 46/24 47/8 47/11</p> <p>perhaps [5] 46/2 46/3 65/1 65/17 102/12</p> <p>perimeter [2] 54/16 104/19</p> <p>period [2] 31/7 98/10</p> <p>permanent [1] 53/16</p> <p>permits [1] 34/5</p> <p>perpendicular [1] 29/4</p> <p>person [10] 83/4 118/19 118/19 129/4 130/1 137/20 143/2 146/13 153/1 153/3</p> <p>personal [1] 110/16</p> <p>personally [2] 131/7 148/8</p> <p>personnel [14] 98/22 105/23 105/23 106/7 106/9 116/25 117/2 117/21 117/22 117/23 122/5 123/12 130/21 146/21</p> <p>perspective [2] 85/15 86/13</p> <p>persuaded [1] 143/22</p> <p>phase [3] 24/21 56/11 56/12</p> <p>Phase 2 [1] 24/21</p> <p>phased [1] 64/14</p> <p>Philadelphia [2] 157/1 157/3</p> <p>philosophy [2] 73/12 75/6</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>P phone [2] 24/16 133/19 photo [1] 56/24 photo's [1] 57/1 photographs [1] 113/21 physical [1] 129/6 pick [3] 7/5 88/1 92/13 picked [1] 124/5 picture [2] 61/5 111/5 pictures [2] 97/4 103/7 piece [9] 50/17 55/18 58/3 58/7 86/13 89/5 134/14 152/7 152/8 Pierce [1] 15/23 pilot [2] 114/22 150/4 pilots [8] 136/2 149/19 150/2 150/19 151/2 151/15 151/15 151/16 Pilots Association [1] 136/2 pink [2] 27/13 27/13 pistons [1] 11/14 Pittman [1] 38/10 place [9] 49/18 53/2 53/10 65/17 66/8 66/9 84/10 122/9 152/5 placed [2] 61/25 140/25 placement [2] 35/14 36/3 places [3] 61/1 149/25 150/16 plan [23] 56/13 56/17 65/24 75/20 76/13 77/15 83/19 94/13 99/22 99/24 100/7 101/7 131/15 131/18 131/19 143/6 143/13 143/21 144/4 144/6 147/8 147/9 147/15 plane [3] 124/8 124/12 128/25 planes [2] 9/18 128/18 Planet [2] 87/2 87/12 Planet Fitness [2] 87/2 87/12 planning [5] 25/21 79/15 79/23 80/18 142/24 plans [1] 99/25 platted [1] 53/25 play [4] 15/14 56/4 56/19 134/16 pleasant [1] 111/25 please [6] 65/10 108/24 109/24 112/1 134/23 148/9 pledged [1] 97/11 pledge [4] 2/3 3/3 3/4 84/23 plug [2] 105/18 122/9 plugged [1] 44/17 plugging [1] 44/13 plus [3] 26/2 63/16</p>	<p>63/17 pluses [1] 64/6 point [28] 7/8 24/21 25/9 26/24 34/8 34/9 51/18 52/22 53/5 53/8 56/10 66/13 81/15 81/18 83/3 84/10 85/3 89/20 103/9 106/22 112/14 112/20 127/9 130/11 132/2 142/23 152/20 152/22 pointed [1] 6/17 pointing [4] 7/23 18/6 58/5 131/11 points [1] 88/2 police [1] 130/20 Ponte [4] 35/15 35/21 35/22 35/24 Ponte Vedra [1] 35/22 Ponte Vedra Boulevard [2] 35/21 35/24 pop [1] 136/17 population [2] 128/10 144/24 Porter [1] 154/8 Porter Road [1] 154/8 portion [3] 9/19 24/23 85/12 pose [1] 126/22 position [9] 20/3 74/15 130/14 142/15 146/6 146/11 146/12 146/13 147/14 positioned [1] 113/24 positions [1] 148/4 positive [1] 136/15 possibility [2] 141/8 143/2 possible [11] 9/11 20/12 50/20 67/7 67/7 85/16 102/17 102/18 106/16 106/17 115/4 possibly [2] 80/17 137/24 post [4] 122/3 126/3 128/4 144/3 posted [1] 142/12 potential [9] 6/14 25/6 28/11 46/1 62/24 75/9 76/3 81/6 128/1 potentially [6] 27/4 50/23 63/12 63/13 82/7 94/2 power [7] 8/14 8/15 11/20 12/3 12/7 12/9 100/4 powers [3] 141/16 142/7 142/8 practice [1] 93/18 practicing [2] 43/14 44/8 precious [3] 42/24 43/14 44/9 precluded [1] 71/18</p>	<p>prefer [1] 108/11 preferred [1] 31/25 preliminary [2] 81/9 82/2 premise [1] 147/9 prescribed [2] 98/10 99/5 present [16] 1/9 1/14 16/21 18/25 19/2 19/3 20/7 21/25 22/2 22/5 22/20 38/11 45/19 45/25 48/14 126/25 presentation [15] 2/11 18/4 22/21 23/5 23/15 45/17 45/22 47/7 47/9 48/5 48/6 116/2 116/17 135/9 138/13 presentation's [1] 47/1 presented [4] 17/7 17/15 127/12 133/18 presenting [2] 21/5 116/20 preserve [2] 36/5 44/8 press [1] 132/8 pressure [2] 61/13 62/12 presumably [1] 57/13 pretty [9] 6/23 12/17 36/18 63/24 111/18 115/17 116/13 116/13 141/15 prevent [1] 117/13 previous [1] 44/18 previously [2] 126/20 154/7 price [3] 12/5 33/25 34/2 primarily [4] 8/8 11/9 27/18 76/1 primary [1] 130/1 primes [1] 128/20 printed [1] 18/21 priority [1] 140/21 pristine [1] 57/12 private [2] 39/16 72/10 private-sector [1] 39/16 proactive [1] 126/3 probably [24] 7/3 9/16 16/6 31/3 32/7 36/2 49/19 51/12 53/11 57/2 66/15 70/24 77/1 80/2 85/2 103/16 124/1 128/17 132/24 136/23 139/17 140/10 143/6 146/11 problem [9] 24/25 95/16 98/1 110/3 118/6 118/7 127/16 129/18 152/24 problems [4] 14/13 95/9 107/19 133/22 procedural [2] 152/20 154/6 procedurally [1] 153/8</p>	<p>procedures [4] 117/6 117/10 117/12 155/1 proceed [4] 28/7 51/15 139/12 142/23 proceedings [1] 158/8 process [6] 13/21 28/8 99/7 117/8 117/10 145/19 processes [1] 117/18 proclaim [1] 43/9 proclamation [5] 2/10 42/3 42/5 42/8 45/16 product [1] 74/21 professional [2] 129/14 147/22 profitable [1] 9/8 profits [1] 64/9 program [2] 149/18 150/18 programmed [3] 25/7 63/23 63/25 programming [1] 56/3 project [43] 25/3 25/4 25/9 25/11 27/14 27/23 28/2 28/8 28/10 35/12 35/23 36/1 37/12 46/2 46/4 46/6 51/9 51/10 52/14 55/16 57/14 58/13 58/20 59/18 63/6 64/4 64/6 64/8 64/18 65/9 65/16 66/10 67/2 68/4 70/18 71/16 72/20 72/23 74/1 81/17 83/12 86/21 95/7 projects [7] 34/14 55/14 65/22 68/6 70/12 72/1 83/10 promoting [1] 43/5 proper [1] 25/24 properly [3] 18/6 104/13 129/14 property [29] 46/16 47/23 49/11 49/14 49/14 49/24 50/10 50/15 50/17 51/13 51/16 54/17 61/3 71/2 71/10 73/19 87/16 92/6 92/7 92/14 92/17 104/12 105/2 108/8 112/7 113/4 113/14 113/17 134/15 proposal [1] 96/1 proposals [3] 89/15 89/17 90/11 proposed [1] 157/6 proposing [1] 94/2 pros [2] 50/25 73/9 protect [1] 43/13 protection [2] 29/19 127/7 protects [1] 114/22 proud [1] 155/4 proven [1] 75/3 provide [3] 16/12 48/12 57/14</p>	<p>provides [1] 62/8 proximity [1] 109/3 public [25] 2/14 4/14 25/19 34/25 86/4 86/6 93/6 93/8 131/15 131/17 131/17 135/22 139/2 148/21 148/25 149/3 149/5 149/7 150/23 152/18 152/20 153/9 154/17 154/21 155/6 publicly [2] 39/24 117/16 publish [2] 142/4 142/6 PUD [1] 154/8 pull [4] 49/21 94/25 111/23 142/19 pumping [1] 62/11 purposes [2] 60/10 98/7 pursue [2] 39/15 79/13 push [1] 130/13 put [24] 13/10 19/9 22/5 22/8 34/23 51/5 53/6 54/4 60/14 65/16 84/4 84/25 85/21 89/19 92/3 93/22 107/14 108/22 112/8 124/22 135/1 135/6 135/18 147/10 puts [1] 65/12 putting [1] 55/12</p> <hr/> <p>Q quadrant [1] 34/18 qualify [2] 26/20 30/22 quantity [1] 62/4 quarter [1] 121/9 quarterly [1] 126/5 quarters [1] 9/22 question [12] 3/11 5/1 16/6 19/1 30/15 88/11 113/16 119/15 129/15 143/12 144/23 150/3 questions [16] 17/1 17/7 18/17 28/18 28/21 31/22 33/18 36/7 36/9 36/15 56/22 92/2 116/1 126/20 126/21 127/16 quick [6] 7/24 33/17 36/6 95/5 111/18 130/6 quicker [1] 132/25 quickly [4] 72/21 91/8 94/12 134/15 quite [8] 35/13 83/4 96/25 97/4 97/11 134/9 137/7 137/23</p> <hr/> <p>R raise [1] 14/21 raised [3] 4/7 75/13 85/15 ramp [1] 66/11 range [2] 55/9 139/20</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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<p>R ratchet [1] 104/3 rate [1] 52/13 rather [2] 112/25 155/12 rating [1] 141/9 Raymond [1] 155/23 re [2] 72/6 113/13 re-lease [1] 72/6 reach [1] 55/17 reached [1] 127/24 reaching [1] 34/8 read [5] 29/21 38/20 38/22 42/6 90/8 reading [1] 116/22 ready [6] 81/16 87/2 91/18 91/19 114/1 116/3 real [9] 81/17 96/25 102/13 121/4 128/3 134/15 140/12 141/18 153/17 realistic [1] 102/5 reality [2] 44/6 89/25 really [41] 7/3 8/24 9/20 11/11 19/25 20/6 32/23 34/10 34/10 52/19 54/14 54/15 56/20 57/6 63/4 64/19 65/13 71/24 72/5 75/24 77/3 83/6 84/12 85/22 95/15 95/23 102/11 106/21 115/7 127/25 129/13 131/12 132/13 136/8 139/17 140/5 140/15 143/25 147/11 153/1 154/24 reapprove [3] 3/13 3/16 5/8 rear [1] 99/18 reared [1] 140/11 reason [5] 81/22 83/12 116/20 134/2 134/11 reasonably [1] 95/6 reasons [2] 34/22 124/20 REBA [8] 1/11 3/2 3/10 16/16 77/19 133/18 143/14 155/10 Reba's [6] 35/13 100/19 116/2 116/17 133/14 135/9 recall [1] 115/13 received [3] 45/20 49/6 50/1 recent [2] 56/24 70/13 recently [3] 12/14 141/20 142/22 reclaimed [1] 58/15 recognition [1] 38/19 recognizing [1] 149/12 recommend [1] 13/8 recommendation [1] 76/13 record [6] 42/7 99/10</p>	<p>116/23 132/3 136/7 158/9 recorded [1] 153/24 recordkeeping [1] 98/20 records [3] 99/12 131/15 131/17 recoup [3] 15/10 74/7 74/21 recover [3] 9/11 63/7 71/16 recovery [1] 66/4 recruitment [1] 146/4 recurring [2] 91/12 128/17 red [5] 27/13 53/23 54/19 54/20 61/15 redesign [1] 26/23 redesigned [1] 27/1 reduce [4] 82/9 82/10 82/11 88/25 reduced [1] 144/4 Reef [1] 35/7 reenters [4] 42/22 102/3 150/13 151/22 refer [2] 11/13 151/4 referencing [1] 120/20 referred [3] 24/22 59/9 59/25 referring [2] 59/6 60/2 reflect [2] 7/23 96/25 reflecting [1] 141/12 reflects [1] 4/20 refundable [1] 151/13 refusal [6] 49/18 49/25 50/15 76/2 92/9 94/9 refusals [1] 49/13 regard [1] 106/25 regarding [3] 4/18 6/14 116/2 Regency [1] 11/22 regional [4] 39/12 39/20 42/9 140/6 regular [4] 1/2 40/7 43/18 149/22 regularly [1] 139/22 regulation [1] 140/7 regulations [1] 98/6 reiterate [1] 77/13 relate [1] 26/11 related [13] 8/9 25/19 46/7 73/3 86/6 87/19 98/25 100/9 100/13 107/17 113/22 126/24 152/12 relates [1] 27/10 relationship [2] 136/3 141/16 relative [4] 49/8 84/5 97/2 121/20 relatively [3] 97/4 97/5 110/9 release [3] 51/17 51/20 51/22 released [2] 26/10 50/3</p>	<p>relinquish [1] 50/14 relocating [1] 27/16 relocation [2] 72/23 92/13 relook [1] 12/7 rely [2] 85/19 85/25 remain [3] 70/22 105/1 107/6 remainder [1] 137/5 remark [1] 99/15 remember [5] 48/2 48/4 56/14 72/2 139/1 remembers [1] 147/5 remind [4] 13/10 97/19 102/7 118/5 reminder [3] 24/14 25/18 52/6 remove [1] 27/12 removed [1] 27/14 removing [1] 27/17 renourishment [2] 35/4 35/17 rent [2] 127/13 151/10 rental [1] 63/7 rents [3] 63/8 63/9 82/5 replace [1] 146/11 replaced [1] 27/22 replacing [1] 27/17 report [20] 2/5 6/6 6/7 6/16 14/4 16/23 17/14 33/24 36/6 37/8 38/14 38/15 118/8 118/9 124/1 134/7 148/14 156/10 156/12 158/7 reported [1] 115/10 reporter [1] 4/14 REPORTER'S [2] 2/17 157/15 Reporters [1] 1/22 reporting [1] 142/8 reports [14] 2/7 2/15 24/11 24/12 117/16 117/18 118/4 118/13 118/15 118/18 142/4 142/6 142/11 155/8 represent [2] 107/20 127/23 representatives [1] 117/23 request [20] 16/20 18/24 19/2 19/3 19/5 21/6 22/2 22/20 45/19 45/20 45/25 48/2 50/6 93/21 129/17 131/15 132/4 132/5 135/13 152/7 requesting [1] 93/23 requests [2] 19/18 34/7 require [5] 26/23 74/14 82/15 89/14 103/15 required [21] 61/22 62/9 98/7 99/4 99/5 100/7 103/20 104/1 105/2 105/4 107/4</p>	<p>108/13 108/22 111/15 114/6 123/11 123/13 123/15 123/17 123/19 123/21 requirement [10] 26/22 89/21 90/11 90/13 99/23 102/8 102/22 104/4 104/7 156/21 requirements [9] 87/19 97/6 98/12 98/16 99/6 99/14 99/20 116/9 140/9 requires [3] 99/24 108/7 110/25 requiring [1] 107/22 rescue [43] 98/8 98/25 99/12 99/13 101/17 102/9 102/19 102/24 103/18 103/23 104/8 104/22 105/7 105/13 105/23 106/6 106/24 107/4 107/16 108/7 108/14 108/17 108/24 109/8 111/12 112/6 112/13 112/17 112/21 112/25 113/3 113/9 113/19 113/25 114/11 114/23 117/14 117/22 122/5 122/23 130/20 137/19 137/20 research [1] 14/13 researching [1] 14/25 reserves [1] 89/10 residential [2] 33/23 34/14 resol [1] 91/14 resolution [8] 2/10 28/6 32/1 38/16 38/19 38/24 40/12 41/5 Resolution 2022-02 [2] 38/19 38/24 resolved [3] 39/17 40/1 43/7 resource [3] 43/14 44/9 104/23 resources [9] 42/24 95/11 95/17 103/13 105/17 113/15 117/6 117/11 117/14 respect [1] 35/10 respond [13] 94/15 97/13 98/22 104/12 105/17 105/24 105/25 111/20 116/11 130/24 131/2 134/23 137/3 responders [6] 99/13 104/17 113/3 113/10 114/11 114/13 responding [4] 100/8 101/17 107/8 107/22 responds [1] 105/10 response [40] 2/12 96/20 97/2 98/8 98/9 98/25 99/1 99/2 99/11 100/7 100/14 101/1</p>	<p>101/5 101/8 101/22 102/4 102/20 103/10 103/24 104/1 104/8 106/15 107/16 108/7 108/20 108/23 109/11 111/11 111/13 113/14 113/22 113/25 115/4 115/11 116/12 116/25 117/2 128/16 131/19 132/17 responses [9] 100/1 100/4 101/13 102/25 103/15 107/8 108/12 108/13 114/8 responsibilities [1] 147/18 responsible [1] 130/12 rest [2] 11/16 127/5 restaurant [2] 35/8 151/3 restoration [2] 58/13 58/21 restrictions [1] 65/21 result [1] 26/11 results [1] 44/15 retail [2] 145/4 145/4 retains [1] 65/23 retired [1] 44/23 retirement [1] 143/25 return [5] 74/22 83/6 89/15 90/12 128/4 returned [3] 58/16 94/19 94/19 revenue [10] 6/18 7/12 7/15 7/17 9/2 9/12 10/22 82/12 84/24 125/15 revenues [2] 6/22 14/22 review [17] 2/12 4/6 4/17 7/24 48/19 97/6 99/9 99/12 99/15 99/15 116/15 116/17 116/21 118/1 125/3 128/5 140/5 reviewed [2] 5/14 5/17 reviews [2] 128/8 129/11 rewrite [1] 153/10 right [84] 3/2 3/6 4/25 5/5 7/8 10/17 11/6 16/24 18/10 18/15 19/17 24/9 32/24 36/17 37/18 38/17 40/9 41/25 48/11 48/17 49/13 49/17 49/25 50/14 53/21 54/8 58/18 59/4 59/24 62/15 68/17 68/23 75/14 76/2 76/13 78/1 78/9 80/23 82/1 83/16 86/5 86/12 88/22 90/25 91/20 92/8 92/15 94/7 94/7 94/9 96/17 96/21 103/8 104/14 109/17 112/2 112/10</p>
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<p>R</p> <p>right... [27] 118/17 118/25 120/25 125/9 129/3 129/9 130/23 131/12 131/21 132/7 132/12 134/3 135/7 135/8 137/15 138/25 147/16 148/16 148/25 149/4 153/22 154/1 154/16 154/17 155/21 157/5 157/8</p> <p>Ring [6] 8/14 8/15 11/20 12/3 12/7 12/9</p> <p>Ring Power [6] 8/14 8/15 11/20 12/3 12/7 12/9</p> <p>risk [4] 78/21 117/3 141/1 144/5</p> <p>River [2] 36/4 43/25</p> <p>RMR [3] 1/21 158/6 158/13</p> <p>road [19] 24/14 35/25 53/25 54/18 54/22 54/24 55/4 55/24 56/4 56/8 56/12 56/20 57/14 69/13 69/13 72/23 80/3 92/13 154/8</p> <p>roads [2] 34/16 65/16</p> <p>Rob [1] 44/12</p> <p>ROBERT [13] 1/12 21/2 40/12 46/8 75/13 79/9 80/1 88/3 125/17 138/14 148/17 155/23 156/11</p> <p>Rod [1] 55/22</p> <p>role [1] 143/7</p> <p>rolling [1] 68/19</p> <p>rolls [2] 144/18 144/19</p> <p>room [12] 1/3 41/9 42/22 100/16 102/3 149/9 149/21 150/13 150/23 151/10 151/22 151/25</p> <p>rooms [1] 152/1</p> <p>rose [1] 31/18</p> <p>rotate [1] 106/7</p> <p>round [2] 48/5 59/14</p> <p>route [2] 24/24 61/19</p> <p>routine [1] 101/21</p> <p>row [2] 54/4 128/25</p> <p>RPR [3] 1/21 158/6 158/13</p> <p>RPR-CP [2] 158/6 