

ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room B

4730 Casa Cola Way

St. Augustine, Florida

on Monday, January 11, 2021

from 4:00 p.m. to 5:33 p.m.

* * * * *

OUTGOING BOARD MEMBERS PRESENT:

- SUZANNE GREEN, Chairman
- BRUCE MAGUIRE
- STEVE KIRA
- JUSTIN MIRGEAUX

INCOMING BOARD MEMBERS PRESENT:

- 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.

* * * * *

JANET M. BEASON, RPR, RMR, CRR
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	I N D E X	
		PAGE
1		
2		
3	PLEDGE OF ALLEGIANCE	3
4	OATH OF OFFICE	3
5	OUTGOING MEMBER RECOGNITIONS	8
6	OFFICER AND COMMITTEE SELECTIONS	10
7	AGENDA APPROVAL	15
8	EXECUTIVE DIRECTOR'S REPORT	16
9	BUSINESS PARTNER UPDATES	23
10	BUSINESS ITEMS	
11	A. Update & Authority Priorities CY 2021	39
12	PUBLIC COMMENT - GENERAL	78
13	AUTHORITY MEMBER COMMENTS AND REPORTS	78
14	ADJOURNMENT	84
15	REPORTER'S CERTIFICATE	85
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

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

2 CHAIRMAN GREEN: Ready to commence the
3 meeting. Stand for the pledge.

4 (Pledge of Allegiance.)

5 OATH OF OFFICE

6 CHAIRMAN GREEN: Okay. Our important first
7 agenda is oath of office. Mr. Olson and
8 Ms. Ludlow, Mr. Burnett, do the honors.

9 MR. BURNETT: Yes. Mr. Olston -- Olson first,
10 if you would, sir.

11 MR. OLSON: Okay.

12 MR. BURNETT: I'm not sure what your comfort
13 level is, if you want to stand there or if you want
14 to come over here so the microphone can pick this
15 up.

16 Okay. Now if you would raise your right hand
17 and repeat after me.

18 (Oath of office administered.)

19 MR. BURNETT: Congratulations, sir.

20 MS. LUDLOW: Is mine shorter?

21 MR. BURNETT: Are you ready?

22 CHAIRMAN GREEN: No, but you are.

23 MS. LUDLOW: It's going to be a great four
24 years.

25 MR. BURNETT: I will tell you in our

1 household --

2 MR. KIRA: Use smaller words.

3 MR. BURNETT: -- we talk about what we're
4 going to do during the day. In our household, this
5 was a highlight for my daughters, so if you want to
6 know the topic of conversation around my
7 household --

8 MS. LUDLOW: Coming to the Airport Authority
9 meeting?

10 MR. BURNETT: Getting to swear you in.

11 MS. LUDLOW: Oh. Oh, yes, she knows me. I
12 forgot. Yes, she would.

13 MR. BURNETT: Are you ready?

14 MS. LUDLOW: Yes.

15 (Oath of office administered.)

16 MR. BURNETT: Congratulations.

17 CHAIRMAN GREEN: Welcome, you two.

18 MS. LUDLOW: Thank you.

19 MR. BURNETT: Going to steal two signatures
20 from you.

21 MR. WUELLNER: If you wanted to get -- do you
22 want to do pictures and get them --

23 CHAIRMAN GREEN: Sacha, do you want to do some
24 pictures or did you guys want any pictures or
25 anything?

1 MS. LUDLOW: Yes.

2 CHAIRMAN GREEN: Okay. Well, let us know. Do
3 you want to come up --

4 MS. LUDLOW: Sacha, where do you want
5 pictures? Because I think they asked for
6 The Record, and so they appointed Sacha to take
7 pictures.

8 CHAIRMAN GREEN: Okay. Sounds good. Do you
9 want the board members around them, Sacha, or what
10 would you like to do?

11 MS. MARTIN: I want Bob and Reba.

12 CHAIRMAN GREEN: Gotcha. Okay. I guess it's
13 whatever Sacha -- I mean, I don't know if you want
14 Ed in there for -- you know.

15 MS. MARTIN: There you go.

16 MS. LUDLOW: Okay. Where do you want us?
17 Just to stand right here against --

18 MS. MARTIN: Yeah.

19 CHAIRMAN GREEN: Do you want Ed with you so we
20 have our executive director?

21 MS. MARTIN: Yeah, that would be good.

22 MS. LUDLOW: Okay.

23 CHAIRMAN GREEN: We usually do it by the flag
24 if you want.

25 MS. LUDLOW: Oh, good thinking. Yes. Good

1 thinking.

2 MR. MAGUIRE: Don't move the flag too much.

3 MS. LUDLOW: Go back that way at the window.

4 MS. MARTIN: Just in front of the agenda.

5 CHAIRMAN GREEN: Guys, we just -- Janet --
6 Janet's trying to keep this as a recording, so if
7 we could take it one at a time with people talking.
8 Sorry. It's kind of hard to do all that.

9 MR. HARVEY: Sorry. Jamming you up over here.

10 MR. KIRA: That works.

11 MR. WUELLNER: I can.

12 MS. MARTIN: Get Ed in there as well.

13 CHAIRMAN GREEN: Okay. Then our next is our
14 outgoing member recognitions.

15 MR. MAGUIRE: Before you do that --

16 CHAIRMAN GREEN: Yes, sir.

17 MR. MAGUIRE: -- can I ask a question?

18 Everybody here knows Reba, but I know very
19 little about Bob. Can he give us a quick update --

20 CHAIRMAN GREEN: Sure.

21 MR. MAGUIRE: -- on his career and --

22 MR. OLSON: You want it quick.

23 CHAIRMAN GREEN: Can you speak it -- we have
24 to take it down, so --

25 MR. OLSON: Oh, I'm sorry.

1 CHAIRMAN GREEN: I know it's a little tough
2 with the mask and everything.

3 MR. OLSON: Okay. Let's see. Well, I guess
4 going backwards, I was -- had the opportunity to
5 serve on the Airport Authority Master Plan
6 Committee, and that is a large part of what perked
7 my interest in serving on this board.

8 My other interest is I live right across the
9 water from the airport, and I can see -- from all
10 levels on our house, I can see the runway and the
11 buildings and the aircraft leaving, all of that.

12 My lifelong career has been in economic
13 development, and that's another interest that I
14 have with the Airport Authority. And I was
15 recently -- after being elected to this board, I
16 spent some time at the St. Augustine Historical
17 Society -- perhaps others have been there -- in
18 their library looking at the history of this
19 authority and the airport.

20 And it's really interesting to know that I
21 think it was in May of '64, the vote that created
22 this authority, Mayor Shelley, the mayor of
23 St. Augustine at the time, became the champion for
24 the Authority's creation and laid out five -- five
25 objectives for -- or five reasons why the voters

1 needed to authorize an authority, and four of them
2 were economic development. One was basically
3 transportation, air transportation. The other four
4 were an economic development theme. So that is
5 going to be my interest in it.

6 I have a background in architecture, licensed
7 architect. I spent most of my career doing
8 economic development projects in three different
9 states, two of them being technology parks in
10 Virginia and Colorado. So I'm happy to be here.

11 CHAIRMAN GREEN: Thank you.

12 MR. MAGUIRE: Thank you.

13 CHAIRMAN GREEN: We're happy to have you.

14 OUTGOING MEMBER RECOGNITIONS

15 CHAIRMAN GREEN: All right. Okay. Well then,
16 let's -- we have our new members, which is
17 wonderful. We're going to acknowledge our outgoing
18 members.

19 Mr. Kira, you're on the hot seat.

20 MR. KIRA: Yeah. Thank you. I just want to
21 let you know that I did attend the last meeting --
22 oh, do I?

23 I attended the last meeting of the
24 Transportation Planning Organization and summarized
25 exactly what the airport is doing, and I thanked

1 them for my participation in that organization and
2 I said goodbye.

3 I do have to say that it is really an
4 important position for one of our board members to
5 take an active part in transportation planning. It
6 ties in with the airport community. And that --
7 that's it. That's my speech.

8 CHAIRMAN GREEN: Well --

9 MR. KIRA: And I'm really happy that I have
10 served for four years with you guys. You know,
11 it's the highlight of my stay in St. Johns County.

12 CHAIRMAN GREEN: Don't -- don't move. We
13 appreciate all of your hard work and effort and
14 everything you've put into this board, especially
15 all the meetings you've attended and the TPO and
16 all your insight in always being prepared and
17 always reading the financial statements and the
18 minutes and couldn't ask for a better board member.
19 Thank you, sir.

20 MR. KIRA: I appreciate it. Thank you.

21 CHAIRMAN GREEN: It's with great honor that
22 the board presents you with this plaque for your
23 service for your four years.

24 MR. KIRA: Thank you.

25 CHAIRMAN GREEN: We appreciate it.

1 MR. KIRA: I appreciate it. Thank you very
2 much.

3 CHAIRMAN GREEN: Carol, if you don't mind
4 violating at least for the photo.

5 MS. MARTIN: Okay.

6 MR. KIRA: And I'm not leaving.

7 CHAIRMAN GREEN: And we have another board
8 member that cannot be with us, but I'd like to
9 acknowledge Mr. Brunson for years and years of
10 service that he gave to this board.

11 Unfortunately, he hasn't been able to be with
12 us for a little bit. But this is in memory of
13 Mr. Brunson's service from 2014 to 2020. He's been
14 on and off the board and he's given insight to us
15 and help for a long time. So, please acknowledge
16 Randy Brunson for all the years he performed his
17 job as an Airport Authority member.

18 OFFICER & COMMITTEE SELECTIONS

19 CHAIRMAN GREEN: Okay. Next is our officer
20 and committee selections. So, Ed, I'm not sure how
21 you want to -- I know we have the chart that
22 everyone -- do you just want me to just announce
23 whose name is on there or --

24 MR. WUELLNER: I think that's how you've done
25 it the last few times --

1 CHAIRMAN GREEN: Right.

2 MR. WUELLNER: -- just picked the office who's
3 interested and then I guess --

4 CHAIRMAN GREEN: Just take a hand vote?

5 MR. WUELLNER: Yeah.

6 CHAIRMAN GREEN: Okay.

7 MR. WUELLNER: I guess. Unless somebody's got
8 a better plan.

9 CHAIRMAN GREEN: No, we've done it different
10 ways, but that's fine. I think everyone's -- is
11 everyone okay with that?

12 Okay. Then obviously for chairman, the people
13 that put their names in were Mr. Maguire and
14 myself. Those are the two for chairman. So I
15 guess we have to take a vote.

16 So all in favor of Mr. Maguire, please raise
17 your hand.

18 (Members indicate.)

19 CHAIRMAN GREEN: All in favor of Ms. Green.

20 (Members indicate.)

21 CHAIRMAN GREEN: Okay. Then Mr. Maguire is
22 our new chairman. Wonderful and I get to step
23 down.

24 MR. MAGUIRE: Not yet.

25 CHAIRMAN GREEN: Yeah.

1 CHAIRMAN MAGUIRE: Thank you, very much. And
2 thank you for the many years you have led us.

3 So the next one is the secretary-treasurer,
4 and that's only one candidate now. So, is there --

5 MR. MIRGEAUX: You don't want to dual-hat it?
6 Are you sure?

7 CHAIRMAN MAGUIRE: No. Okay. Any -- so we'll
8 make a vote for Justin to make it formal. All in
9 favor of Justin?

10 (All board members indicate.)

11 MR. MAGUIRE: Five to zero. Thank you very
12 much.

13 Committees. Aerospace Academy primary.
14 Again, one candidate and that is Reba. Any other
15 candidates like to throw their name out?

16 (None.)

17 CHAIRMAN MAGUIRE: No? Okay. So Reba.

18 MS. LUDLOW: I could get a -- I could get an
19 alternate, couldn't I?

20 CHAIRMAN GREEN: That's the next one.

21 MR. WUELLNER: That's the next one.

22 MS. LUDLOW: Oh.

23 CHAIRMAN MAGUIRE: Okay. Again, to make this
24 formal, all in favor of Reba to be the primary,
25 raise your hand.

1 (All members indicate.)