158/13</p> <p>rumor [1] 123/5</p> <p>rumors [2] 131/23 133/24</p> <p>run [7] 37/18 60/21 66/8 114/15 143/22 150/9 155/2</p> <p>running [2] 35/20 63/17</p> <p>runup [8] 49/22 52/1 52/4 52/19 53/2 57/6 59/6 59/24</p>	<p>runups [1] 59/7</p> <p>runway [24] 25/10 25/23 26/5 26/21 29/5 29/18 30/17 31/2 31/3 31/7 31/9 31/11 31/13 31/16 31/19 32/2 32/11 32/16 32/18 37/24 38/2 58/22 124/7 132/16</p> <p>Runway 13/31 [2] 25/10 26/5</p> <p>Runway 2 [5] 31/11 32/2 32/11 32/16 32/18</p> <p>Runway 2/20 [1] 31/9</p> <p>runways [3] 26/17 37/19 133/2</p> <p>Russia [1] 12/23</p> <p>S</p> <p>SAAPA [3] 37/5 37/16 37/17</p> <p>SAAPA's [1] 37/11</p> <p>sabotage [1] 100/4</p> <p>safe [1] 29/9</p> <p>safety [38] 2/12 25/23 38/1 116/15 116/17 116/21 117/3 117/5 117/15 118/1 119/3 119/6 119/21 119/23 120/4 120/18 122/17 123/2 123/8 123/11 125/3 125/7 125/15 126/17 128/5 128/12 128/15 129/10 130/2 130/12 131/15 131/18 133/13 133/19 136/13 149/11 149/17 150/18</p> <p>said [15] 17/17 20/13 41/12 51/17 57/6 73/19 77/13 94/5 122/18 135/15 149/16 152/4 152/4 152/7 153/22</p> <p>sales [1] 34/24</p> <p>salt [1] 118/18</p> <p>saltwater [1] 57/12</p> <p>same [14] 17/17 17/19 17/22 19/11 22/16 35/23 55/8 87/7 94/1 97/7 127/7 132/4 141/16 141/16</p> <p>sand [6] 35/10 35/10 35/12 35/18 35/23 35/25</p> <p>sat [2] 48/6 152/8</p> <p>satisfactory [1] 16/16</p> <p>save [5] 42/24 43/16 117/3 120/10 120/12</p> <p>Saviak [8] 38/20 38/25 39/3 39/7 39/13 39/21 136/1 146/11</p> <p>Saviak's [1] 39/9</p> <p>saving [4] 43/5 43/14 44/20 117/1</p> <p>savings [1] 137/7</p> <p>saw [5] 33/23 66/23 132/10 144/25 156/19</p>	<p>say [35] 5/16 14/25 18/24 22/2 35/7 36/24 37/11 43/22 57/4 64/13 75/19 79/5 79/6 81/2 82/14 83/18 85/20 91/18 91/19 91/22 100/8 119/1 120/15 121/8 122/7 125/3 125/6 125/7 128/3 130/7 135/25 138/1 139/14 144/7 153/20</p> <p>saying [11] 21/9 22/17 31/12 76/9 77/22 88/19 88/21 107/18 118/21 134/12 157/4</p> <p>says [5] 3/11 88/23 89/23 123/10 134/7</p> <p>scale [2] 32/5 103/9</p> <p>scarred [1] 57/18</p> <p>SCEA [1] 105/11</p> <p>scenario [6] 72/11 83/24 84/11 107/2 108/23 134/11</p> <p>scene [4] 106/14 112/13 112/24 137/20</p> <p>schedule [3] 24/25 46/13 114/13</p> <p>scheme [2] 83/7 111/18</p> <p>scholarships [1] 156/6</p> <p>school [3] 43/1 43/4 124/8</p> <p>schools [1] 150/24</p> <p>scientific [1] 119/19</p> <p>scope [2] 68/4 103/10</p> <p>scrapes [1] 110/10</p> <p>Sea [1] 1/15</p> <p>search [7] 145/18 145/18 145/23 146/24 146/25 147/23 147/24</p> <p>seasoned [1] 146/13</p> <p>second [22] 5/21 5/22 7/15 23/18 24/2 24/4 24/5 25/4 26/24 40/14 40/15 40/16 45/6 45/7 45/8 49/13 49/17 49/22 76/25 125/17 138/20 139/5</p> <p>seconded [1] 41/11</p> <p>seconds [1] 113/8</p> <p>secret [1] 106/6</p> <p>sector [1] 39/16</p> <p>secured [1] 66/8</p> <p>security [1] 74/13</p> <p>see [51] 5/9 6/24 12/25 16/3 16/20 20/2 26/25 32/19 32/19 35/9 38/6 38/12 46/11 46/18 47/19 47/20 50/20 52/21 59/24 60/13 61/3 61/15 74/22 84/3 94/8 94/9 94/12 95/22 96/2 98/18 111/2 111/7 111/20 111/24 113/22 114/1 114/2 115/6</p>	<p>117/7 121/15 127/10 127/15 129/17 130/1 131/18 131/20 131/21 136/14 142/11 142/12 148/10</p> <p>seeing [4] 50/2 58/1 112/25 145/11</p> <p>seek [1] 46/3</p> <p>seem [2] 20/12 53/8</p> <p>seemed [1] 143/9</p> <p>seems [7] 29/6 29/9 60/17 64/4 65/8 77/14 153/15</p> <p>seen [2] 71/8 133/7</p> <p>select [1] 86/1</p> <p>self [4] 105/11 145/8 149/23 151/20</p> <p>self-contained [1] 105/11</p> <p>self-serve [2] 149/23 151/20</p> <p>self-sufficient [1] 145/8</p> <p>send [4] 4/15 6/13 48/19 96/16</p> <p>senior [8] 102/15 140/4 142/15 143/1 144/3 145/19 146/13 153/4</p> <p>senior-level [1] 144/3</p> <p>sense [2] 63/10 102/13</p> <p>sent [1] 93/23</p> <p>separate [2] 23/15 69/5</p> <p>September [3] 124/3 124/4 124/7</p> <p>September 11th [1] 124/3</p> <p>September 13th [1] 124/7</p> <p>September 24th [1] 124/4</p> <p>Serenata [2] 35/14 36/4</p> <p>Serenata Beach [1] 35/14</p> <p>seriously [2] 18/20 154/25</p> <p>serve [3] 61/11 149/23 151/20</p> <p>served [2] 38/25 39/7</p> <p>service [6] 13/11 38/19 54/21 98/11 104/2 104/3</p> <p>serving [2] 4/10 39/4 43/18</p> <p>set [2] 101/25 121/14</p> <p>setting [1] 69/5</p> <p>seven [2] 67/1 69/18</p> <p>seven-acre [1] 67/1</p> <p>several [8] 11/18 12/22 68/5 91/15 136/17 141/23 145/10 145/22</p> <p>severe [1] 100/5</p> <p>shaped [1] 37/25</p> <p>share [4] 52/14 53/11</p>	<p>53/13 131/16</p> <p>shared [2] 69/7 131/22</p> <p>shares [1] 120/6</p> <p>she [9] 39/22 42/1 42/2 115/10 136/3 136/5 136/9 136/9 143/15</p> <p>sheet [2] 6/23 10/25</p> <p>sheriff [1] 101/17</p> <p>sheriff's [13] 59/20 104/23 105/23 106/21 112/12 113/3 113/20 117/21 121/5 122/4 137/14 137/14 137/18</p> <p>Sheriff's Department [2] 121/5 137/18</p> <p>Sheriff's Office [5] 59/20 104/23 112/12 113/3 113/20</p> <p>shock [1] 149/14</p> <p>shoehorn [1] 71/14</p> <p>shore [2] 110/13 110/14</p> <p>shoreline [1] 58/21</p> <p>short [5] 30/19 30/20 51/7 76/4 102/5</p> <p>shortly [3] 31/4 101/16 131/6</p> <p>shot [1] 120/24</p> <p>shots [1] 112/9</p> <p>should [20] 7/1 12/6 15/14 15/17 19/9 19/9 44/8 54/6 64/9 97/5 106/3 117/20 125/3 125/21 133/5 133/12 140/21 144/20 153/1 154/21</p> <p>Shouldn't [1] 20/4</p> <p>show [10] 32/2 32/2 53/24 54/20 93/20 95/20 107/25 112/2 113/12 146/7</p> <p>showed [4] 60/16 60/19 112/13 112/14</p> <p>showing [2] 61/19 106/16</p> <p>shown [2] 62/13 75/23</p> <p>sic [4] 95/4 127/25 130/18 150/3</p> <p>side [14] 29/23 29/23 49/2 49/23 49/24 55/14 56/14 56/19 59/16 72/21 99/15 102/1 109/17 110/8</p> <p>sig [1] 73/8</p> <p>signature [1] 27/17</p> <p>significant [13] 62/4 73/8 78/1 84/22 85/1 92/16 101/8 101/15 103/12 104/5 105/9 137/7 151/11</p> <p>significantly [1] 60/22</p> <p>signs [3] 27/19 27/20 27/20</p> <p>similar [3] 87/17 106/23 151/10</p>
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<p>S simple [2] 23/2 153/17 simply [5] 26/21 27/16 34/25 46/5 110/14 simultaneous [1] 26/6 since [2] 9/7 52/16 single [7] 6/23 11/12 34/1 34/6 83/3 149/14 150/5 single-engine [1] 11/12 single-family [2] 34/1 34/6 sir [9] 38/14 38/23 43/23 88/21 130/3 138/9 157/9 157/10 157/12 sit [1] 68/12 site [17] 55/5 55/6 58/9 59/15 61/10 61/13 65/15 69/1 69/2 79/15 79/16 79/24 109/12 109/21 117/6 145/5 145/5 sites [2] 87/2 87/7 sits [1] 109/2 sitting [2] 62/25 110/17 situated [1] 109/16 situation [5] 71/13 97/1 106/11 109/19 115/7 Situational [1] 109/14 situations [3] 29/16 97/12 109/23 six [15] 26/2 44/15 60/9 66/25 68/7 69/18 75/8 85/5 85/9 85/20 85/21 85/23 85/25 91/19 121/11 six-plus [1] 26/2 size [13] 53/9 60/19 61/24 63/14 67/3 70/12 72/20 75/2 76/18 77/4 77/5 94/1 147/13 SJRWMD [2] 2/10 42/3 skewed [1] 55/25 skies [1] 40/5 skip [1] 56/9 skipped [1] 152/20 skips [1] 56/6 Skymaster [1] 124/4 Skypro [1] 127/23 slanted [2] 118/16 135/6 sled [2] 111/20 111/23 slide [5] 25/23 53/18 54/6 100/10 112/1 slides [1] 103/5 slightly [2] 98/12 98/13 slipped [1] 153/9 sloppy [1] 153/8 slurry [1] 35/11 small [4] 9/20 128/18 139/24 140/16 smoke [1] 107/23</p>	<p>smooth [1] 150/12 sneak [1] 36/18 so [210] sole [1] 52/18 solicitation [4] 89/14 89/17 90/1 90/11 solicited [1] 95/13 solicits [1] 96/4 solution [1] 15/19 solve [4] 95/9 95/16 127/15 134/1 some [78] 6/13 14/13 25/20 27/16 27/16 27/18 28/9 28/19 29/16 34/9 35/9 46/4 46/21 47/11 48/18 50/25 51/4 52/16 53/5 59/7 60/12 64/8 64/11 65/2 65/5 69/7 70/17 70/24 71/5 72/2 72/4 74/7 74/13 74/14 78/20 79/23 81/9 81/11 82/24 85/6 85/12 87/14 87/23 88/13 89/2 93/17 93/19 103/7 107/10 107/16 108/9 108/14 109/4 110/10 112/7 114/9 122/10 123/25 126/21 126/22 127/16 130/7 131/23 133/6 133/8 137/12 137/12 137/25 142/2 142/13 142/23 143/22 146/6 146/9 146/14 147/21 150/11 150/15 somebody [14] 19/7 20/5 22/15 43/20 50/9 81/24 82/16 82/20 108/21 108/24 131/10 137/23 147/16 147/25 somebody's [1] 80/8 somehow [2] 13/25 14/3 someone [9] 8/10 19/3 66/22 69/6 107/18 111/15 114/17 150/17 150/17 someone's [2] 8/24 151/11 someplace [1] 15/3 something [40] 16/5 19/7 20/7 20/16 20/25 21/23 22/5 22/11 26/9 37/11 43/22 47/3 48/1 68/13 71/14 71/21 74/3 74/3 83/5 83/9 83/20 85/16 91/11 94/20 95/18 120/4 120/17 121/17 121/19 122/6 123/7 124/2 130/10 133/8 134/15 135/25 136/13 151/10 151/12 153/22 something's [1] 108/6 sometimes [5] 14/3 82/4 109/22 128/7</p>	<p>145/13 somewhere [2] 35/8 66/6 soon [2] 36/2 109/20 sorry [14] 16/24 18/18 24/17 24/17 24/17 24/17 41/13 56/21 57/25 67/13 76/14 93/7 93/10 135/19 sort [7] 33/19 34/3 34/8 35/3 50/1 65/3 140/11 sound [1] 85/16 sounds [2] 12/13 97/23 source [3] 35/18 35/23 36/1 sources [3] 51/21 117/17 118/14 south [5] 35/15 36/4 51/25 57/8 58/20 southeast [4] 59/20 77/3 93/24 94/7 Southeast Aero [1] 59/20 space [10] 56/16 60/11 67/5 77/4 78/7 78/7 85/22 151/6 152/14 152/15 sparse [1] 15/14 speak [1] 138/5 speaking [1] 146/10 special [2] 12/3 12/4 specialist [1] 92/3 specialized [1] 110/25 specializes [2] 145/23 148/4 specific [6] 12/8 46/11 46/14 70/19 75/25 122/14 specifics [1] 109/14 speculate [1] 65/8 speculation [1] 77/10 speed [3] 26/18 26/20 30/22 spend [2] 74/5 141/11 spending [1] 74/20 spent [1] 39/11 spoil [3] 58/13 58/15 59/3 spoke [2] 134/3 153/19 spoken [1] 145/21 sponsor [1] 52/12 spot [5] 26/6 26/6 26/13 28/4 111/7 sprinkle [1] 62/12 sprinkled [1] 61/21 sprinkler [1] 60/5 square [11] 59/14 60/17 60/20 60/23 76/16 85/21 85/23 85/24 93/25 94/4 94/6 squeaked [1] 64/10 ST [7] 1/1 1/5 1/15 1/15 1/22 1/23 158/4 St. [35] 4/12 4/22 35/17 39/1 39/15 39/18 39/24</p>	<p>40/1 40/7 42/8 42/14 42/18 43/8 43/12 43/18 43/25 47/10 93/14 105/12 106/7 107/5 115/5 117/21 117/22 126/16 131/4 132/3 136/11 141/13 141/14 149/20 149/24 151/17 151/19 152/19 St. Augustine [9] 47/10 131/4 132/3 136/11 141/14 149/20 149/24 151/17 151/19 St. Johns [7] 4/12 4/22 40/1 43/25 93/14 126/16 152/19 St. Johns County [18] 35/17 39/1 39/15 39/18 40/7 42/8 42/14 42/18 43/8 43/12 43/18 105/12 106/7 107/5 115/5 117/21 117/22 141/13 St. Johns County's [1] 39/24 staff [46] 2/7 4/16 10/4 10/7 10/8 10/9 10/11 24/11 24/12 39/4 39/19 48/14 72/17 90/19 94/15 95/10 102/15 116/24 134/4 139/21 139/25 140/1 140/2 140/16 140/17 140/17 141/22 142/15 143/2 143/17 143/21 144/17 145/15 145/16 146/3 147/13 152/21 152/22 153/3 153/6 153/11 154/9 154/11 154/18 154/25 157/11 staffing [7] 2/13 9/23 99/2 138/12 138/15 138/23 139/13 stage [1] 107/25 stamped [1] 112/10 stand [1] 26/23 standard [5] 29/14 62/1 125/3 125/7 135/4 standards [5] 26/10 27/9 28/3 29/15 105/15 standing [7] 119/21 120/4 120/21 121/13 125/1 125/11 139/4 standpoint [2] 85/18 102/9 stands [1] 24/10 start [10] 3/7 58/5 73/5 90/18 93/4 98/3 121/16 131/21 146/25 148/20 started [4] 59/18 66/5 68/16 135/4 starting [1] 102/13 startups [1] 128/19 state [9] 42/13 42/19 44/3 56/5 59/2 59/2</p>	<p>153/18 154/2 158/3 stated [3] 5/8 112/17 126/23 statement [4] 6/22 7/10 7/11 153/25 statements [4] 6/15 18/4 18/9 112/7 states [2] 26/15 149/15 station [8] 102/19 102/24 115/6 122/25 126/24 127/11 131/11 136/22 stations [2] 104/12 133/20 stats [1] 107/13 status [2] 141/1 141/4 stay [1] 35/5 stayed [2] 47/24 47/24 stays [2] 31/14 155/24 stems [1] 7/3 stenographic [1] 158/9 stenographically [1] 158/7 step [2] 79/14 90/14 steps [1] 110/23 sticking [1] 52/21 still [15] 9/3 9/4 16/19 23/9 25/12 51/18 63/19 65/9 66/14 69/7 82/24 92/7 112/9 126/21 128/14 stimulate [1] 102/2 stone [1] 102/18 stop [2] 37/22 53/19 storage [6] 8/9 8/12 8/13 8/14 62/10 71/19 storage-related [1] 8/9 store [1] 62/4 storied [1] 60/24 stormwater [2] 61/6 84/7 straight [1] 55/24 straightened [1] 56/12 strategic [2] 25/20 39/5 stream [1] 106/9 street [3] 1/15 1/22 84/9 stretch [1] 35/15 stretcher [1] 111/22 stripes [1] 27/18 strong [2] 33/21 114/21 structural [1] 114/21 structure [4] 63/7 66/4 82/15 121/20 structures [2] 65/17 87/20 struggling [1] 151/5 stuck [2] 83/11 112/1 student [3] 124/7 128/20 150/25 studies [1] 128/8 stuff [5] 69/4 82/2 146/7 153/11 154/16</p>
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<p>S</p> <p>subject [2] 49/25 126/14</p> <p>submit [1] 47/2</p> <p>subordinate [1] 74/15</p> <p>subsiding [1] 15/17</p> <p>success [2] 64/25 126/2</p> <p>succession [5] 143/21 144/4 144/6 147/8 147/15</p> <p>such [7] 67/3 87/9 95/6 113/24 114/15 132/3 146/4</p> <p>sufficient [1] 145/8</p> <p>suggest [3] 83/8 121/19 121/23</p> <p>suggesting [3] 63/15 83/13 145/14</p> <p>suggestion [2] 153/17 154/25</p> <p>suggestions [1] 114/9</p> <p>suitable [1] 49/9</p> <p>Suite [1] 1/22</p> <p>summer [3] 25/2 25/7 25/16</p> <p>Sun [1] 151/16</p> <p>Sun 'n Fun [1] 151/16</p> <p>supplement [2] 140/1 140/2</p> <p>supply [1] 105/9</p> <p>support [10] 44/2 44/21 95/16 117/8 127/13 141/25 143/17 146/8 152/22 153/3</p> <p>supporting [1] 65/15</p> <p>supportive [1] 136/8</p> <p>supposed [5] 14/5 115/19 135/19 152/11 152/16</p> <p>suppression [1] 60/4</p> <p>sure [34] 13/17 16/11 16/14 19/10 29/20 35/5 41/2 41/14 41/19 41/23 41/24 42/1 69/10 70/21 71/18 74/9 81/10 87/21 88/4 91/24 92/10 96/18 99/13 99/18 105/14 111/10 114/7 131/17 135/6 136/6 143/20 145/1 151/1 153/23</p> <p>surplus [2] 25/20 31/6</p> <p>survey [1] 68/18</p> <p>suspense [2] 51/8 76/5</p> <p>SUZANNE [3] 1/10 22/19 156/13</p> <p>swale [1] 54/15</p> <p>swamped [1] 51/19</p> <p>swoop [1] 66/15</p> <p>Syeles [1] 48/6</p> <p>system [7] 7/7 35/11 60/5 61/6 69/17 112/11 114/21</p> <p>systems [2] 62/11 98/20</p>	<p>T</p> <p>T-hangar [1] 112/15</p> <p>table [5] 13/10 23/18 48/5 52/24 70/9</p> <p>taint [1] 118/25</p> <p>take [18] 18/19 63/11 74/25 79/18 88/20 93/8 95/6 95/17 97/16 99/10 118/12 118/17 129/13 133/6 137/8 137/19 146/14 154/24</p> <p>taken [4] 3/12 18/24 56/25 118/13</p> <p>takeoff [1] 137/16</p> <p>takes [4] 74/21 94/16 94/21 135/2</p> <p>taking [2] 70/12 108/3</p> <p>talk [20] 19/6 22/5 37/14 44/24 79/24 97/20 106/2 112/4 116/3 121/5 126/7 128/14 137/22 139/23 142/13 148/6 148/13 151/2 152/21 155/13</p> <p>talked [3] 140/13 