2 CHAIRMAN MAGUIRE: It's unanimous. Thank you
3 very much.

4 Now look at the alternate. We have one,
5 that's Suzanne Green. Any other candidates?

6 (None.)

7 CHAIRMAN MAGUIRE: Okay. We'll make it
8 formal. All in favor of Suzanne, raise your hand.

9 (All members indicate.)

10 CHAIRMAN MAGUIRE: Five to zero.

11 Economic development primary. Robert Olson,
12 right down your alley. I'm glad you told us that
13 in advance. We're going to lean on you heavily,
14 I'm sure. Okay. Let's see. Robert Olson, and I
15 see Suzanne and I see Justin.

16 MR. MIRGEAUX: I'm going to withdraw my name.

17 CHAIRMAN MAGUIRE: Do you withdraw yours?

18 MS. GREEN: Yeah, I will, too.

19 CHAIRMAN MAGUIRE: You want to?

20 MS. GREEN: Yeah. Sure, sure.

21 CHAIRMAN MAGUIRE: Okay. We have two
22 withdrawals, so it's one left and that is Robert
23 Olson. All in favor of Robert, raise your hand.

24 (All members indicate.)

25 CHAIRMAN MAGUIRE: Unanimous. Economic

1 development alternative.

2 MS. GREEN: I'll put my name in for that.

3 CHAIRMAN MAGUIRE: Would you do that?

4 MS. GREEN: Yeah.

5 CHAIRMAN MAGUIRE: Okay. So we have a
6 walk-in -- write-in.

7 CHAIRMAN GREEN: Unless you want it.

8 MR. MIRGEAUX: No.

9 CHAIRMAN MAGUIRE: Anyone else?

10 (None.)

11 CHAIRMAN MAGUIRE: Okay. Suzanne Green. All
12 in favor of Suzanne, raise your hand.

13 (All members indicate.)

14 CHAIRMAN MAGUIRE: Five to zero unanimous.

15 TPO, like Steve said, this is a big position,
16 it really is. So we have one person as a primary,
17 Reba. Is there anyone else who'd like to
18 volunteer?

19 (None.)

20 CHAIRMAN MAGUIRE: Okay. Having none, all in
21 favor of Reba, raise your hand.

22 (All members indicate.)

23 CHAIRMAN MAGUIRE: Okay. Unanimous. And the
24 alternate, Robert and Justin, okay? Which two --
25 let's go first.

1 MR. MIRGEAUX: Did you want?

2 MR. OLSON: What did he say?

3 CHAIRMAN MAGUIRE: Okay. Just go down the
4 line. All in favor of Robert, raise your hand.

5 (None.)

6 CHAIRMAN MAGUIRE: All in favor of Justin.

7 (All members indicate.)

8 CHAIRMAN MAGUIRE: Justin, it is unanimous.

9 Okay. That's our board now. Now let's go
10 back to the agenda.

11 AGENDA APPROVAL

12 CHAIRMAN MAGUIRE: Meeting agenda approval.
13 Do we have any recommended changes, deletions, or
14 additions?

15 MS. GREEN: I do. It may have been myself,
16 but the very first word that I started the meeting,
17 it said "adjourned" and it should say "commenced."
18 So, thank you.

19 CHAIRMAN MAGUIRE: Okay. So noted. Any other
20 changes?

21 (None.)

22 CHAIRMAN MAGUIRE: Okay. All in favor of the
23 agenda approval, say aye.

24 MS. GREEN: Aye.

25 MR. MIRGEAUX: Aye.

1 MS. LUDLOW: Aye.

2 MR. OLSON: Aye.

3 CHAIRMAN MAGUIRE: Aye.

4 EXECUTIVE DIRECTOR'S REPORT

5 CHAIRMAN MAGUIRE: Okay. Executive director's
6 report. Turn the table over to you.

7 MR. WUELLNER: Yes, sir. Going to forget that
8 habit. Yes, ma'am, I'm off to a good start.

9 Okay. New T-hangar project, just bringing you
10 up to date, we're -- obviously the buildings are
11 complete now and everyone's moved in. We are in
12 the process of completing the pricing and issuing
13 the change order related to the Estrella Avenue
14 improvements that are related to that project. I
15 would hope that we have that still this week and
16 would be in a position to go ahead and get that
17 going.

18 Taxiway -- Taxiway Delta, that work has been
19 by agreement moved out until March. At this point
20 it will be starting, I be -- is it the 11th or
21 15th? I can't remember.

22 MR. HARVEY: 15th.

23 MR. WUELLNER: The 15th, that Monday. So the
24 day after TPC, that project will kick off in
25 earnest.

1 So we were a little worried about that
2 starting and being in the middle of construction at
3 the point -- thank you, Cindy -- being at the point
4 of construction during TPC time. So that's --
5 there we go. Hopefully that's a little better.
6 But so anyway, Taxiway Delta's out to that -- to
7 that point. They should be done at this --
8 following that schedule, by mid-July with
9 Taxiway Delta.

10 As the details of phasing of that project come
11 out, we will be communicating early and frequently
12 with our T-hangar tenants along that Taxiway Delta
13 access point and helping them understand what's
14 going on and what the impacts will be to their --
15 their particular occupancy during times.

16 We're exploring -- just so you know, we're
17 exploring, if it allows that project to be done
18 very quickly, even looking at a possibility of
19 closing larger sections of it if the work could be
20 better managed and constructed in that manner. But
21 we don't know that yet. That still could be a
22 month or more out till we have that detail. If it
23 doesn't make a meaningful change in the schedule,
24 then we're -- it doesn't make any sense to do it.

25 Terminal access road improvements, that's --

1 we are planning a large agenda item, informational
2 kind of agenda item for your February meeting
3 related to this project so you have a -- a good
4 understanding of what's all in this project.

5 We have begun the efforts with
6 Northrop Grumman and our GA or the terminal area
7 tenants, and also some tentative meetings with
8 Florida DOT roadside folks to -- to figure out
9 exactly how this project can be integrated into
10 their plans.

11 I'm happy to say that at least at this point,
12 Northrop Grumman has been very helpful and very
13 cooperative and very plugged in on this and I think
14 they're likely to embrace the entirety of it, and
15 that could ultimately end up with a signalized
16 intersection there, which would benefit both
17 Northrop Grumman as well as the airport long term.

18 So that project's coming up in your February
19 meeting. You'll get a big -- kind of big briefing
20 there and probably some engineering work to approve
21 as we head toward. Construction timeline is likely
22 going to be next fall -- or I should say this
23 coming fall. So, you know, nine months from this
24 point, nine, ten months.

25 Annual audit is underway. We are still all

1 just anxiously all over the state waiting on the
2 actuarials for the FRS, Florida Retirement System,
3 which is the big bugaboo in terms of getting the
4 financials prepared and released as part of the
5 annual audit. We are still expecting those by the
6 end of the month. Usually they're very quick in
7 turning this around after that, so I'm still
8 optimistic that at your February meeting, we'll be
9 able to see and approve the audit at that meeting.

10 Legislative and operational update provided --
11 we kind of provided that under separate cover. I'm
12 not going to go over those details, but suffice it
13 to say on an annualized basis, not surprisingly
14 considering what's all gone on last year, we're
15 somewhere between 25 and 30 percent below
16 operations and -- and those kind of things.

17 Fortunately the stability, our revenue
18 stability comes from sources other than takeoffs
19 and landings, per se. So while the number of
20 operations are down, we've really held our own in
21 terms of the -- the lease situation or revenues and
22 expenses. We continue to monitor that of course
23 every day.

24 And last, if you didn't get this information,
25 I apologize, but the Volaire -- the service

1 conference has been kicked out pretty much by
2 unanimous determination out till August. So it
3 will be the 11th through the 13th. And same --
4 same basic agenda as what we were trying to do.

5 But it became readily apparent that the
6 airlines, given the peak again, appears to be a
7 second peak in COVID types of things, have begun to
8 back off of their attendance and -- and frankly the
9 only reason to do this is to get those folks in
10 town.

11 I am happy to -- yeah, anyway. So we'll let
12 you know what -- what occurred. I don't expect
13 that date to move again unless -- considering we've
14 got vaccinations and things like that now on the
15 table, I'm very optimistic this date will hold from
16 this point on.

17 So anyway, that concludes what I have for you.

18 CHAIRMAN MAGUIRE: Okay.

19 MR. WUELLNER: Be happy to take any questions
20 or --

21 CHAIRMAN MAGUIRE: Any comments from the board
22 members? Reba?

23 MS. LUDLOW: No comment, thank you.

24 CHAIRMAN MAGUIRE: That's unusual, Reba.

25 We're not going to hear as much from you as we used

1 to?

2 MS. LUDLOW: I'm going to be quiet this
3 meeting only.

4 CHAIRMAN MAGUIRE: Okay. Bob, any questions
5 or comments?

6 MR. OLSON: No. I guess the air -- Volaire
7 air service forum, is that -- you said that's a
8 couple of days. And what types of activities are
9 involved in that?

10 MR. WUELLNER: It's a -- yeah, you probably
11 haven't been really briefed on that.

12 The air -- the airport or the community will
13 be hosting typically about 13 different airlines
14 into our community, and they also -- they get a
15 chance to see our community, meet with our folks as
16 well as air -- they limit attendance to about 90
17 people.

18 So there'll be other airports. You'll have
19 one-on-one meeting times with airlines. There'll
20 be social events targeted around those airline
21 meetings. But most importantly, they -- we get
22 them into our town and they're able to see what we
23 have to offer and why this is a great choice for
24 airline long term. So, that's -- that's basically
25 what -- this stretches over a couple of days.

1 There's also a few educational kinds of
2 forums, if you will, or meetings throughout the day
3 so that you can -- you can attend and learn more
4 about marketing the air service, air service
5 trends, aircraft being used and forecast to be used
6 in air service. It's typically a combination of
7 educational as well as the important getting to
8 meet with carriers themselves.

9 MR. OLSON: Thank you.

10 MR. WUELLNER: Uh-huh.

11 CHAIRMAN MAGUIRE: Justin, Suzanne, any
12 comments from you two?

13 MR. MIRGEAUX: No, sir.

14 MS. GREEN: No.

15 CHAIRMAN MAGUIRE: You've heard enough, I'm
16 sure.

17 MS. GREEN: I'm good.

18 MR. MIRGEAUX: Thank you for the chocolate.

19 It was --

20 CHAIRMAN MAGUIRE: I understand that somebody
21 didn't get to eat theirs because their daughter
22 did.

23 MR. MIRGEAUX: Is that right?

24 CHAIRMAN MAGUIRE: Yeah.

25 MR. MIRGEAUX: I had very little, but it

1 was --

2 MS. GREEN: I'm sure you did.

3 MR. MIRGEAUX: -- the comment it was the best
4 they've ever had.

5 CHAIRMAN MAGUIRE: Good. Glad to hear that.

6 MR. MIRGEAUX: Yeah, very good.

7 CHAIRMAN MAGUIRE: All right. Any other
8 business up to this point? We'll go to business
9 partners update. Is Mr. Henry Dean available?

10 BUSINESS PARTNERS UPDATE

11 MR. WUELLNER: He was not going to be here
12 today.

13 CHAIRMAN MAGUIRE: He was not going to be
14 here. Anybody here to represent him?

15 (None.)

16 CHAIRMAN MAGUIRE: No? Okay. Mr. Beyers,
17 Atlantic Aviation.

18 MR. BEYERS: Nothing.

19 CHAIRMAN MAGUIRE: He's not here, either?

20 MS. GREEN: He's there.

21 CHAIRMAN MAGUIRE: Oh.

22 MR. WUELLNER: He mumbled nothing.

23 CHAIRMAN MAGUIRE: I couldn't hear you.

24 MR. BEYERS: We're good.

25 CHAIRMAN MAGUIRE: You're good. Okay.

1 Mr. Barresi.

2 MR. TUCKER: Hi. I'm Len Tucker. Sam is
3 under the weather, unfortunately, so he's asked me
4 to step in and relay just a couple of items for
5 him.