141/7 154/7</p> <p>talking [22] 8/4 32/12 32/15 32/17 46/22 49/12 53/4 67/11 67/18 72/1 76/17 76/22 77/15 80/23 85/23 86/4 93/6 122/13 126/10 126/17 146/12 152/3</p> <p>Tampa [1] 156/20</p> <p>tanks [2] 60/4 62/2</p> <p>task [3] 39/10 128/7 129/11</p> <p>tax [5] 34/24 84/24 144/18 144/19 144/24</p> <p>taxes [2] 73/21 145/16</p> <p>taxi [1] 37/23</p> <p>taxiing [1] 38/1</p> <p>taxing [1] 142/7</p> <p>taxiway [19] 25/1 25/11 26/4 26/12 26/16 27/23 28/1 29/2 29/5 31/13 32/22 37/12 37/18 37/18 37/23 58/20 60/14 66/10 69/13</p> <p>Taxiway Alpha [1] 60/14</p> <p>Taxiway B [4] 26/12 27/23 28/1 58/20</p> <p>Taxiway Bravo [2] 25/1 25/11</p> <p>Taxiway Bravo 2 [1] 26/4</p> <p>taxpayers [1] 15/17</p> <p>teal [1] 61/3</p> <p>technical [1] 52/12</p> <p>Technically [1] 54/23</p> <p>television [1] 133/20</p> <p>tell [11] 19/18 22/19 49/19 64/19 68/8 86/16</p>	<p>87/4 127/14 129/22 131/7 149/17</p> <p>telling [1] 146/20</p> <p>tells [1] 93/17</p> <p>ten [2] 128/13 136/23</p> <p>tenant [19] 6/18 7/5 7/15 8/6 8/7 8/9 8/14 11/15 15/15 46/15 70/4 71/11 73/13 73/14 74/4 74/19 112/15 112/24 129/5</p> <p>tenants [20] 6/19 6/24 12/15 50/23 67/15 68/2 81/1 82/25 88/13 91/19 91/19 95/19 95/22 127/5 127/12 128/1 129/12 130/6 130/19 145/4</p> <p>tend [1] 74/24</p> <p>tenders [1] 126/15</p> <p>tending [1] 77/13</p> <p>tends [1] 141/8</p> <p>tentatively [1] 60/8</p> <p>tenure [1] 39/5</p> <p>term [6] 65/19 65/20 71/6 78/22 82/10 108/11</p> <p>terminal [2] 24/14 24/20</p> <p>terms [9] 27/11 66/13 72/25 73/13 75/6 94/23 98/23 102/23 114/16</p> <p>terribly [1] 20/22</p> <p>terrific [1] 75/10</p> <p>tested [1] 103/19</p> <p>testify [1] 99/17</p> <p>than [30] 11/11 11/16 12/5 20/4 20/20 21/3 21/21 23/21 44/17 46/15 49/19 52/20 83/17 83/18 84/11 86/10 95/11 102/20 113/1 128/13 129/23 132/14 133/9 142/14 143/6 144/9 149/10 151/20 152/25 153/3</p> <p>thank [41] 5/11 8/16 12/23 16/17 18/12 36/15 36/22 38/5 41/22 43/23 44/1 44/21 44/24 45/1 58/17 69/23 96/7 116/14 125/13 126/13 127/18 127/20 129/14 130/22 130/24 131/7 133/16 135/8 138/2 138/3 138/10 138/15 139/10 148/15 151/21 151/23 155/4 155/5 155/15 156/1 156/11</p> <p>Thanks [4] 38/4 96/6 100/10 133/15</p> <p>that [683]</p> <p>that's [125] 5/18 10/10 10/10 14/17 15/9 16/5 20/10 20/18 22/16</p>	<p>24/18 25/1 28/17 30/10 31/19 31/24 31/25 35/18 37/25 41/14 47/6 47/18 47/19 49/18 51/13 51/25 52/5 53/16 54/14 54/15 58/6 59/5 59/12 59/19 60/2 61/6 62/13 62/13 63/20 64/4 64/22 64/22 65/9 66/6 67/8 68/10 69/16 70/9 71/15 72/14 73/21 75/10 78/4 79/18 79/20 80/13 81/10 81/11 85/16 85/20 87/15 88/2 88/10 88/11 89/20 89/21 90/10 90/12 91/25 95/23 96/17 101/25 103/16 105/10 107/20 109/7 109/18 112/11 112/11 114/12 115/16 115/16 116/12 119/25 119/25 120/7 120/9 120/16 121/21 122/12 123/4 123/7 125/25 127/2 128/8 128/23 128/24 128/25 129/16 133/9 133/12 134/2 134/11 134/18 136/7 137/6 137/6 137/8 138/1 140/10 141/18 144/16 145/9 146/18 146/24 147/13 150/6 151/24 152/9 152/15 154/11 154/18 155/17 155/25 156/10 157/7</p> <p>theater [3] 86/18 86/20 86/21</p> <p>their [42] 13/22 20/3 22/24 31/25 47/1 47/11 50/14 53/1 66/1 69/2 69/6 70/5 71/16 78/13 81/8 81/21 83/5 85/6 85/11 87/7 92/8 95/1 95/10 95/11 96/3 99/15 105/16 105/20 111/22 112/18 112/19 116/25 117/3 120/9 127/13 129/13 137/13 144/16 145/5 148/10 150/12 150/25</p> <p>them [46] 3/13 3/16 7/8 7/23 17/4 17/8 17/15 21/24 47/13 49/8 49/9 52/4 52/18 52/20 53/10 66/25 68/8 68/9 70/13 72/6 78/15 79/2 79/6 81/14 81/20 84/13 85/10 89/18 94/6 102/18 103/22 105/24 107/14 108/16 108/16 113/1 122/2 127/14 132/14 134/8 135/23 135/23 137/1 140/19 142/6 148/8</p>	<p>themselves [1] 137/23</p> <p>then [45] 3/12 4/22 5/8 7/16 9/3 14/23 17/4 18/24 23/13 23/14 27/17 28/3 35/19 48/15 50/7 56/6 56/15 59/15 59/21 61/16 63/2 72/14 74/6 81/5 81/17 81/24 82/9 86/22 89/8 89/18 92/9 92/12 101/8 108/3 112/24 124/9 130/9 134/21 135/21 137/10 147/9 150/5 153/12 154/3 154/9</p> <p>there [144] 6/16 8/22 9/19 10/18 15/8 16/3 17/6 17/13 17/16 17/16 17/24 18/22 23/18 23/20 23/25 25/19 27/7 27/15 27/21 33/17 33/18 34/18 36/7 37/7 37/8 41/10 45/22 46/11 48/4 49/10 51/20 51/22 52/5 53/18 53/25 54/7 55/6 56/6 57/7 58/11 59/15 59/19 59/23 59/24 60/12 60/16 60/18 61/2 61/4 61/10 61/23 61/25 62/11 62/14 62/16 62/21 63/23 64/6 65/22 65/24 66/23 66/25 68/6 68/9 68/13 70/6 70/17 71/5 71/11 71/15 72/4 75/20 77/24 79/7 80/12 80/25 81/7 81/11 82/2 83/10 84/4 84/5 84/8 85/6 85/8 85/25 87/1 88/22 89/25 90/11 91/11 92/1 94/7 94/12 96/23 96/24 100/24 101/2 102/7 102/22 103/16 108/18 108/25 109/3 109/4 109/20 110/1 110/2 111/1 111/4 111/25 112/14 113/12 114/9 120/10 123/4 124/12 124/13 129/5 129/8 131/9 132/21 132/22 132/23 132/25 135/1 135/6 135/7 136/6 138/1 138/4 143/11 143/17 144/25 145/12 146/1 146/20 148/2 149/25 152/13 153/22 153/24 154/4 155/14</p> <p>there'd [1] 69/7</p> <p>there's [44] 5/9 7/24 7/24 7/25 12/21 15/22 18/3 18/8 25/6 31/15 32/6 46/7 53/23 55/21 66/24 68/7 68/9 68/11 70/24 71/22 77/5 79/13 79/13 81/22 82/2 85/10 85/21 95/1 97/4 101/8</p>
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<p>T</p> <p>there's... [14] 105/9 109/23 111/5 121/22 126/21 129/7 130/25 133/3 134/2 136/17 145/22 146/20 150/7 154/14</p> <p>therefore [3] 39/17 43/7 141/9</p> <p>these [21] 32/8 44/24 63/15 65/20 73/3 80/19 97/11 107/10 107/13 107/25 113/20 122/5 123/25 133/12 134/16 150/9 151/14 152/1 153/14 153/14 154/6</p> <p>they [163]</p> <p>they'd [1] 106/24</p> <p>they'll [1] 127/15</p> <p>they're [55] 6/21 8/2 9/4 13/2 15/3 17/7 27/2 27/8 28/12 30/6 30/16 30/18 47/5 51/19 51/19 53/11 68/12 70/6 71/1 74/5 74/6 74/13 78/14 78/18 79/3 87/13 87/16 95/14 97/7 97/12 99/13 105/3 108/3 108/3 108/20 110/24 112/10 114/2 120/10 120/11 121/15 123/11 123/12 127/6 127/7 127/14 127/16 145/3 145/7 145/7 151/5 155/21 155/24 156/2 156/7</p> <p>they've [3] 105/19 107/23 134/10</p> <p>thing [22] 8/15 12/14 14/10 37/25 72/8 79/17 84/5 86/16 87/4 87/7 88/10 88/11 89/13 110/11 119/1 119/17 119/25 132/10 137/11 140/10 141/18 143/4</p> <p>things [46] 27/21 33/18 35/18 65/4 66/9 68/19 70/1 73/4 73/18 78/19 79/18 81/13 82/13 83/10 87/9 87/25 89/3 96/4 97/1 97/1 98/22 99/4 100/3 100/3 101/11 109/17 111/19 126/8 129/8 129/23 131/9 132/9 132/23 133/13 137/4 137/16 137/21 139/20 140/6 141/23 142/2 142/18 145/14 151/20 153/12 153/15</p> <p>think [100] 4/5 11/18 11/23 14/17 14/18 15/12 15/17 20/22 32/4 33/23 37/21 48/9 48/10 54/3 56/6 66/9 67/8 72/12 72/14 73/13 76/7</p>	<p>77/25 80/1 80/16 80/25 81/4 81/15 85/18 86/14 86/18 87/25 88/9 88/9 89/21 90/17 93/1 93/16 93/17 94/24 95/8 95/22 97/10 102/11 102/25 103/16 107/23 109/6 110/7 114/12 117/25 121/21 122/9 122/12 124/10 124/14 124/16 124/16 125/25 126/18 126/20 126/22 127/16 128/23 131/11 131/13 131/23 132/2 132/7 132/23 133/11 133/13 135/10 136/13 136/18 136/25 137/10 139/18 139/24 140/22 141/18 142/4 142/14 142/16 143/1 144/9 145/1 146/3 146/18 146/24 148/12 148/21 151/24 152/23 152/25 153/1 153/5 155/1 