6 The Pilots Association would like to remind
7 the Airport Authority, as we do probably every
8 meeting, that we're woefully short of hangars. We
9 have what is probably about a four-, five-, or
10 six-year waiting list for hangars, so we need to
11 put the pedal to the metal and get those hangars
12 built. The last set I think that we started on was
13 started probably about four years ago building and
14 we're just now completing that project.

15 Anyway, we do -- we do need to accelerate that
16 because it's just a shame that we can't get people
17 on this airport. Even though it's considered a
18 soft list, it's not a soft list. By the time
19 people have rolled around after four or five years,
20 you know, they've made -- they made that drive back
21 and forth to Palatka or some other airport to
22 accommodate their needs and they're not willing to
23 move once they've set up down there. So we need to
24 get back on priority of getting these hangars.

25 The other thing that the Pilots Association

1 would like to do is starting in the February
2 meeting, we would like to begin livestreaming this
3 meeting to the Internet, either to our web site
4 directly or to our Facebook post. There's also a
5 possibility of going to YouTube as necessary.

6 But we'd like to work with the
7 Airport Authority in locating a couple of cameras
8 in here so they're unobtrusive and out of the way,
9 won't provide any disruption to the -- will
10 basically be an innocuous thing.

11 But there's a lot of comments that we found
12 during the past election where people were -- felt
13 like they were just completely unaware of what was
14 going on here and livestreaming was one of the
15 options that was brought up as a possibility to do
16 that. So the Pilots Association want to undertake
17 that process. That's the only thing we've got.
18 Thanks.

19 CHAIRMAN MAGUIRE: Question for you. I'm not
20 opposed to transparency, having been in the
21 government before, I believe in it.

22 What kind of procedure do y'all have to get
23 the information out to your members?

24 MR. TUCKER: Well, it primarily would be
25 through posts and information on the web site on

1 the Internet. It would be available to anybody
2 that wants to go on there. It's not a restricted
3 access of any sort. So it basically is public
4 information.

5 It can be advertised in any forum that we want
6 to advertise it in, you know, and if the
7 Airport Authority at some point in time wants to
8 take it on and do it themselves through their own
9 process, that's certainly viable, too. We're just
10 stepping in to fill that void at this point in time
11 to get that going, at least kind of kick-start it.

12 CHAIRMAN MAGUIRE: Is this the first time
13 you've presented this to the staff?

14 MR. TUCKER: Yes.

15 CHAIRMAN MAGUIRE: Okay. Are we going to need
16 a legal opinion on that as to how to do it? Can we
17 do it? Should we do it?

18 MR. BURNETT: Many local governments already
19 do it. For example, the county, even though it's
20 on GTV, it has -- and it's broadcast on local cable
21 channels, it streams its meetings as well.

22 CHAIRMAN MAGUIRE: But do they do it --

23 MR. BURNETT: The only --

24 CHAIRMAN MAGUIRE: -- through a private
25 organization or through themselves?

1 MR. BURNETT: The only issue is the difference
2 between the government doing it or someone else --

3 CHAIRMAN MAGUIRE: Yeah.

4 MR. BURNETT: -- but you can almost look at it
5 as though it's a news organization. If you're
6 allowing a news organization to be in here running
7 the video, then it's a similar kind of situation.

8 MR. WUELLNER: We have no responsibility as
9 far as public record or anything else as -- in this
10 particular case or the it's way it's going --
11 proposed, correct?

12 MR. BURNETT: Yes, correct.

13 CHAIRMAN MAGUIRE: So are you making a formal
14 request or are you propose -- a basic proposal to
15 develop?

16 MR. TUCKER: Well, we would certainly step
17 forward and handle the process, unless you-all
18 wanted to take it over and do it yourselves.

19 But we feel there's a void in the community
20 and there's a lot of noise out there about wanting
21 to be able to find out more about what goes on at
22 the Airport Authority. And I understand
23 particularly with the advent of COVID that a lot of
24 people are kind of hesitant to come out and see
25 things for themselves.

1 CHAIRMAN MAGUIRE: Okay. I'm not really
2 excited about the board picking it up yet, but if
3 you want to make a proposal on how you're going to
4 do it and all the --

5 MR. TUCKER: Yes --

6 CHAIRMAN MAGUIRE: -- things necessary to --

7 MR. TUCKER: -- we'd certainly work with staff
8 and make sure --

9 CHAIRMAN MAGUIRE: -- put it together for us.

10 MR. TUCKER: Yeah. Yeah, we certainly would
11 work with staff. We don't want it to be obtrusive
12 at all, very low key and just out of the way so
13 that there's no -- no disruption at all to the
14 meeting and what process goes on.

15 CHAIRMAN MAGUIRE: Comments or questions from
16 the board members?

17 MR. MIRGEAUX: It's -- if you guys are running
18 the video, then it's not an official public record.
19 So as long as we disclaim that, we're good, right?

20 MR. BURNETT: Yeah, that's the only thing that
21 instantly came to mind --

22 MR. MIRGEAUX: Right.

23 MR. BURNETT: -- is that we need some
24 disclosure language on their web site where they
25 stream it that it's not coming from us.

1 MR. MIRGEAUX: Right.

2 MR. BURNETT: And then some little limitation
3 on annotating the video stream or altering the
4 video stream, if they save it and preserve for the
5 future. But otherwise, yeah --

6 MR. MIRGEAUX: I'm totally on board with you
7 guys, absolutely.

8 MR. TUCKER: I'm sorry?

9 MR. MIRGEAUX: I'm totally on board with SAAPA
10 handling the video. That's great.

11 MR. OLSON: Is the alternative of GTV another
12 thing that should be looked at before we proceed?

13 And the reason -- I mean, it's -- then it's
14 more of an official medium for public authority. I
15 know the Gainesville Airport Authority, theirs is
16 typed onto their government access TV. Just --
17 just a thought, not a question.

18 MR. BURNETT: The quick comment, there's a
19 couple of things that the counties and local
20 governments have that we don't necessarily have at
21 the Airport Authority here, is the cable providers
22 enter franchise agreements with the county and the
23 municipality.

24 So, as part of that, the number one thing that
25 all counties and municipalities normally do is say,

1 "Oh, and we get a channel." And so, we don't have
2 that same opportunity.

3 It doesn't mean to say that some investigation
4 couldn't be done as to whether or not the county
5 would allow the Airport Authority on there, but
6 that is for the reason -- the reason why the
7 City of St. Augustine Beach, the historic city, and
8 the county are able to get onto cable television,
9 is because they have those franchise agreement
10 opportunities.

11 MR. OLSON: Yeah.

12 MR. BURNETT: Livestreaming, though, on -- on
13 our web site where you could go to the web site and
14 click on it, that's something else that is an I --
15 aside from the investment in the cameras, it's an
16 IT function that it would be on the server and be
17 able to run it, and then whether or not you have
18 the ability to archive those videos and later go
19 click and watch them over again, you know, that's
20 an add-on from what I understand from -- in that
21 industry for IT providers to come in and do that.

22 MR. OLSON: Okay.

23 MS. LUDLOW: And I -- okay. I would like to
24 say since we know the business that Leonard's is
25 in, that they're very well qualified to take that

1 on.

2 I don't think it would be a -- an obstruction
3 of any kind. I don't see where it would cost the
4 board or the Airport Authority anything for them to
5 come in and just to, you know, livestream it.

6 Frankly, I was going to -- it was going to be
7 one of my new duties to go around to all of the
8 tenants and talk to them about what happened at our
9 meeting, because they don't know and they want to
10 know and they should know. And we're here to
11 represent the whole airport and the whole county,
12 and I think it should be streamed for everybody.

13 CHAIRMAN MAGUIRE: Okay.

14 MR. TUCKER: Well, and again, the emphasis I
15 would place on it is we want to be completely as
16 unobtrusive as possible so that there's nothing
17 that we're doing to disrupt the meeting process or
18 make any changes to the overall activity.

19 CHAIRMAN MAGUIRE: Okay. Any other comments?

20 (None.)

21 CHAIRMAN MAGUIRE: Nothing? Okay. Thank you,
22 very much. All right.

23 MS. LUDLOW: Is that something we're going to
24 vote on today, or where does that go?

25 CHAIRMAN MAGUIRE: Say again?

1 MS. LUDLOW: Was that something we were going
2 to vote on today or is it tabled or what's next?

3 CHAIRMAN MAGUIRE: I don't believe we have
4 enough information to vote.

5 The real issue is directing or asking Len if
6 he can put together a package that can be presented
7 with all the information and details and he can
8 work with staff to iron out the minutia and the
9 legal side.

10 To me, the biggest is going to be legal
11 parameters, and like he said, make it unobtrusive.
12 I didn't hear anybody say that they're against
13 doing it for information and being transparent, but
14 we have to make sure that the board is protected,
15 the airport's protected, and -- and it's not
16 obtrusive.

17 MS. LUDLOW: Thanks for clarifying that.

18 CHAIRMAN MAGUIRE: Okay.

19 MR. MIRGEAUX: Is this thing on?

20 CHAIRMAN MAGUIRE: Yes.

21 MR. MIRGEAUX: To be clear, this is a public
22 meeting and you can livestream from your phone. So
23 what's to prevent anybody from --

24 MS. LUDLOW: I don't get the big deal.

25 MR. MIRGEAUX: I don't even think it's

1 something we need to vote on, is -- and I think,
2 you know, Len was asking permission --

3 CHAIRMAN MAGUIRE: Well, I think the real
4 issue is he wants to put cameras in here and things
5 like that to make sure that -- like you brought
6 up --

7 MR. MIRGEAUX: Right.

8 CHAIRMAN MAGUIRE: -- we don't want people to
9 think that this is an official --

10 MR. MIRGEAUX: Sure.

11 CHAIRMAN MAGUIRE: -- presentation.

12 MS. GREEN: That's the main thing. It's not
13 coming from us. If someone's doing that, that's
14 fine. Because it could be edited, altered, and
15 stuff. So, I mean, other than that, right,
16 anybody --

17 CHAIRMAN MAGUIRE: Yeah.

18 MS. GREEN: Sure.

19 CHAIRMAN MAGUIRE: Okay?

20 MS. LUDLOW: Okay.

21 CHAIRMAN MAGUIRE: Okay. Mr. Nehring?

22 MR. NEHRING: Nothing at this time.

23 CHAIRMAN MAGUIRE: I heard him. There he is.
24 Okay. Ms. Albin? Is she around?

25 (Not present.)

1 CHAIRMAN MAGUIRE: Okay. Mr. Doug Burnett.

2 MR. BURNETT: Briefly, the Boomerang lawsuit
3 as you know has hung around for a while. They
4 originally moved it to federal court. It took a
5 while. The federal court agreed with us, remanded
6 it back to state court and said basically it's a
7 state court issue.

8 To make a long story short, in the interim,
9 Boomerang has sold and has a -- with that, has
10 brought in a new owner and a new lawyer, and a
11 completely different attitude towards working with
12 the airport.

13 And so, we're hopeful to come back to you next
14 month to talk about it a little bit more, but we
15 may have that issue ironed out, at least from the
16 standpoint that we have a recommendation for you, a
17 path forward that I think they -- you know,
18 something that they would be willing to do and that
19 we could recommend to you. So hopefully that's
20 where we're at next month.

21 CHAIRMAN MAGUIRE: Excuse me. Bob, do you
22 know enough about what he's talking about?

23 MR. OLSON: No. I just need -- I'm sure I
24 need background on that.

25 CHAIRMAN MAGUIRE: Can you give him a

1 two-minute update?

2 MR. BURNETT: Yeah. The quick part is, the
3 Airport Authority, there was a provider operating
4 on the airport charter flights. There's obviously
5 charter flights that come through the airport. You
6 know, they may start in Miami, stop here, on their
7 way to Charlotte.

8 MR. OLSON: Yeah.

9 MR. BURNETT: But this really related to
10 running a business on the airport property. And if
11 someone runs a business on airport property, we
12 require an operating agreement.

13 And so, that's really what it boiled down to.
14 And they didn't want to enter an operating
15 agreement, and so we filed a lawsuit, not as the
16 aggressive type of lawsuit, if you would, where you
17 immediately try and get an injunction and get an
18 emergency injunction, which frankly we probably
19 could have gotten. This was a declaratory relief
20 action to say, Court, direct them that they have to
21 do this.

22 MR. OLSON: Oh.

23 MR. BURNETT: And they said essentially, this
24 is federal court. Because this is FAA, you can't
25 tell us what -- and I'm oversimplifying this, but

1 basically, we're going to remove it to federal
2 court because the FAA has jurisdiction of the
3 airport and the Airport Authority can't tell us
4 what to do. And our view of it was this is a state
5 court issue because this is a state asset of the
6 State of Florida. Ultimately a special district is
7 a local government entity and we can regulate our
8 airport.

9 And so, that's where it went temporarily to
10 federal court for them to try and convince the
11 judge there that it was a federal court issue, and
12 the federal judge said, no, it's being remanded
13 back to the state and the Airport Authority can
14 regulate as long as it doesn't in those regulations
15 conflict with federal law.

16 MR. OLSON: When did this -- these
17 proceedings, when were they initiated?

18 MR. BURNETT: This has been going on for
19 loosely about a year.

20 MR. OLSON: Okay. And is -- Boomerang was
21 already operating but without an operating
22 agreement already on the site?

23 MR. BURNETT: For a number of years, correct.

24 MR. OLSON: Okay.

25 MR. BURNETT: And maintaining that they didn't

1 actually operate here, weren't based here.

2 And so, there was some information on the
3 web site, information online, information on the
4 Facebook page that was pretty clear indication that
5 they were based here. They represented they were
6 based here. Reports with the business journal, Jax
7 Business Journal, those kind of things.

8 So, anyways, that's ultimately where it boiled
9 down. And we were at the stage now in the last
10 couple of months where it's back in state court and
11 the federal court releasing jurisdiction, sending
12 it back here and ready for it to start moving
13 forward in state court, and it's at that point in
14 time where they have sold now, new ownership, new
15 lawyer, and they've said we want to resolve it.

16 So we had a productive conversation with them
17 on the phone a couple of weeks ago, and hopefully
18 we'll bring something back to you next month.

19 MS. LUDLOW: But didn't the disagreement come
20 in when the -- when the airport assessed the money,
21 that they had to start paying money?

22 So they were here all these years and they
23 didn't have to pay money. So then, all of a sudden
24 the Airport Authority said, no, if you're going to
25 run a business here, then you have to pay this much

1 money, and that's what started the disagreement,
2 right?

3 MR. BURNETT: I'm not sure that it was
4 actually the money side of it itself, because the
5 money at one time might have been a hundred dollars
6 a month. I think ultimately the money was \$200 a
7 month under the new amended policy.

8 The sticking point for them I think was that
9 the Airport Authority was requiring its insurance
10 requirements. And under its insurance policy,
11 which was the one that was developed with a
12 consultant saying these are the recommended values
13 that you should have for minimums, for the
14 different types of insurance for user, not only the
15 airport itself, the authority and its assets, but
16 for the users, and that you should require users on
17 the airport if they're conducting this type of
18 operation or that type of operation, the minimum
19 requirements, and it was that sticking point that
20 they didn't want to provide the insurance.

21 MS. LUDLOW: I see.

22 MR. BURNETT: So...

23 CHAIRMAN MAGUIRE: Okay. Good enough, Bob?

24 MR. OLSON: Thank you, yes.

25 CHAIRMAN MAGUIRE: Okay.

1 MR. MIRGEAUX: Have we confirmed that the new
2 owner assumed the lawsuit liability and it's a
3 product of liability now?

4 MR. BURNETT: It certainly sounded that way.

5 MR. MIRGEAUX: Okay.

6 CHAIRMAN MAGUIRE: Let me borrow your agenda.

7 MR. BURNETT: I think there -- they would be
8 using their lawyer to defend the lawsuit going --

9 MR. MIRGEAUX: Right.

10 MR. BURNETT: -- so, yeah.

11 MR. MIRGEAUX: Okay.

12 CHAIRMAN MAGUIRE: All right. That's it for
13 the business partner updates. Business items.

14 UPDATE AND AUTHORITY PRIORITIES FOR CY 2021

15 MR. WUELLNER: Yes, sir. We really only have
16 one item for you, and actually it's designed more
17 to be a discussion and input point for you as board
18 members or collectively as a board how you choose
19 to go about it.

20 We thought we might try something a little
21 different this year and be a little more engaging
22 in terms of getting all of us collectively --
23 Airport Authority, staff, and even members of the
24 public -- on the same page as to what the
25 priorities or interest areas might be for the

1 coming calendar year.

2 A way of sort of stimulating the thought on
3 this was we put together a -- a short little kind
4 of PowerPoint to kind of hit some highlights. You
5 don't have to work off this agenda. You're -- it's
6 just more to give you ideas or things that might --
7 might be of importance to you or things you want to
8 change around or reprioritize as we go forward.
9 You can also put things on here that we haven't
10 even addressed in this. So it's more designed to
11 provoke thought than anything else.

12 Now, the highlight areas that we came up with
13 of course deal with fiscal, capital, community
14 outreach, economic development, and commercial air
15 service. These -- these five items have
16 historically been items that individual members as
17 well as the board collectively have shown great
18 interest in and have been very engaged with staff
19 in making sure that the Authority's priorities are
20 kind of met and addressed as we go forward.

21 I'm not trying today -- and this is only a few
22 slides, so you'll get the spirit of it pretty
23 quick -- but we're not trying to review the
24 previous year in the context of data or anything
25 else. We feel that's still important in the

1 context of your quote, unquote annual report or
2 your audit report that will be next month as it
3 pertains to just strictly the last fiscal year.
4 This is kind of things that come up on a recurring
5 basis and may form items that you wish to
6 prioritize.

7 So going through those quick, historically,
8 the Airport Authority, at least the last ten years,
9 has continued to prioritize remaining off
10 ad valorem taxes as a fiscal priority, which means
11 we need to manage our day-to-day expenses and --
12 and how we manage and prioritize projects and the
13 like with an eye toward remaining off ad valorem
14 taxes.

15 The second leg, if you will, of that stool
16 really has to do with debt service. And the -- the
17 part of the Airport Authority's priorities
18 historically is that we -- we have stayed off or
19 stayed out of debt. So, as a result, we have no
20 debt service that needs to be addressed as we set
21 our priorities in the annual budget.

22 For those of you new to the board, I know Reba
23 probably remembers this, but when it comes down to
24 timing, the budget process if you will or the
25 approval of each fiscal year's budget will kick off

1 in the May/June timeline and then it -- then it
2 kind of picks up a statutory timeline from that
3 point on culminating in the adoption or final
4 adoption of a budget in September. So that's the
5 point where you really -- you know, we -- we
6 solicit and try to get input on capital projects as
7 well as any other operating thing that might be on
8 your mind as we get into -- into that budget
9 process.

10 Keep in mind that one of the big critical
11 components of our fiscal program -- and it
12 accommodates I would say on average, it's not
13 exact, but on average in a -- in a normal year,
14 about 80 percent of the Authority's finances or
15 financial picture in budget is centered around
16 those capital development projects.

17 So, keep in mind meeting the availability of
18 grant funds from different sources, two primary
19 ones being of course the Federal Aviation
20 Administration's through the Airport Improvement
21 Program, and then secondarily, another significant
22 funding source for us, sometimes the biggest one in
23 any given fiscal year, is also our match grant
24 ability with Florida Department of Transportation.

25 We do occasionally go after, we call it FIND

1 money, but Florida Inland Navigation District
2 money, and that -- those funds are really going to
3 be limited to seaplane, seaplane base, and
4 commercial use of the waterfront property, if you
5 will, as it interfaces with the airport. Those are
6 projects that we can go after FIND dollars, and
7 historically those are always 50/50 dollars,
8 meaning we pick up half the cost and the District
9 does the other.

10 The -- the Authority, just as a refresher, has
11 operated for 20-plus years debt-free. For the most
12 part, we've operated the entire time I've been
13 here -- there was a very brief period when I first
14 got here where the Authority had -- and in those
15 days, we were still on ad valorem taxes, but the
16 budget requirements in a fiscal year related to a
17 project were such that the Authority went out and
18 borrowed an extremely minor amount of money by
19 today's standards, I believe it was \$400,000, and
20 we repaid it on a five-year plan and actually paid
21 it off in three years, less than three years. So
22 that's the only time at least in the last 25 almost
23 26 years now that the Authority has ever really
24 been in -- in a debt service situation.

25 A reminder, our audit of course will show up

1 here next month. If you've got other priorities
2 you want to introduce, this -- you know, this is a
3 great opportunity or we can certainly do the input
4 across several meetings. It doesn't have to be all
5 today. But that kind of gives you something to
6 think about in terms of our fiscal management, is
7 there something you want us to look at or do
8 differently, or reprioritize for that matter.

9 Capital projects I mentioned, but over the
10 next 12 to 18 months, these are projects that are
11 either underway already or will be shortly or will
12 be beginning their development.

13 Now, these are projects that are contained
14 in -- in a -- in a database or an input database
15 that the Airport Authority puts input in as an
16 entity. Also gets input from Florida DOT and the
17 FAA into what is called the JACIP.

18 And it's an acronym that simply means the
19 Joint Automated Capital Improvement Program. So,
20 if you ever wondered what that meant, that's what
21 it means. It was developed by Florida DOT kind of
22 jointly with FAA many years ago. I would tell you
23 it's probably 20, maybe close to 30 years now.
24 It's had a number of iterations.

25 Today's versions are online. We get in -- we

1 put projects in. Anything we expect or would like
2 FAA and/or FDOT to participate in funding must go
3 through the JACIP, meaning it must be entered as a
4 project in that system and they pick up their
5 projects from those -- those projects that are in
6 that -- in that database.

7 So we rarely get the opportunity, in fact it's
8 really not happened in recent years, to just
9 suddenly have a project and go after money. It
10 just doesn't work that way.

11 Now, the JACIP, to be -- to be fair, is a
12 highly flexible, very much unlike the Florida DOT
13 work program for something like roads and bridges.
14 We always have the chance to adjust our priorities
15 as well as the particular fiscal year that a
16 project is expected to hit.

17 So we -- we can input with Florida DOT and FAA
18 and adjust timelines. We can adjust the value of a
19 project. We can adjust the scope of a project
20 typically up to about a year before the project
21 is -- is scheduled to hit somebody's grant window.
22 So, about a year before we expect to begin work on
23 the project is our last shot at really doing
24 wholesale changes to a project or even changing the
25 project. That's an important thing to note,

1 especially on the FDOT-only jobs.

2 FAA kind of locks us in. We -- they have a --
3 not us, but they have adopted a process now where
4 to do a capital project, they will fund the design
5 in one year and then the following year typically
6 will do the capital or the actual construction of a
7 job. They proceed in that order now with this
8 alternating year.

9 So, in a sense, you have a year where there's
10 less money expected from FAA and then more money,
11 and then less money and then more money. They have
12 kind of gotten a comfort level amongst themselves
13 that's how they do it.

14 We're all in the airport business still trying
15 to get used to that way of doing projects because
16 it's -- frankly, it's taking twice as long to do
17 projects because of the delay in getting design
18 done and then getting it funded for construction.
19 And as always, there are -- there are no guarantees
20 until the grant actually shows up.

21 Now, we put up with all that because FAA jobs
22 typically fund at 90 percent, meaning they pick up
23 the tab for 90 percent of the project cost for
24 eligible projects. And there's a healthy list of
25 things they do not consider, meaning they will not

1 fund as -- as project items.

2 The last 10 percent of those projects, we very
3 often are successful in matching that 10 percent in
4 a 50/50 way with the State of Florida, meaning the
5 bottom line is the Airport Authority's contribution
6 to FAA jobs is very often just 5 percent. So it's
7 a -- we all put up with whatever they come up with
8 because it makes a lot of sense from a financial
9 standpoint to allow them to pay for as much as -- a
10 project as possible.

11 Projects that are typical, taxiways, runways,
12 some -- sometimes large drainage projects, and some
13 environmental projects like restoration of the
14 shore -- marsh front and things like that over the
15 years, have all met those -- met the requirements
16 of AIP funding and as a result, we've been very
17 very successful over the years in being able to get
18 their money.