156/4 156/5 156/7</p> <p>thinking [3] 80/14 120/1 156/4</p> <p>thinks [1] 96/2</p> <p>third [1] 72/10</p> <p>third-party [1] 72/10</p> <p>this [206]</p> <p>thoroughness [1] 39/10</p> <p>those [71] 7/6 7/6 27/21 29/16 31/17 34/11 35/2 49/10 50/25 53/9 53/13 60/21 61/11 61/21 62/7 64/1 66/9 68/19 69/14 70/1 70/14 70/21 70/21 71/5 72/2 72/4 73/8 75/9 81/13 82/13 86/9 87/25 89/3 95/17 95/20 95/21 97/6 98/7 98/12 98/22 99/4 99/6 100/3 100/5 100/6 100/20 101/11 102/25 103/6 103/14 104/8 104/18 106/4 108/9 108/12 108/15 109/2 113/4 113/19 115/2 122/8 123/13 123/13 127/4 127/6 136/24 137/4 137/16 137/20 137/24 141/17</p> <p>though [9] 4/23 17/23 77/10 89/14 121/2 130/18 131/13 135/6 155/15</p> <p>thought [10] 11/24 12/6 96/5 120/20 132/9 132/11 135/14 138/24 146/23 152/11</p> <p>thoughts [1] 122/10</p> <p>thousand [3] 31/16 128/11 141/24</p>	<p>threats [1] 100/4</p> <p>three [33] 15/18 19/18 19/21 21/21 23/22 39/7 50/19 53/17 57/2 62/15 62/16 62/17 77/1 80/3 90/5 91/19 100/14 103/8 107/15 108/11 108/12 108/16 116/11 121/24 124/8 126/8 127/20 127/22 129/2 133/20 140/5 140/15 147/5</p> <p>threshold [1] 25/10</p> <p>threw [2] 103/5 107/13</p> <p>through [24] 25/23 26/3 26/24 49/18 53/15 56/8 64/11 71/5 74/12 79/24 81/3 97/8 97/9 101/7 101/20 103/25 106/4 106/8 112/6 112/21 113/8 114/24 115/2 115/15</p> <p>throw [1] 85/7</p> <p>thrown [1] 96/24</p> <p>thus [1] 43/5</p> <p>tidal [1] 111/3</p> <p>tie [2] 63/4 103/12</p> <p>tied [1] 33/5</p> <p>tight [1] 121/15</p> <p>till [6] 72/22 80/8 81/3 81/25 119/2 139/16</p> <p>time [46] 14/5 14/6 22/17 31/3 35/14 35/16 36/3 39/11 39/14 46/10 48/10 52/16 56/5 65/5 72/25 94/16 98/10 99/11 101/12 101/24 102/12 106/7 106/8 108/2 108/2 111/4 112/10 113/7 115/9 115/10 115/23 119/16 120/23 121/14 124/15 126/25 128/16 132/18 140/19 141/11 146/4 148/11 150/9 150/9 150/10 156/8</p> <p>time-stamped [1] 112/10</p> <p>timeline [1] 81/19</p> <p>timely [2] 95/3 95/7</p> <p>times [11] 71/11 76/17 99/2 102/20 105/20 105/21 107/16 113/4 128/8 145/22 156/7</p> <p>timing [2] 72/18 132/14</p> <p>tiny [1] 129/8</p> <p>tipping [1] 34/9</p> <p>tire [1] 124/1</p> <p>title [1] 130/14</p> <p>titles [1] 147/18</p> <p>today [18] 6/14 18/4 21/5 22/9 23/10 36/6 49/12 50/19 53/4 54/21 60/4 79/12 107/3 128/15 140/11 140/14</p>	<p>156/20 156/22</p> <p>today's [2] 23/8 62/1</p> <p>together [13] 42/15 60/15 82/18 92/3 95/15 95/22 101/7 107/14 120/5 124/23 137/24 147/11 156/3</p> <p>told [2] 22/7 132/4</p> <p>Tom [1] 120/16</p> <p>tomorrow [3] 36/19 36/20 155/18</p> <p>ton [1] 63/10</p> <p>tonight [1] 36/20</p> <p>too [10] 9/4 36/25 54/7 78/3 90/8 101/25 121/15 122/13 128/20 146/12</p> <p>took [2] 84/13 132/18</p> <p>top [4] 61/4 122/4 152/11 155/24</p> <p>topic [1] 96/23</p> <p>topics [1] 140/12</p> <p>total [3] 10/19 58/3 73/25</p> <p>totally [2] 135/1 142/20</p> <p>touch [4] 30/23 47/24 47/24 85/3</p> <p>tours [1] 99/10</p> <p>toward [3] 50/21 64/3 101/11</p> <p>towards [1] 77/14</p> <p>tower [5] 26/1 30/15 106/2 111/13 115/23</p> <p>tower's [1] 115/18</p> <p>TPO [3] 120/17 155/11 155/12</p> <p>tract [2] 68/25 69/4</p> <p>traction [2] 65/5 138/1</p> <p>traffic [10] 15/3 15/11 15/12 15/13 15/19 15/20 34/10 34/16 34/21 37/20</p> <p>trained [1] 106/10</p> <p>training [7] 99/3 99/12 99/20 103/10 106/6 110/1 114/14</p> <p>transcript [3] 153/23 153/24 158/8</p> <p>transition [1] 136/8</p> <p>transmitted [1] 6/15</p> <p>transparently [1] 155/3</p> <p>travel [1] 12/16</p> <p>tremendous [1] 136/5</p> <p>tried [3] 48/7 72/5 72/5</p> <p>triennial [1] 100/14</p> <p>trigger [1] 94/8</p> <p>trips [3] 13/6 13/7 150/12</p> <p>trouble [2] 12/24 55/12</p> <p>Troy [1] 112/23</p> <p>truck [3] 112/17 113/1 129/2</p> <p>trucks [2] 35/19 132/15</p> <p>true [1] 158/8</p> <p>truth [1] 134/18</p>	<p>try [11] 26/24 48/9 54/2 63/13 65/2 67/4 74/14 85/19 120/12 131/10 153/13</p> <p>trying [13] 35/4 37/19 50/24 60/11 60/25 62/23 68/20 71/14 86/1 94/17 117/3 122/4 156/3</p> <p>Tucker [3] 93/11 136/11 149/4</p> <p>turn [4] 37/22 37/25 110/3 112/19</p> <p>turned [3] 47/13 76/5 149/13</p> <p>turning [1] 102/18</p> <p>turns [1] 50/12</p> <p>tweaking [1] 28/9</p> <p>twice [1] 150/11</p> <p>twin [1] 11/13</p> <p>two [37] 4/4 4/9 6/19 6/24 13/5 13/18 15/18 25/13 26/8 34/13 34/14 35/18 36/3 54/3 55/20 56/7 57/1 57/1 63/3 73/7 76/17 80/2 80/7 81/24 81/24 103/21 103/22 106/22 112/9 113/19 113/21 119/23 124/5 124/6 132/9 141/17 147/17</p> <p>two-fold [1] 63/3</p> <p>two-year [1] 80/7</p> <p>type [9] 67/17 74/14 82/14 82/17 90/13 99/3 107/8 108/14 140/3</p> <p>types [2] 70/1 139/20</p> <p>typical [1] 64/16</p> <p>typically [4] 42/20 103/15 119/22 141/4</p> <hr/> <p>U</p> <p>U.S [2] 9/1 29/19</p> <p>U.S. [5] 9/7 9/23 10/12 61/17 109/3</p> <p>U.S. 1 [2] 61/17 109/3</p> <p>U.S. Customs [3] 9/7 9/23 10/12</p> <p>uh [9] 8/17 10/14 12/19 17/12 20/8 64/15 67/16 97/21 155/19</p> <p>Uh-huh [8] 8/17 10/14 12/19 20/8 64/15 67/16 97/21 155/19</p> <p>ultimate [1] 70/18</p> <p>ultimately [6] 51/1 51/8 52/25 55/22 80/24 97/15</p> <p>un [1] 84/12</p> <p>unable [1] 71/3</p> <p>unanswered [1] 126/21</p> <p>unaware [1] 81/12</p> <p>unclear [1] 25/12</p> <p>under [18] 7/1 20/13</p>
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<p>U</p> <p>under... [16] 52/16 59/15 76/2 79/10 98/6 98/15 98/24 99/5 99/21 99/23 100/7 104/4 107/4 116/12 141/4 141/5</p> <p>underlying [1] 147/12</p> <p>underneath [1] 147/16</p> <p>underscore [1] 136/6</p> <p>undersized [1] 62/2</p> <p>understaffed [2] 94/25 139/25</p> <p>understand [7] 8/23 12/3 20/6 84/19 105/24 110/2 111/6</p> <p>understanding [2] 12/4 114/6</p> <p>understood [3] 88/5 90/7 90/8</p> <p>underway [1] 36/2</p> <p>underwriter [1] 84/22</p> <p>undeveloped [1] 84/12</p> <p>unexplored [1] 137/10</p> <p>Unfortunately [1] 132/17</p> <p>unique [4] 106/11 107/9 110/19 114/16</p> <p>unit [1] 140/16</p> <p>United [1] 149/15</p> <p>United States [1] 149/15</p> <p>universally [1] 59/10</p> <p>unless [1] 33/17</p> <p>unnoticed [1] 141/21</p> <p>unrealistic [1] 139/25</p> <p>until [3] 50/6 50/7 56/20</p> <p>unused [1] 44/14</p> <p>unusual [4] 29/16 30/19 106/20 145/5</p> <p>up [95] 7/5 7/19 11/25 13/18 13/25 14/4 14/8 14/19 15/11 15/19 26/24 32/9 34/2 35/1 35/14 35/20 36/4 44/20 48/1 49/21 50/6 51/9 53/7 54/5 55/14 55/15 59/21 61/7 61/10 63/4 63/8 63/17 64/1 65/19 66/23 67/6 69/5 71/13 72/24 73/2 75/12 76/7 82/11 83/3 85/13 88/24 92/8 92/13 94/11 96/8 100/18 101/22 103/5 103/6 103/12 104/4 106/16 106/20 107/13 107/25 108/19 109/10 109/16 109/17 110/4 110/22 111/5 111/20 112/13 112/14 112/25 114/15 117/20 119/24 120/20 124/5 126/18 126/20 132/7 132/24 134/3 135/12 135/25</p>	<p>136/18 141/20 147/5 147/21 150/14 150/15 151/6 152/24 153/11 153/14 154/3 156/15</p> <p>update [3] 2/12 116/15 116/18</p> <p>updated [1] 7/8</p> <p>UPDATES [2] 2/8 33/9</p> <p>upfront [1] 82/8</p> <p>uploaded [1] 4/16</p> <p>upon [1] 43/13</p> <p>upright [1] 110/6</p> <p>upscaled [1] 