19 Another thing that's very important in the FAA
20 funding scheme, just to throw it out there, is the
21 ability or the -- when you have commercial service.
22 There's -- there's a program or a division within
23 FAA's Airport Improvement Program that separates
24 commercial service airports from general aviation
25 airports, and within both of those programs is an

1 entitlement program as they call it. But it's a
2 minimum grant expectation that you -- you should
3 have per year, and it's based on whether you're a
4 general aviation airport or a commercial service
5 airport.

6 The lion's share, as you might expect, of all
7 the AIP money goes to commercial service airports.
8 So, your -- if you've got scheduled service that
9 enplanes more than 10,000 people a year, puts
10 10,000 people in commercial service each year, you
11 are guaranteed every fiscal year to get a minimum
12 of \$1 million in capital funding from FAA.

13 Now, you do have the ability to combine that
14 into a couple of years if you want to do a little
15 larger project. As your enplanement level --
16 meaning the number of people who fly out of your
17 airport commercially -- goes up, the potential
18 exists to bring that \$1 million number up
19 dramatically.

20 Some of the nation's largest airports get tens
21 and tens of millions of dollars guaranteed every
22 year. That's not our goal, it's just the funding
23 matrix if you will, heavily favors the nation's
24 largest commercial service airports and then
25 commercial service airports.

1 And then finally, sort of as -- I'm not going
2 to use the term "derogatory," but sort of as the
3 stepchild, general aviation gets funded out of the
4 balance of the money. It's a much smaller pot of
5 money for GA airports under FAA.

6 And after the entitlements are given out on
7 GA, there's a small amount of money left that is
8 considered under FAA guidelines as discretionary,
9 meaning FAA then can look at the individual needs
10 of airports within the individual airport district
11 offices and make funding decisions based on their
12 judgment.

13 And there's a matrix that allows them to
14 prioritize safety, preservation of existing assets,
15 things of that nature, over new construction. So,
16 to do new pavement or taxiway is -- is very
17 difficult to do under FAA dollars. You have to be
18 very persistent and make strong cases in order to
19 get attention to get it funded as a GA airport.

20 And of course all those projects only are
21 eligible again to be put into the JACIP if they are
22 in your airport master plan and have been
23 considered by other planning groups as necessary.

24 Not many of our projects require outside
25 planning approval, but occasionally we'll run

1 across a road project or an intersection or
2 something that typically does have to inter --
3 intersect with your TPO or the St. Johns County
4 planning staff or the like. And of course that
5 work gets coordinated, too.

6 Next section just deals with community
7 outreach and, you know, we just want to make you
8 generally aware, you know, we're to the wall, if
9 you will, with social media kinds of things. We --
10 we highly engage with promotional activities to
11 include sponsorship of things at Flagler College.

12 We're constantly trying to get not only, I
13 call it free time, but there's another -- there's
14 another term that's not coming to me, but earned
15 media I believe is the term, with anybody that will
16 print anything about the airport especially if it's
17 positive. We're all in that.

18 The web site is continually looked at and
19 updates made as necessary to make sure it reflects
20 what's going on on the airport, who's -- who's on
21 the airport, as well as hopefully a location where
22 we can get folks good solid and correct information
23 as it pertains to the operation of the airport,
24 especially around construction projects.

25 We have a number of partnerships all over to

1 include the county, ACI, which is Air -- Airports
2 Council International, AAAE, which is the American
3 Association of Airport Executives, Florida Airports
4 Council, St. Johns County, FDOT, FAA, TPO, and
5 the -- as well as the county agencies to include
6 Economic Development, Chamber.

7 We are also a sponsor, and it's not a cash
8 sponsor, but we are a site-related major sponsor
9 for the MS 150 bike ride. So we get the same
10 billing, if you will, as those who actually put
11 tens and tens of thousands of dollars into that
12 event. Draws very positive attention to the
13 airport. Is typically very well-received for the
14 users as well as that particular event.

15 And of course we're always open to tours,
16 whether it be for individuals or student groups.
17 And the Aerospace Academy, of course we're a
18 partner, a business partner, and have been
19 recognized a number of times by the St. Johns
20 County School Board for our efforts as it relates
21 to providing internships and opportunities for
22 high school students in the Aerospace Academy in
23 particular.

24 What else you got here, Cindy? Oh, Carol
25 wanted to -- you know, leave Carol alone for a few

1 minutes and you've got a Facebook post, which is a
2 good thing because that's not my thing, that's not
3 my forte, so she jumps on that and does a
4 tremendous job. And that -- that slide or your
5 packet had a couple of examples, like five or six
6 examples of things we do.

7 But typically we're highlighting our
8 businesses on the airport, individuals with
9 something -- something particularly important or
10 impressive to show off to the world, as well as
11 just general kinds of posts as they relate to the
12 operation of the airport.

13 These are a few of the ones that have been out
14 recently to include looking at Southeast Aero,
15 Northrop Grumman, the restaurant, among others.
16 Patty Wagstaff's featured in one of them down here.
17 I'm not sure what the lower right one was, I can't
18 read it that far, but you get an idea of everything
19 from it's a great place to learn to fly to a great
20 place to go get -- go get a meal.

21 Economic development's kind of our last one,
22 but, you know, it's important that we are
23 continually putting the message out of how strong
24 the economic impact and economic development is for
25 this airport.

1 It's very difficult to get a lot of traction,
2 but the numbers are no less impressive. I believe
3 our economic impact now is nearly \$800 million
4 annually. A great deal of that, in fact the vast
5 majority of that impact is a direct result of
6 having Northrop Grumman on the airfield and the
7 real dollars being brought in as new money to
8 St. Johns County as a result of that manufacture of
9 the E-2D and the other programs they do here.
10 Tremendous, tremendous opportunity for the airport.

11 We also are involved with the economic
12 development office in St. Johns County. If you're
13 not aware, there's been some significant changes in
14 that office recently with the new county
15 administrator. They've had some reorganization --
16 reorganizing that went on at the county level.

17 We have some people that I think are extremely
18 willing and engaged with us to jointly develop and
19 market the opportunities, especially west of the
20 airport, as it -- as it relates to general economic
21 development and bringing new business industry jobs
22 and impact to the community.

23 We're also involved with Enterprise Florida
24 and DEO office of Development and Economic
25 Opportunity. All of these guys provide not only

1 context for new -- new businesses and industry in
2 our community, but in some cases provide grant
3 opportunities to build or do capital improvements
4 and support new businesses as they come to the
5 community.

6 We're also always aware and paying attention
7 to opportunities with entities such as the private
8 sector who might want to avail themselves of
9 opportunities to sell property to the authority
10 where it makes sense and is contiguous to property
11 we already own.

12 Probably one of the bigger players for us is
13 the Water Management District. There's been a
14 continual interest point to look at property west
15 that really augments property the Airport Authority
16 already owns, and the district has been very open
17 to the idea of over time looking at the eventual
18 sale of that property to the airport for
19 development as an economic development center
20 within the county.

21 So we're looking at -- looking at that long
22 term. It's going -- it would take a long time to
23 occur. And of course as you might expect, it's
24 expensive to acquire property just in general,
25 especially in the quantities or size parcels that

1 we're talking here in 500, 800 acres kind of
2 numbers. You know, that's a lot of money to plunk
3 down to buy property, especially if there's not a
4 solid plan to do something with it once you acquire
5 it. So all of those things kind of integrate
6 together.

7 That's I think pretty much what I've got for
8 you here other than commercial service. Now,
9 commercial service, while we could spend -- and I'm
10 happy to do that at some time if you -- if it's an
11 area of interest, and maybe we spend a lot more
12 time of it ahead of the air service development
13 conference as we get closer to August, but we can
14 do this at your -- your convenience.

15 One, I'd love for you to all understand more
16 and more about how commercial air service is
17 actually marketed and -- and developed here.
18 It's -- there's a lot more to it than most people
19 think, and ultimately those decisions about whether
20 service is here in a true sense, meaning it
21 carry -- it rests with the carrier.

22 So, the -- you have to in many ways present
23 your community, your airport, the demand for
24 service and the like in such a fashion that an
25 airline or an air carrier is intrigued and willing

1 to begin to -- to explore that with you and
2 hopefully eventually come up with some plan for
3 marketing or having commercial service here.

4 There are tried and true techniques all
5 through there. Probably the biggest one this
6 airport has always relied on and -- and it has
7 served us well and I would recommend it even after
8 my tenure here, that the airport still consider
9 keeping a zero cost model as it applies to
10 carriers.

11 By that, I mean the carriers do not pay for --
12 we -- we do our airline terminal as essentially
13 common use. And by that, I mean we're not enter
14 to -- entering into lease agreements for exclusive
15 use space in our terminal.

16 Now, the beauty of that is when carriers --
17 carriers are free to enter and exit a market, of
18 course. It doesn't cost them in terms of startup
19 costs, and the Airport Authority is never in a
20 negative position financially should a carrier
21 ultimately decide to leave a market. We don't have
22 lease payments or leases that haven't been
23 collected and things of that nature. It has proven
24 to be very helpful in attracting service.

25 Keep in mind you're -- you're balancing that

1 against the input of capital development grant
2 money such as the air carrier entitlement funds
3 from FAA and the like.

4 Our primary revenues sources in these
5 scenarios come from three places. One is parking
6 automobiles, renting cars, and then the third major
7 place of course is we get our costs reimbursed for
8 handling the aircraft, meaning services that the --
9 everything from ticketing all the way down through
10 loading bags on the aircraft are reimbursed costs
11 to us. So we're really never in a negative
12 position financially with air service. It more
13 than takes care of itself.

14 There are opportunities that we'll continue to
15 explore for assistance in that regard. The federal
16 government still has a program called SCASD -- the
17 acronym SCASD, Small Community Air Service
18 Development grant program.

19 We had a SCASD grant a number of years back
20 that helped us get with the early days of Frontier,
21 and it primarily at that time was -- we used it as
22 a marketing grant which allowed us to partner to
23 make sure that the word was out that that service
24 was available.

25 Other things you can use SCASD if you are

1 successful in getting those is even guaranteed --
2 they call minimum revenue guarantees for carriers.
3 So you in some cases can actually get federal
4 commitment to make sure that the service stays
5 profitable long enough to allow it to take roots
6 and then become self-supporting. The goal being at
7 the end of that grant program, that carriers says,
8 Hey, we're doing fine, this is great and they
9 continue to serve.

10 In many cases, those grant funds don't even
11 get used because when they put the service in
12 certain city pairs, it's instantly successful and
13 the carrier never has a reason or the ability to
14 even draw on those funds.

15 There are ways we can augment those programs.
16 There are ways to go out in the community and
17 attempt to, I'll call it, raise funds for the
18 purpose of minimum revenue guarantees or purchase
19 of seats or things of that nature for the -- for
20 carriers.

21 We have found those to be unusually burdensome
22 in terms of putting those programs together. And
23 one thing our community lacks in the context of
24 some communities is the larger business base that
25 allow -- that travels that allows that to be highly

1 attractive to certain companies.

2 Unfortunately, Northrop Grumman's folks here
3 don't really travel that often. That's just a
4 handful of people typically that are moving around.
5 What little travel they do is -- right now anyway
6 from our observation, is in state and it's
7 particularly between Melbourne and here. Not
8 exactly a great commercial service route. And they
9 are augmenting it currently with their own flying
10 opportunities that flies in basically daily.

11 We have engaged through EDC -- or, I'm sorry,
12 TDC and VCB continually. They are a huge partner
13 of ours in -- in marketing this community for air
14 service. It's no mystery that the mirrors and
15 magic related to attracting service in this
16 community are going to be surround -- largely
17 driven by tourism, at least now.

18 That doesn't mean it has to be tourism flying
19 in and out to use the aircraft, but in order get a
20 carrier's attention, those numbers are largely the
21 attractant, if you will. That's the honey that
22 gets the -- gets the birds or the bees or whatever
23 heading toward the bait, if you will, to look at
24 our community seriously.

25 Unfortunately our business community is not of

1 a size and scale that allows us to market us as
2 strictly a business kind of location for a carrier.
3 That makes marketing carriers like American, Delta,
4 United difficult, because up till COVID, the vast
5 majority of their interest in flying was for
6 business travelers. That's a premium market for
7 them. That's their bread and butter.

8 Since COVID, you've seen all of that kind of
9 explode. All of those paradigms of recent history
10 have sort of collapsed among them, and now you see
11 carriers that used to be focused on business only
12 are now flying in markets and to markets that are
13 largely leisure just in order to fill airplanes and
14 be successful.

15 So, right now is a great opportunity to get
16 those kind of carriers and the things that they
17 bring to our community. And frankly we're having
18 some interest in that.

19 So, hopefully that will bear fruit in the next
20 couple of months and we'll see some -- some really
21 important good stuff that -- that will pop out of
22 that. Unfortunately it's a little mature -- or
23 immature right now to really be talking about it.

24 But good things are occurring in the
25 background, it's just they take their time and

1 they're on their schedule, but it's looking better
2 everyday.

3 We put a few things up here just to give you
4 an idea pre and post COVID to give you an idea
5 what -- how bad it is out there to own an airline
6 right now. And it's significant. I mean, the
7 numbers are, you know, 50 -- let's use round
8 numbers here, about 50 percent of what it used to
9 be. And in some cases, it was 40 percent of what
10 it used to be and even lower at certain points in
11 the last 12 months.

12 So it's very -- very important that you
13 understand that the pressure -- the pressure on
14 individual air carriers right now in the markets
15 they used to serve and many have abandoned markets
16 they were in for many years in an effort to stay
17 solvent and stay afloat, despite pumping lots of
18 money in from the federal government in two
19 different times now. These carriers hopefully will
20 survive the next three or four months and we'll see
21 a -- kind of a shakeup of how these carriers do
22 business.

23 You're seeing carriers do things they would
24 have never, never looked at six months ago. And
25 that's a good opportunity for us. It really does

1 speak well of this community and -- and I think --
2 again, I think you're going to see some good things
3 come out of it. I think that's the last one.

4 Yeah.

5 So anyway, those are -- those are kind of the
6 topics that I just wanted to get you thinking
7 about. As I said when I started, you're welcome to
8 go off script in terms of the scope of priorities
9 you might have. You're welcome to emphasize things
10 you heard today and go, yeah, yeah, yeah, we like
11 that, or, no, let's back off on that. Whatever
12 that is, we don't have to do it all today, but I
13 want to -- I want you guys to feel like you've got
14 not only input, but, you know, you're driving the
15 bus ultimately, you know or determining --

16 CHAIRMAN MAGUIRE: Quick --

17 MR. WUELLNER: -- or whatever what bus route
18 is, anyway.

19 CHAIRMAN MAGUIRE: Quick comments. Suzanne,
20 any?

21 MS. GREEN: I have none. I -- looking at
22 this, I think we just take it all in stride and
23 come up with some ideas and present them.

24 CHAIRMAN MAGUIRE: Yeah. Justin?

25 MR. MIRGEAUX: So I have a question about the

1 JACIP that you said.

2 MR. WUELLNER: Sure.

3 MR. MIRGEAUX: And you mentioned it just now.

4 What's the I guess feasibility, likelihood,
5 capability of moving -- you've got GA hangar
6 projects for the next five years.

7 MR. WUELLNER: Five years, right.

8 MR. MIRGEAUX: So can we -- what's the
9 likelihood of moving one into 2021?

10 MR. WUELLNER: None.

11 MR. MIRGEAUX: Is it? Okay. So --

12 MR. WUELLNER: The reason is that the -- the
13 JACIP itself is -- is a work of FDOT and the
14 adoption by the Florida legislature.

15 So FAA -- FDOT is our partner in the
16 development of hangars. FAA has zero dollars in
17 it, will never have dollars in hangar development
18 kind of projects. So take FAA off the table
19 completely.

20 FDOT's work program is adopted each year for
21 one year, and then they essentially put into an
22 adopted five-year work program as placeholders for
23 the next four years after that. So those projects
24 in that five-year span are in queue.

25 The ones that are out starting next fiscal

1 year, so July -- now, keep in mind state fiscal
2 year is a July fiscal year. So starting July 2020
3 is our first opportunity if we wanted to do any
4 real -- any tweaking if you will, to the work
5 program.

6 Now, by tweaking I mean, if you see a project
7 you don't want to do or you want DOT to consider
8 changing the title, or if it says construct hangar
9 or it says corporate hangar, we can -- we can
10 finesse those languages so that when the grant is
11 issued, it's -- for instance, can be -- could be a
12 T-hangar or it could be -- could be something else.
13 I mean, whatever you -- you want to do.

14 But current year work program is locked. They
15 do not allow changes at this point. So those
16 projects are funded, are -- if they're shown as
17 funded, they exist, and that's -- you're locked
18 into that.

19 The only thing you could do is decline to take
20 the grant, if you just -- if it's a project that
21 you just don't want to do --

22 CHAIRMAN MAGUIRE: Okay.

23 MR. WUELLNER: -- which we -- I never have,
24 but...

25 CHAIRMAN MAGUIRE: Bob, any questions on that?

1 MR. OLSON: Just a couple of comments. I
2 think we -- one area that is -- might be special
3 for 2021 under capital projects --

4 MR. WUELLNER: Uh-huh.

5 MR. OLSON: -- might be the whole federal
6 infrastructure initiative that's being discussed.

7 Apparently that's one thing that gets
8 bipartisan agreement in Washington. And it's going
9 to be -- it's being positioned, from what we read,
10 as a stimulus to help our economy come back out of
11 the pandemic.

12 So, I -- the last time we had a huge stimulus
13 was I think in 2009 or --

14 MR. WUELLNER: That's correct.

15 MR. OLSON: -- 2010. The simplistic term
16 shovel-ready projects --

17 MR. WUELLNER: Correct.

18 MR. OLSON: -- was bantered around then.

19 But I think it would be probably good for us
20 to have an idea if we are going to -- and, great,
21 we have a fresh master plan that has a CIP
22 component to it about what things might be able to
23 be accelerated and pulled into shorter term
24 projects and can be positioned as being ready to go
25 or whatever, don't require years of environmental

1 review.

2 MR. WUELLNER: Correct.

3 MR. OLSON: So that's a thought I had of
4 capital projects.

5 MR. WUELLNER: And those -- that's really
6 good.

7 We did -- we did a project under that 2009 and
8 it was -- how it was funded and how it was
9 administered at the federal government was very
10 different than a typical aviation project.
11 However, the project still flowed through the
12 aviation office of FAA. Very unusual scenario. It
13 worked very well for us.

14 Probably the -- the number one thing, if we're
15 serious about trying to capture some of that money,
16 is to make sure we have a project that is designed
17 and ready to bid, because typically they come at
18 you very quickly and in order to issue those grants
19 on the federal side, you must have the number bid
20 already. You can't use a vague number.

21 The State's a little more lenient. They'll --
22 they'll write the grant and let you bid it and then
23 ultimately it is what it is. The fed is much
24 more -- much more difficult to -- to capture.

25 MR. OLSON: Yeah.

1 MR. WUELLNER: The idea -- the other piece of
2 this, I just want to make sure we don't get too far
3 ahead, depending on how Congress puts that bill
4 together, there may be exclusions. It could be a
5 surface transportation effort only, meaning roads
6 and rail and -- and bus and multimodal kinds of
7 things that don't impact aviation programs at all.

8 There are groups that we are members of --
9 ACI, AAAE, even FAC -- who all go after lobby,
10 educate legislators as necessary as to the
11 importance of aviation infrastructure in general
12 and specifically to Florida, and they're -- the
13 channel for funding of that could very well come
14 through a separate mechanism through FAA.

15 So, don't be surprised at how it comes
16 together, if it does, and what vehicle is being
17 used to fund it. But --

18 MR. OLSON: Yeah.

19 MR. WUELLNER: -- I hear you loud and clear,
20 and honestly, that's one of the things we pay very
21 close attention to to make sure we get money.

22 MR. OLSON: Right. And of course what you
23 said under commercial air service, the leisure
24 market is the one that's expected to come back.
25 And as you've said, the carriers are probably --

1 when the dust settles, the carriers are going to
2 have a very different type of business than they
3 had prior.

4 MR. WUELLNER: Uh-huh.

5 MR. OLSON: And I think when we think about
6 our leisure market here, it's more than tourism.
7 We have a community of travelers --

8 MR. WUELLNER: We do.

9 MR. OLSON: -- also. So...

10 MR. WUELLNER: And frankly, that's one of the
11 things that has -- had been -- has been very
12 hopeful in marketing that service to carriers
13 historically, something as simple as data we
14 provide that shows second homeownership in
15 St. Johns County or second homeownership in markets
16 that are considered for service.

17 Example, when Frontier first announced, one of
18 the things that helped them make the decision or
19 tip the scale for them was the number of second
20 homes owned by St. Johns County residents that were
21 in that Philadelphia, Trenton, New York, if you --
22 that kind of area up there geographically was huge
23 in getting their attention as to -- because that
24 kind of traveler is, as you just pointed out, not
25 really a leisure traveler.

1 They're going between properties they own.
2 It's much more -- almost aligns more with a
3 business traveler, more of an economy business
4 traveler, but nonetheless. Those are really
5 important things we try to get in front of the
6 carriers when we're talking.

7 CHAIRMAN MAGUIRE: Okay. Reba, any comments?

8 MS. LUDLOW: Yes. I'm -- Ed, you know, these
9 were our priorities and I certainly would like to
10 see hangars as a priority, general aviation
11 hangars, even though you said you can't do anything
12 about it till 2022. What property? Where is it
13 going to be? Why isn't that being planned now so
14 that we're ready for it in 2022? So it should be
15 moving forward. That's another thing -- well,
16 that's another thing.

17 And what else do we do to -- to market to like
18 the tourists and visitors bureau? Do we do
19 anything with them?

20 MR. WUELLNER: We work with them. We do not
21 market to them.

22 MS. LUDLOW: No, no, you wouldn't. But -- but
23 you have their numbers and so you know --

24 MR. WUELLNER: Oh, yeah. They're all in our
25 business presentation, if you will, to air

1 carriers.

2 MS. LUDLOW: Uh-huh.

3 MR. WUELLNER: We also, depending on the
4 location, also bring some of those people with us
5 to those meetings. I've -- we've done a number of
6 meetings with Richard Goldman, as an example, over
7 the years where we're able to detail -- he
8 certainly speaks that language much more fluent
9 than I.

10 MS. LUDLOW: And that wouldn't warrant like a
11 regular participation from board members?

12 MR. WUELLNER: I'm not sure what you mean.

13 MS. LUDLOW: You know, like the TPO and things
14 like that. That would be as important, the
15 tourist --

16 MR. WUELLNER: Sure. I think your attendance
17 at VCB or TDC or whatever the -- I think those are
18 certainly places you could plug in and --

19 MS. LUDLOW: Okay.

20 MR. WUELLNER: -- add have value.

21 MS. LUDLOW: That's one thing.

22 But the other thing is, if these were our
23 priorities and you said seaplanes, try to get
24 funding through capital projects and -- and that,
25 then I'd like to see hangars, general aviation

1 hangars, on there and see some diagram of where
2 they might be in the future.

3 MR. WUELLNER: Well --

4 MS. LUDLOW: It's only 12 months.

5 MR. WUELLNER: Well, a great deal of that work
6 was already done as a part of the master plan,
7 which you -- you sat on.

8 MS. LUDLOW: Yes.

9 MR. WUELLNER: Also, I do want to point out,
10 Justin kind of -- may have gotten ahead of you
11 quick there, but we actually have for each of the
12 next five -- four years that we've provided data
13 for you or five years, you have hangars programmed
14 every year for that. So, it's -- we are on it; it
15 just takes a while to get that money.

16 The other piece is, we can't really go
17 anywhere or do anything till we do have money or
18 we're about to have money. One of the quirks I
19 mentioned to you back in November I think it was,
20 but one of the quirks of the Florida DOT work
21 program is you can't spend money till it's under
22 grant.