61/20</p> <p>upside [5] 76/5 109/16 110/7 114/17 124/3</p> <p>urging [1] 145/16</p> <p>us [30] 3/3 4/15 6/13 28/15 46/12 52/24 64/5 72/14 72/17 72/25 73/20 81/2 81/2 88/6 90/16 92/1 93/3 93/17 95/15 99/5 99/24 105/13 128/22 129/17 129/23 131/8 136/4 136/14 142/15 144/1</p> <p>use [16] 10/24 12/9 12/11 35/23 35/25 48/10 52/4 52/18 53/14 70/18 104/15 104/25 105/16 105/18 117/16 150/23</p> <p>used [9] 99/3 102/21 105/8 105/19 106/12 111/23 113/2 117/10 152/12</p> <p>useful [2] 30/24 67/7</p> <p>user [5] 11/8 12/13 15/2 15/13 52/3</p> <p>users [6] 9/13 11/10 11/19 15/18 25/25 95/16</p> <p>uses [2] 11/16 112/18</p> <p>using [7] 11/19 35/11 35/17 46/16 52/20 91/22 111/20</p> <p>usually [1] 148/24</p> <p>utilities [3] 65/16 69/1 84/8</p> <p>utility [2] 81/13 86/7</p> <p>utilization [1] 24/23</p> <p>V</p> <p>vacated [2] 156/21 156/23</p> <p>valid [2] 19/8 89/20</p> <p>valuable [1] 39/4</p> <p>value [1] 143/6</p> <p>variables [1] 109/3</p> <p>various [4] 99/25 117/17 118/14 126/18</p> <p>Vedra [4] 35/15 35/21 35/22 35/24</p> <p>vehicle [5] 105/10 110/18 112/24 114/20 133/7</p>	<p>vehicles [10] 103/18 103/22 103/23 105/1 105/7 105/20 106/15 111/21 112/21 112/25</p> <p>vehicular [1] 57/14</p> <p>verbal [1] 51/19</p> <p>version [5] 45/21 52/16 59/7 59/23 68/14</p> <p>versus [4] 8/13 82/23 122/3 127/4</p> <p>very [51] 30/19 33/21 33/21 36/16 36/22 39/3 45/1 46/9 51/7 62/1 70/19 70/19 74/2 77/7 78/4 87/13 87/13 91/8 93/16 97/12 100/25 101/4 101/8 109/5 111/2 111/8 112/23 114/16 114/20 114/23 118/3 119/18 120/16 127/18 132/11 134/22 136/7 136/12 138/2 138/3 138/10 139/11 140/16 140/16 143/4 144/3 145/12 150/1 151/23 155/23 155/23</p> <p>vested [1] 43/8</p> <p>via [1] 48/19</p> <p>victim [1] 100/21</p> <p>victims [1] 111/23</p> <p>video [2] 113/11 113/17</p> <p>view [3] 80/17 145/21 152/22</p> <p>village [1] 135/2</p> <p>Vinny [2] 99/16 151/1</p> <p>virtually [2] 98/18 156/8</p> <p>virtue [1] 43/7</p> <p>visor [1] 146/7</p> <p>Volato [6] 19/19 22/2 22/2 22/21 49/7 50/22</p> <p>volunteered [1] 143/15</p> <p>vote [15] 5/8 17/4 34/23 35/1 41/11 138/17 138/19 138/25 139/3 139/3 153/17 153/24 154/2 154/3 154/14</p> <p>voted [3] 138/25 153/21 153/25</p> <p>voters [2] 141/17 142/9</p> <p>votes [1] 154/4</p> <p>voting [5] 41/10 42/2 153/18 153/21 154/5</p> <p>W</p> <p>Wagstaff [1] 124/3</p> <p>wait [2] 107/25 119/2</p> <p>waiting [3] 25/19 68/13 124/17</p> <p>waived [1] 44/13</p> <p>waiver [2] 29/12 29/13</p> <p>walk [4] 97/9 110/13 110/14 110/14</p>	<p>walked [1] 45/24</p> <p>Walmart [1] 71/19</p> <p>want [80] 6/16 15/10 19/1 20/7 23/15 25/22 35/2 38/1 38/20 43/21 44/1 44/21 46/6 53/6 55/11 57/4 63/4 67/4 67/6 67/8 71/1 72/13 73/10 74/13 76/7 77/12 81/5 81/20 82/14 84/23 86/6 86/9 87/7 87/9 87/13 87/20 88/6 89/19 91/23 92/24 93/8 94/10 94/11 94/16 94/20 95/8 95/14 96/2 97/9 97/14 97/17 101/24 102/7 103/7 103/17 112/2 112/8 112/13 113/22 116/22 120/3 122/16 124/25 128/3 131/7 131/13 131/21 134/17 135/11 136/6 139/14 139/23 149/11 150/24 151/15 151/16 151/16 152/22 153/15 155/2</p> <p>wanted [12] 33/19 41/13 41/19 50/9 52/23 59/3 97/3 97/5 126/12 133/25 135/25 150/12</p> <p>wanting [1] 133/20</p> <p>wants [3] 16/2 22/4 82/16</p> <p>War [1] 31/5</p> <p>was [143] 3/20 3/20 3/22 4/8 4/10 4/14 5/2 6/13 7/16 7/19 7/21 8/22 9/8 12/3 12/4 13/7 14/5 18/24 21/16 21/21 23/19 26/8 29/21 31/1 31/2 31/4 31/6 33/23 34/2 34/17 34/19 36/6 37/8 41/10 41/20 42/2 44/4 48/3 48/4 49/15 52/5 52/11 52/12 52/24 56/25 58/12 59/2 59/6 60/24 61/25 62/24 67/10 68/10 71/9 71/10 76/3 77/12 83/16 84/7 84/8 84/10 84/18 85/9 86/21 88/6 89/24 93/16 96/1 96/23 100/23 103/8 106/14 106/19 106/20 107/13 107/17 108/17 110/1 110/1 110/7 110/8 111/9 111/10 111/11 111/14 111/16 111/21 113/6 113/7 113/16 113/23 113/23 113/24 114/1 114/3 115/9 115/9 115/11 115/12 116/19 119/2 120/22 124/9 126/23 128/3 129/4 131/2 131/5 131/20 132/11 132/13 132/14</p>	<p>132/18 132/19 135/16 135/19 136/5 136/9 136/10 136/22 141/20 141/21 143/10 143/11 143/12 143/14 143/17 144/23 145/6 147/9 151/4 151/13 152/3 152/11 152/15 152/24 153/20 153/24 154/9 155/12 155/13 155/14 158/7</p> <p>wasn't [6] 7/8 42/1 76/3 76/4 132/13 152/25</p> <p>wasted [1] 18/23</p> <p>watch [3] 101/25 102/1 113/11</p> <p>watching [1] 149/1</p> <p>water [31] 36/24 42/11 42/13 42/16 42/20 42/21 42/24 43/3 43/5 43/11 43/14 43/16 43/21 43/25 44/2 44/3 44/6 44/20 54/20 61/12 61/20 62/2 62/4 62/8 62/10 66/8 69/12 81/11 108/10 129/7 133/2</p> <p>water-saving [1] 43/14</p> <p>waterflow [1] 61/13</p> <p>way [36] 1/4 22/12 25/8 25/14 29/15 34/4 46/4 48/9 55/25 57/15 64/5 68/21 70/8 74/2 74/7 75/4 77/22 78/3 85/12 86/5 86/12 86/14 87/16 90/7 90/8 100/17 106/17 119/25 122/1 132/19 132/25 133/3 142/9 142/9 152/2 155/2</p> <p>ways [3] 55/20 71/5 145/2</p> <p>we [378]</p> <p>we'd [4] 64/11 68/20 120/15 147/7</p> <p>we'll [12] 7/22 8/2 12/25 18/10 28/7 35/23 48/12 49/21 53/12 90/24 115/2 115/4</p> <p>we're [71] 6/8 8/4 15/8 18/3 22/14 23/9 23/10 24/22 25/18 29/1 29/1 29/25 30/3 32/12 32/15 34/8 35/17 41/4 44/8 49/12 51/2 51/9 53/4 55/23 61/7 62/25 63/15 63/24 65/13 68/20 68/20 76/21 78/13 78/22 79/6 80/2 81/12 81/15 81/16 81/23 82/19 82/20 83/22 86/19 92/23 95/20 98/4 98/4 98/5 99/17 113/11 113/12 116/16 123/9 126/5 126/7 126/17</p>
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<p>W we're... [14] 128/17 131/12 136/7 140/6 140/9 140/12 140/15 141/4 142/4 142/7 142/8 142/24 153/9 153/10 we've [26] 34/13 36/18 44/17 49/7 50/7 54/3 55/19 60/8 70/9 70/11 73/2 73/18 79/23 87/23 97/8 102/11 108/11 112/15 112/17 133/7 136/25 140/13 140/18 141/7 154/16 156/5 weakness [1] 141/2 wear [3] 146/19 156/22 157/2 wears [1] 146/21 weather [1] 100/6 week [2] 10/11 36/2 weekend [1] 33/16 weekly [1] 128/11 weeks [1] 26/8 weird [2] 71/25 72/5 welcome [4] 29/10 97/16 103/5 104/24 well [50] 12/8 12/11 12/25 13/17 14/7 15/21 17/6 18/3 19/17 20/20 22/13 25/25 36/12 46/25 48/7 50/12 50/22 63/6 63/24 67/10 67/19 68/3 68/25 69/12 70/2 70/3 80/4 80/21 82/14 82/25 83/21 83/25 89/24 90/15 92/23 96/24 99/19 104/15 105/23 113/20 117/13 118/11 120/19 122/24 124/14 132/11 137/17 147/4 148/2 152/7 wells [2] 44/14 44/17 went [2] 34/2 112/21 were [42] 3/12 3/12 17/24 29/22 34/17 49/10 50/10 60/11 61/15 62/7 64/13 65/21 68/2 69/4 69/5 77/15 84/8 84/21 87/2 101/19 107/18 110/5 110/9 110/11 113/14 114/3 114/9 117/1 120/20 124/12 124/17 126/18 126/20 132/4 132/12 133/25 139/15 142/22 151/13 152/3 153/21 154/13 weren't [5] 72/19 72/22 107/19 128/1 131/16 west [1] 34/18 wetland [1] 61/6 what [127] 3/13 4/5 4/5 10/10 10/19 10/19 12/5 14/19 14/20 16/3 16/8</p>	<p>16/18 19/12 19/12 19/13 19/15 22/17 22/23 23/10 26/1 26/8 28/18 28/20 28/20 31/16 37/19 40/25 46/10 46/19 46/21 46/23 47/1 47/1 47/5 47/19 47/19 50/25 50/25 51/3 51/14 53/3 53/8 53/13 54/14 55/8 57/5 57/18 57/21 57/25 60/2 61/25 62/24 67/17 68/10 72/12 73/20 75/9 76/21 77/13 77/15 78/23 79/24 80/1 80/13 80/23 88/6 94/1 97/15 101/10 101/10 