23 So it's at-risk money until which time as we
24 have a grant and it will not be reimbursed. So
25 where the FAA let's us do that, FDOT is

1 date-specific. So until we have things under
2 grant, it really is an expensive proposition to run
3 out ahead of it because you won't get it back.

4 With that said, the master plan kind of lays
5 out where those are projected to go. There have
6 been decisions made by this board over the years
7 that it's going to make some of this difficult to
8 move forward quickly.

9 And you guys are welcome to revisit that.
10 That's not -- these aren't Ed issues, these are
11 issues the board directed. But you're down to just
12 a couple of properties you don't own in really the
13 next large area for T-hangars.

14 Yes, we can place a couple of rows of
15 T-hangars at this point without having to jump down
16 that. But in the next, say, three to four years,
17 we need to begin to access property we already own
18 and connect that.

19 And ahead of those T-hangars, likely one of
20 those T-hangar projects, is going to be T-hangar
21 infrastructure. It's connecting that T-hangar
22 development area to the airfield. And
23 unfortunately, that's -- that's money you don't
24 really recover in rent, but it's wildly expensive
25 to move dirt and pave and create taxiways such as

1 right out here. But that's in the game plan; it's
2 just...

3 The other piece -- I just want to make sure
4 the board keeps -- keeps it focused. Decisions
5 that were made ten years ago to be off the
6 ad valorem tax roll limit the cash available in
7 each fiscal year to contribute to these projects.

8 So while it's a great idea to go, let's spend
9 millions and millions and millions of dollars on
10 new T-hangars and it might be a great project, but
11 the Airport Authority has to be in a position to
12 pay their share on an ongoing basis.

13 So it requires some planning. It can be at
14 the exclusion. We only have a finite amount of
15 money in each fiscal year to put toward capital
16 projects. And you get guys the say -- you know,
17 get the say as to where that goes each year.

18 MS. LUDLOW: It should be under a priority.

19 MR. WUELLNER: I don't disagree.

20 CHAIRMAN MAGUIRE: Is that it?

21 Regarding the VCB, my wife is on the VCB and
22 the last two years, I have been informally pushing
23 for the VCB to allow us to be on the board and I
24 have not received good response.

25 This year, she is chairman, so I'm hoping that

1 we can move forward, because I believe the airport
2 should be on the VCB and be a participant in that
3 area.

4 MS. LUDLOW: I do, too.

5 CHAIRMAN MAGUIRE: We will see. If you have a
6 personal relationship with Richard --

7 MR. WUELLNER: Yeah.

8 CHAIRMAN MAGUIRE: -- you can address that
9 with Richard, that we would like to do that. I
10 think they would welcome us as a person sitting in
11 the audience, but we want more than that, okay?

12 MS. LUDLOW: Yes, I agree and thank you, thank
13 you for agreeing.

14 CHAIRMAN MAGUIRE: Okay. Any other comments
15 with regard to this? Yes, sir?

16 MR. BURNETT: One comment on the VCB aspect,
17 which is I'm not sure this board has ever -- and I
18 could be mistaken, but I don't recall this board
19 ever making a decision that it wanted to be on the
20 VCB as -- as a board and whether the board in its
21 total made that request.

22 And so, I guess I understand you've raised it
23 and it seems like that's the consensus. I guess
24 what I would say is perhaps you want to get a more
25 formal request of the Authority members if there

1 was a vote on it --

2 CHAIRMAN MAGUIRE: Good point.

3 MR. BURNETT: -- and the Authority -- the
4 Airport Authority has formally voted and the vote
5 was, if it was unanimous, the vote was unanimous
6 that there would be someone -- that we would like
7 someone from the Airport Authority board to be on
8 the VCB board, and maybe that helps you accomplish
9 that goal.

10 CHAIRMAN MAGUIRE: That's a good point.

11 MR. WUELLNER: And then we could write a
12 letter based on that for your signature.

13 CHAIRMAN MAGUIRE: Can we -- can we make a
14 motion?

15 MR. WUELLNER: Sure.

16 MS. GREEN: I'll make a motion that someone
17 from the Airport Authority be -- requesting to be
18 on the board of the VCB.

19 CHAIRMAN MAGUIRE: Second?

20 MR. MIRGEAUX: Second.

21 MS. LUDLOW: Second.

22 MR. WUELLNER: I'm going to suggest -- that's
23 fine. I'm probably going to suggest that you
24 revisit it at your next meeting because it was not
25 a part of your agenda.

1 MS. GREEN: It's not an agenda --

2 MR. WUELLNER: So we'll move forward with that
3 as though you have, but --

4 CHAIRMAN MAGUIRE: Okay. All in favor?

5 MS. GREEN: Aye.

6 MR. MIRGEAUX: Aye.

7 MS. LUDLOW: Aye.

8 MR. OLSON: Aye.

9 CHAIRMAN MAGUIRE: Aye. Okay. Good.

10 MS. GREEN: But we should put it on as an
11 agenda item.

12 CHAIRMAN MAGUIRE: Correct. Okay. We have --

13 MR. TUCKER: I had requested time on that last
14 issue.

15 CHAIRMAN MAGUIRE: Yeah. Let's see -- on
16 the -- okay.

17 MR. TUCKER: Yeah. Again, on behalf of the --
18 Len Tucker.

19 On behalf of the general aviation community
20 here, it has come to our attention that every year
21 it seems like, oh, well, hangars can't be on this
22 year, they'll be next year, and we keep going
23 through this process.

24 We've got a six- or seven-year waiting list.

25 We've had a six- or seven-year waiting list for ten

1 years and every year it's next year that we might
2 address funding. We've got to get it on the -- on
3 the -- year in front of us. It ought to be on that
4 list of five.

5 You've got on that list of five two items that
6 involve airlines. When was the last airline
7 service in here? Three years ago? And we're still
8 spending money. We spend every -- money every year
9 for the past three years on airlines who are a
10 nonexistent revenue source.

11 General aviation is at least number two on
12 this airport providing revenue to this airport. It
13 is part of your need to satisfy the aviation needs
14 of St. Johns County. We shouldn't be running these
15 people off to Palatka, off to Palm Coast. They
16 need to be here.

17 It helps all the infrastructure on this
18 airport, including the airport maintenance. Fuel
19 service, everything else on this airport benefits
20 from extra hangars being here. So it's not just
21 simply a matter of saying, oh, it costs this much
22 to do hangars. You're losing revenue from other
23 sources because they're not here.

24 We need to put that on the list and it needs
25 to be on the list every year until we get that

1 waiting list down to a normal usable functional
2 size.

3 CHAIRMAN MAGUIRE: Thank you.

4 MR. TUCKER: Thank you.

5 PUBLIC COMMENT - GENERAL

6 CHAIRMAN MAGUIRE: Okay. We can now move into
7 public comment. Other than that, I don't have any
8 public comment. Anybody want to speak?

9 (None.)

10 CHAIRMAN MAGUIRE: Seeing no further public
11 comment, let's go to member comments and we'll
12 start with Suzanne.

13 MEMBER COMMENTS AND REPORTS

14 MS. GREEN: I have none other than to thank
15 again Mr. Kira and Mr. Brunson for all their
16 service and all their years and welcome our two new
17 members, and I know we're going to have a busy --
18 busy couple of years. So congratulations,
19 everybody and thanks.

20 MS. LUDLOW: Thank you.

21 CHAIRMAN MAGUIRE: Thank you. Justin?

22 MR. MIRGEAUX: I echo Suzanne's comments, and
23 I also thank you for your service as chair and,
24 Bruce, I look forward to your reign.

25 I would like to bring up two issues that we

1 didn't talk about, and it's -- just put it out
2 there. Number one is the last-mile delivery center
3 for the Amazon facility that's going in
4 St. Johns County. Do we know if there's any plan
5 for drone delivery from that facility or if it's --

6 MR. WUELLNER: I have no knowledge of that. I
7 put this over the mic somehow. I have no -- I'm
8 not aware of any.

9 MR. MIRGEAUX: Okay. I don't -- I mean,
10 obviously they're a private company, but it would
11 be -- I think it would behoove just aviation
12 opportunity in general if we could -- you know,
13 there's a huge safe artery for them to fly north
14 and south, the Intracoastal Waterway, and
15 essentially, you know, nearly impact free, I would
16 imagine.

17 It -- it could be something that they
18 consider, something maybe we could follow up on
19 with a contact with the company. I know several of
20 the former pilots that I served with are drone
21 pilots for Amazon now. So just putting that out
22 there.

23 Number two is the vaccine. I know, I'm seeing
24 traffic from -- web traffic from people that are
25 having a hard time getting the vaccine. And I

1 don't know if we've had any discussion with the
2 board of health of the county to us be an
3 altercation location for vaccine distribution, if
4 that is indeed the long pole in their tent.

5 I think it's not probably space and logistics,
6 but I just think, you know, we've got -- it's just
7 emergency times sometimes call for emergency
8 measures and I think the more shots we can get in
9 more arms, the better off we'll be. And that's it.

10 CHAIRMAN MAGUIRE: Bob?

11 MR. OLSON: I want to thank everyone for their
12 welcome. I'm glad to be here.

13 And its interesting, Justin, you mentioned
14 Amazon. I'm wondering whether there's a
15 possibility -- I mean, which the drone thing is
16 a -- could be something that we really need to look
17 into.

18 But Amazon, I'm wondering if they fly anything
19 in to that distribution center that's time
20 sensitive. I don't know. But, I mean, there could
21 be a cargo transport plane, if it's -- if it's of
22 the type of thing that makes sense to fly rather
23 than move any other way into the distribution
24 center. I have no idea what that would be, but I
25 don't know, it's a thought. But anyway, we're

1 close to it, so...

2 CHAIRMAN MAGUIRE: Okay. Reba, last minute
3 comment?

4 MS. LUDLOW: Yes. Well, I didn't want you to
5 go without my comments today.

6 CHAIRMAN MAGUIRE: Of course not. You
7 wouldn't let me, anyway.

8 MS. LUDLOW: No. That's okay. In fact, that
9 leads exactly into what I was going to say, that we
10 were elected by the county --

11 CHAIRMAN MAGUIRE: Reba, can you do me a favor
12 and move your microphone back just a little bit?

13 MS. LUDLOW: You know why I do that? Because
14 when I was out there, I could never hear what you
15 guys were saying.

16 CHAIRMAN MAGUIRE: But you're getting a
17 vibration when you talk that close.

18 MS. LUDLOW: Okay. Can you -- can y'all hear
19 me? I mean, can y'all hear me?

20 MR. WUELLNER: Yeah.

21 MS. LUDLOW: Okay. That's another story.

22 The -- that we are elected by the county and
23 we should represent the county. You know, we
24 should be more involved with what happens downtown.
25 We should know what Hastings is doing.

1 When I was running for something, they had no
2 idea almost we have an airport over here. And I
3 just think that, you know, we're elected by these
4 people and we should really represent them, just as
5 also general aviation and how much revenue general
6 aviation brings in.

7 And if we contribute \$800 million to the
8 economy, I mean, we should have some kind of
9 leverage or rights around here. So anyway. The
10 main thing is I want to see hangars on the priority
11 list and thank you for letting me come today. I'm
12 coming back.

13 CHAIRMAN MAGUIRE: Okay. Thank you.

14 The only comment I have, yesterday in
15 Congress, they passed a resolution, as I understand
16 it, to increase gas tax by \$.30 a gallon, which to
17 me has a major impact on our businesses around the
18 country.

19 Is it possible that we could get our political
20 consultant in the organization to give us an
21 update, if appropriate, on these meetings on any
22 political issues that might affect the airport?

23 MR. WUELLNER: We don't employ a political
24 consultant. We have an employee who --

25 CHAIRMAN MAGUIRE: We'll call her, okay. Is

1 that a possibility?