101/18 101/18 101/19 102/21 103/14 105/16 106/1 109/14 109/15 109/17 109/17 109/19 111/3 112/3 112/5 113/7 113/23 114/7 115/9 115/10 115/23 116/2 118/8 120/1 120/11 121/23 122/16 127/2 127/5 127/12 127/13 127/14 133/5 133/11 133/21 133/25 134/4 136/15 136/19 138/22 139/23 141/13 143/3 146/6 146/22 147/6 150/6 152/15 152/24 153/5 153/18 153/20 153/25 154/2 154/3 154/4 154/15 what's [14] 4/17 4/23 15/21 22/9 23/24 23/25 24/22 74/25 79/19 90/14 105/19 105/25 106/25 114/6 whatever [17] 22/19 28/12 28/12 28/19 46/16 67/23 70/5 79/12 81/19 83/12 87/1 100/21 101/20 106/19 106/24 107/24 155/14 wheeled [1] 103/21 when [58] 7/5 7/14 19/2 20/23 28/17 29/21 31/1 31/7 42/20 43/2 44/4 47/25 56/13 59/18 61/25 62/7 63/6 66/22 71/11 72/5 72/5 73/9 83/2 86/25 87/11 94/20 95/22 96/2 98/11 100/23 101/14 103/19 105/16 106/1 106/2 106/21 108/25 109/16 109/21 111/11 111/12 111/12 111/19 112/14 114/15 114/23 116/9 120/19 121/5 127/6 127/7 128/8 128/21 130/10 137/7 150/7</p>	<p>152/1 154/8 where [53] 4/10 6/20 6/23 21/12 21/14 31/18 31/19 32/10 32/10 32/11 32/14 34/4 34/9 34/11 48/6 49/13 53/24 54/8 59/7 59/12 59/19 67/5 71/13 72/3 81/18 83/10 84/5 84/11 85/21 87/14 87/16 97/11 101/9 105/3 105/24 108/17 109/2 109/6 109/11 111/10 111/14 111/15 113/16 114/2 122/22 131/20 131/21 132/19 133/18 134/25 137/20 150/16 154/7 Where'd [1] 149/5 whereas [12] 8/9 38/25 39/3 39/7 39/9 39/13 42/11 42/13 42/18 43/1 43/4 143/1 wherever [2] 97/16 125/10 whether [14] 23/14 25/13 46/7 65/6 80/4 88/1 94/14 104/19 106/17 107/17 108/3 108/12 108/19 153/21 which [48] 4/7 4/8 4/19 13/18 18/22 18/23 23/8 26/8 27/6 30/21 34/22 37/20 44/17 47/11 49/11 49/15 50/16 52/1 62/2 70/25 71/2 73/1 73/19 74/16 75/21 76/16 79/10 82/23 84/24 85/15 93/4 93/24 94/1 99/16 99/22 100/17 105/8 112/20 113/11 114/16 126/25 136/15 137/11 150/18 151/4 151/4 155/2 156/5 whichever [2] 72/13 89/25 while [8] 7/4 8/4 41/3 68/19 76/3 79/18 80/14 137/1 who [21] 11/7 16/2 18/19 35/2 68/1 81/6 94/8 95/14 95/20 112/17 112/24 119/9 133/24 134/2 134/3 142/25 143/14 147/13 150/14 153/20 153/20 whole [12] 3/21 9/25 10/2 72/8 73/22 74/19 83/19 119/25 139/20 140/8 152/2 152/11 why [23] 11/24 19/1 21/10 22/11 22/15 23/7 28/18 30/21 54/4 62/2 62/13 82/23 110/13 113/24 117/25 123/7</p>	<p>124/21 127/14 128/14 129/16 131/17 140/22 152/9 widely [1] 149/23 widen [1] 29/24 width [1] 28/24 widths [1] 60/22 will [65] 3/3 3/16 14/7 18/5 18/5 22/19 24/14 24/20 25/4 25/9 25/13 25/14 29/5 31/5 34/8 34/25 35/10 35/11 35/13 36/3 39/10 40/2 51/20 52/3 55/15 55/15 55/17 56/10 56/19 66/21 70/7 71/2 85/17 87/25 90/1 91/3 91/9 91/11 91/12 94/12 100/18 101/16 104/22 110/21 111/6 117/9 117/12 117/15 117/16 119/6 121/14 121/17 122/13 122/15 127/15 132/8 135/6 136/14 142/17 142/17 146/5 146/6 146/6 151/18 155/16 willing [2] 95/14 123/1 willingness [2] 73/1 95/1 Williston [1] 149/24 Wilson [1] 4/10 Wilson's [2] 4/12 4/21 win [2] 95/24 95/24 win-win [1] 95/24 wind [1] 87/20 window [1] 40/3 wise [1] 93/16 wish [3] 40/4 130/18 146/23 wished [1] 63/12 within [12] 6/17 7/9 7/9 15/22 25/15 25/15 36/2 53/14 55/9 62/5 68/4 116/11 without [4] 62/10 129/11 134/8 153/12 Witnesseth [2] 40/6 43/17 won't [3] 37/23 153/20 155/13 wonder [1] 34/3 wonderful [1] 44/5 wondering [3] 47/1 121/22 145/6 word [1] 19/22 words [2] 61/4 68/2 work [25] 39/23 46/25 53/15 66/17 68/18 71/5 79/23 81/2 81/9 84/15 90/24 91/2 93/18 101/7 101/11 101/11 101/18 106/4 115/2 115/5 120/14 128/6 146/15 146/25 152/6</p>	<p>worked [4] 62/22 62/23 101/10 101/18 working [10] 9/24 24/22 42/15 49/7 59/17 81/14 95/22 102/15 114/3 140/19 works [6] 24/21 73/22 80/16 85/12 88/9 105/15 world [2] 29/10 128/3 worry [2] 78/12 79/4 worst [1] 108/5 worth [1] 127/17 would [132] 4/1 4/5 4/5 4/17 8/10 11/13 13/8 13/9 20/2 23/20 26/20 26/22 27/12 27/12 27/14 27/21 27/22 30/9 30/13 33/7 37/18 38/24 48/1 50/8 51/15 52/17 52/18 53/1 53/5 53/9 53/10 53/13 53/14 54/4 55/21 55/23 56/10 56/11 56/15 57/5 57/6 57/14 60/13 61/8 61/17 61/20 61/21 62/1 62/9 62/11 62/18 64/5 64/7 64/9 64/16 64/17 64/17 64/19 65/1 65/25 66/15 66/17 66/24 67/19 68/8 68/14 69/2 69/8 70/4 70/13 70/19 70/20 71/1 71/7 72/15 75/21 76/21 78/13 78/20 78/21 79/4 79/5 79/25 81/2 81/5 81/5 82/15 82/22 83/8 83/13 83/24 83/25 85/2 86/16 87/4 87/7 87/25 88/5 88/7 89/14 89/18 90/5 93/24 94/13 100/8 101/23 104/6 119/16 119/16 120/13 120/15 121/23 122/2 127/10 127/12 127/13 130/19 131/24 131/25 138/5 141/14 142/15 143/10 144/10 144/10 147/1 147/6 147/10 148/12 151/1 151/8 154/24 wouldn't [4] 54/5 61/18 65/8 131/18 Wow [1] 156/24 write [1] 73/20 written [3] 51/20 88/10 88/12 wrong [2] 19/15 31/12 wrote [2] 119/10 119/11 WUPELLNER [1] 1/17 <hr/> Y y'all [2] 36/21 136/12 yeah [59] 6/10 9/6 11/5 12/11 13/4 13/19 16/7 16/10 16/14 21/7 23/11</p>
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<p>Y</p> <p>yeah... [48] 29/11 29/20 30/5 30/11 31/10 31/15 45/20 46/18 46/23 47/4 47/21 48/16 49/4 57/11 68/3 69/25 71/20 75/11 76/15 76/20 77/17 79/10 80/6 80/9 82/1 84/3 88/14 89/1 89/7 89/11 89/11 90/6 91/6 92/21 93/10 119/12 119/14 121/10 121/18 123/18 123/21 123/24 125/23 126/4 131/1 135/13 145/7 156/16</p> <p>year [26] 10/23 11/7 12/21 13/5 13/6 13/7 13/7 25/8 25/9 44/14 44/15 44/18 56/5 56/6 56/10 64/20 64/22 74/11 80/7 94/18 99/9 105/22 106/5 141/21 143/8 144/21</p> <p>years [33] 13/5 39/7 44/18 49/19 52/6 52/7 55/16 55/16 55/20 56/7 57/2 59/18 63/25 64/2 74/21 74/23 78/25 80/2 80/3 81/24 81/25 84/13 84/15 87/24 97/8 100/15 101/3 103/8 105/14 107/15 108/12 108/16 147/6</p> <p>yes [44] 3/14 3/15 3/16 3/17 3/22 5/2 7/13 11/21 16/3 16/17 21/25 22/6 33/14 38/23 41/6 41/8 41/12 41/16 43/23 48/7 48/18 49/4 57/9 76/11 76/11 83/14 84/3 84/16 88/3 89/6 91/5 92/11 96/12 96/19 116/19 118/14 118/15 119/5 123/3 125/11 134/24 138/9 151/25 156/25</p> <p>yet [2] 23/16 123/4</p> <p>you [436]</p> <p>you'd [8] 4/4 60/13 60/22 64/25 65/6 66/2 77/10 104/9</p> <p>you'll [9] 28/19 35/9 37/22 37/22 37/24 56/9 56/9 92/13 151/19</p> <p>you're [50] 15/2 16/24 19/6 20/22 28/7 32/16 33/3 35/7 37/13 37/14 63/24 64/1 67/3 74/10 74/22 76/17 77/22 80/1 80/12 80/23 82/1 83/11 84/24 85/19 85/22 85/25 86/4 86/10 86/14 87/18 87/19 88/19 88/25 90/9 94/24 97/16</p>	<p>103/5 110/19 116/6 118/13 121/15 131/11 132/12 136/23 137/7 138/25 148/25 150/8 153/18 154/5</p> <p>you've [9] 85/9 86/22 89/17 93/1 107/15 110/16 121/24 134/13 147/10</p> <p>you-all [1] 6/15</p> <p>your [44] 4/16 5/1 11/9 23/7 25/22 36/11 44/2 44/21 44/22 45/23 58/11 64/4 68/24 70/20 73/9 75/13 77/6 82/11 82/11 82/12 85/4 85/10 85/15 88/11 94/13 95/9 104/3 104/10 107/20 110/22 120/10 120/12 124/1 131/15 131/18 132/2 138/8 141/9 141/9 149/13 149/23 153/2 155/1 157/6</p> <p>yours [1] 49/3</p> <p>yourself [3] 71/19 119/11 119/13</p> <p>yourselves [2] 13/10 100/21</p> <p>Z</p> <p>Z-shaped [1] 37/25</p> <p>zero [2] 45/15 79/22</p> <p>zest [1] 39/9</p> <p>zone [1] 29/19</p>			
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