2 MR. WUELLNER: Absolutely.

3 CHAIRMAN MAGUIRE: I mean, if there's nothing
4 to say, she doesn't have to say anything, but --

5 MR. WUELLNER: Well, she attends -- she does.
6 She attends the meetings related to the state.

7 CHAIRMAN MAGUIRE: Yeah. And whenever I need
8 something politically, I call her up and she gives
9 me the information.

10 MR. WUELLNER: As do I.

11 CHAIRMAN MAGUIRE: Okay. Any other comments
12 or questions?

13 (None.)

14 CHAIRMAN MAGUIRE: Is this how I do it?

15 MR. MIRGEAUX: Where did you hear that?

16 CHAIRMAN MAGUIRE: Pardon?

17 MR. MIRGEAUX: Where did you hear the gas tax?

18 CHAIRMAN MAGUIRE: It was on an Internet that
19 somebody sent to me, the -- the -- was it the
20 Governor Ennis -- En -- I forget his name. The
21 legislature passed it or proposed it as a
22 resolution.

23 It doesn't seem anything passed as a -- as
24 anything other than a resolution, but the point
25 being is that with the new administration coming

1 in, if you listen to AOC and the crowd, there's
2 going to be a lot of changes that could be made and
3 we need to know how they're going to affect us,
4 okay?

5 MS. MARTIN: I think that's a sign.

6 MS. LUDLOW: That's a sign.

7 CHAIRMAN MAGUIRE: All right. Meeting
8 adjourned. Oh, when is the next meeting? Okay.
9 Next meeting February 8th.

10 (Meeting adjourned at 5:33 p.m.)

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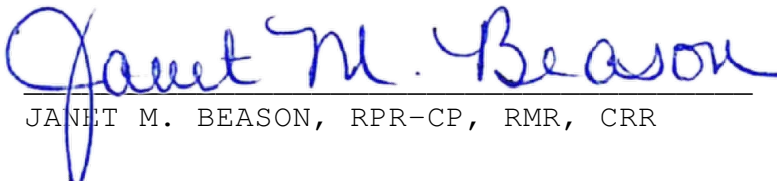
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REPORTER'S CERTIFICATE

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 25th day of January, 2021.



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

<p>CHAIRMAN GREEN: [35] 3/2 3/6 3/22 4/17 4/23 5/2 5/8 5/12 5/19 5/23 6/5 6/13 6/16 6/20 6/23 7/1 8/11 8/13 8/15 9/8 9/12 9/21 9/25 10/3 10/7 10/19 11/1 11/4 11/6 11/9 11/19 11/21 11/25 12/20 14/7</p> <p>CHAIRMAN MAGUIRE: [110] MR. BEYERS: [2] 23/18 23/24 MR. BURNETT: [34] 3/9 3/12 3/19 3/21 3/25 4/3 4/10 4/13 4/16 4/19 26/18 26/23 27/1 27/4 27/12 28/20 28/23 29/2 29/18 30/12 34/2 35/2 35/9 35/23 36/18 36/23 36/25 38/3 38/22 39/4 39/7 39/10 74/16 75/3 MR. HARVEY: [2] 6/9 16/22 MR. KIRA: [8] 4/2 6/10 8/20 9/9 9/20 9/24 10/1 10/6 MR. MAGUIRE: [7] 6/2 6/15 6/17 6/21 8/12 11/24 12/11 MR. MIRGEAUX: [35] 12/5 13/16 14/8 15/1 15/25 22/13 22/18 22/23 22/25 23/3 23/6 28/17 28/22 29/1 29/6 29/9 32/19 32/21 32/25 33/7 33/10 39/1 39/5 39/9 39/11 62/25 63/3 63/8 63/11 75/20 76/6 78/22 79/9 83/15 83/17 MR. NEHRING: [1] 33/22 MR. OLSON: [30] 3/11 6/22 6/25 7/3 15/2 16/2 21/6 22/9 29/11 30/11 30/22 34/23 35/8 35/22 36/16 36/20 36/24 38/24 65/1 65/5 65/15 65/18 66/3 66/25 67/18 67/22 68/5 68/9 76/8 80/11 MR. TUCKER: [12] 24/2 25/24 26/14 27/16 28/5 28/7 28/10 29/8 31/14 76/13 76/17 78/4 MR. WUELLNER: [53] 4/21 6/11 10/24 11/2 11/5 11/7 12/21 16/7 16/23 20/19 21/10 22/10 23/11 23/22 27/8 39/15 62/17 63/2 63/7 63/10 63/12 64/23 65/4 65/14 65/17 66/2 66/5 67/1 67/19 68/4 68/8</p>	<p>68/10 69/20 69/24 70/3 70/12 70/16 70/20 71/3 71/5 71/9 73/19 74/7 75/11 75/15 75/22 76/2 79/6 81/20 82/23 83/2 83/5 83/10 MS. GREEN: [18] 13/18 13/20 14/2 14/4 15/15 15/24 22/14 22/17 23/2 23/20 33/12 33/18 62/21 75/16 76/1 76/5 76/10 78/14 MS. LUDLOW: [46] 3/20 3/23 4/8 4/11 4/14 4/18 5/1 5/4 5/16 5/22 5/25 6/3 12/18 12/22 16/1 20/23 21/2 30/23 31/23 32/1 32/17 32/24 33/20 37/19 38/21 69/8 69/22 70/2 70/10 70/13 70/19 70/21 71/4 71/8 73/18 74/4 74/12 75/21 76/7 78/20 81/4 81/8 81/13 81/18 81/21 84/6 MS. MARTIN: [8] 5/11 5/15 5/18 5/21 6/4 6/12 10/5 84/5</p> <p>\$ \$30 [1] 82/16 \$1 [2] 48/12 48/18 \$1 million [2] 48/12 48/18 \$200 [1] 38/6 \$400,000 [1] 43/19 \$800 [2] 53/3 82/7</p> <p>' '64 [1] 7/21</p> <p>0 0570 [1] 1/24</p> <p>1 10 [2] 2/6 47/2 10 percent [1] 47/3 10,000 [2] 48/9 48/10 104 [1] 1/17 11 [1] 1/6 11th [2] 16/20 20/3 12 [3] 44/10 61/11 71/4 13 [1] 21/13 13th [1] 20/3 15 [1] 2/7 150 [1] 51/9 1510 [1] 1/23 15th [3] 16/21 16/22 16/23 16 [1] 2/8 18 [1] 44/10</p> <p>2 20 [1] 44/23 20-plus [1] 43/11 2009 [2] 65/13 66/7</p>	<p>2010 [1] 65/15 2014 [1] 10/13 2020 [2] 10/13 64/2 2021 [6] 1/6 2/11 39/14 63/9 65/3 85/10 2022 [2] 69/12 69/14 23 [1] 2/9 25 [2] 19/15 43/22 25th [1] 85/10 26 [1] 43/23 2D [1] 53/9</p> <p>3 30 [1] 44/23 30 percent [1] 19/15 32080 [1] 1/17 32084 [1] 1/24 39 [1] 2/11</p> <p>4 40 percent [1] 61/9 4730 [1] 1/4 4:00 [1] 1/7</p> <p>5 5 percent [1] 47/6 50 [3] 43/7 47/4 61/7 50 percent [1] 61/8 50/50 [2] 43/7 47/4 500 [1] 55/1 5:33 [2] 1/7 84/10</p> <p>7 78 [2] 2/12 2/13</p> <p>8 80 percent [1] 42/14 800 [1] 55/1 825-0570 [1] 1/24 84 [1] 2/14 85 [1] 2/15 8th [1] 84/9</p> <p>9 90 [1] 21/16 90 percent [2] 46/22 46/23 904 [1] 1/24</p> <p>A A.A.E [1] 1/19 AAAE [2] 51/2 67/9 abandoned [1] 61/15 ability [5] 30/18 42/24 47/21 48/13 58/13 able [9] 10/11 19/9 21/22 27/21 30/8 30/17 47/17 65/22 70/7 about [34] 4/3 6/19 17/1 21/13 21/16 22/4 24/9 24/13 27/20 27/21 28/2 31/8 34/14 34/22 34/22 36/19 39/19 42/14 44/6 45/20 45/22 50/16 55/16 55/19 60/23 61/8 62/7 62/25</p>	<p>65/22 66/15 68/5 69/12 71/18 79/1 absolutely [2] 29/7 83/2 Academy [3] 12/13 51/17 51/22 accelerate [1] 24/15 accelerated [1] 65/23 access [5] 17/13 17/25 26/3 29/16 72/17 accommodate [1] 24/22 accommodates [1] 42/12 accomplish [1] 75/8 ACI [2] 51/1 67/9 acknowledge [3] 8/17 10/9 10/15 acquire [2] 54/24 55/4 acres [1] 55/1 acronym [2] 44/18 57/17 across [3] 7/8 44/4 50/1 action [1] 35/20 active [1] 9/5 activities [2] 21/8 50/10 activity [1] 31/18 actual [1] 46/6 actually [9] 37/1 38/4 39/16 43/20 46/20 51/10 55/17 58/3 71/11 actuarials [1] 19/2 ad [4] 41/10 41/13 43/15 73/6 ad valorem [3] 41/10 41/13 43/15 add [2] 30/20 70/20 add-on [1] 30/20 additions [1] 15/14 address [2] 74/8 77/2 addressed [3] 40/10 40/20 41/20 adjourned [3] 15/17 84/8 84/10 ADJOURNMENT [1] 2/14 adjust [4] 45/14 45/18 45/18 45/19 administered [3] 3/18 4/15 66/9 administration [1] 83/25 Administration's [1] 42/20 administrator [1] 53/15 adopted [3] 46/3 63/20 63/22 adoption [3] 42/3 42/4 63/14 advance [1] 13/13 advent [1] 27/23 advertise [1] 26/6</p>	<p>advertised [1] 26/5 Aero [1] 52/14 Aerospace [3] 12/13 51/17 51/22 Aerospace Academy [3] 12/13 51/17 51/22 affect [2] 82/22 84/3 afloat [1] 61/17 after [12] 3/17 7/15 16/24 19/7 24/19 42/25 43/6 45/9 49/6 56/7 63/23 67/9 again [11] 12/14 12/23 20/6 20/13 30/19 31/14 31/25 49/21 62/2 76/17 78/15 against [3] 5/17 32/12 57/1 agencies [1] 51/5 agenda [15] 2/7 3/7 6/4 15/10 15/11 15/12 15/23 18/1 18/2 20/4 39/6 40/5 75/25 76/1 76/11 aggressive [1] 35/16 ago [6] 24/13 37/17 44/22 61/24 73/5 77/7 agree [1] 74/12 agreed [1] 34/5 agreeing [1] 74/13 agreement [6] 16/19 30/9 35/12 35/15 36/22 65/8 agreements [2] 29/22 56/14 ahead [6] 16/16 55/12 67/3 71/10 72/3 72/19 AIP [2] 47/16 48/7 air [20] 8/3 21/6 21/7 21/12 21/16 22/4 22/4 22/6 40/14 51/1 55/12 55/16 55/25 57/2 57/12 57/17 59/13 61/14 67/23 69/25 aircraft [5] 7/11 22/5 57/8 57/10 59/19 airfield [2] 53/6 72/22 airline [6] 21/20 21/24 55/25 56/12 61/5 77/6 airlines [5] 20/6 21/13 21/19 77/6 77/9 airplanes [1] 60/13 airport [82] 1/1 1/18 4/8 7/5 7/9 7/14 7/19 8/25 9/6 10/17 18/17 21/12 24/7 24/17 24/21 25/7 26/7 27/22 29/15 29/21 30/5 31/4 31/11 34/12 35/3 35/4 35/5 35/10 35/11 36/3 36/3 36/8 36/13 37/20 37/24 38/9 38/15 38/17 39/23 41/8 41/17 42/20 43/5 44/15 46/14 47/5 47/23 48/4 48/5 48/17 49/10</p>
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19/5 41/1 41/21</p> <p>annualized [1] 19/13</p> <p>annually [1] 53/4</p> <p>another [10] 7/13 10/7 29/11 42/21 47/19 50/13 50/14 69/15 69/16 81/21</p> <p>anxiously [1] 19/1</p> <p>any [33] 4/24 12/7 12/14 13/5 15/13 15/19 17/24 20/19 20/21 21/4 22/11 23/7 25/9 26/3 26/5 31/3 31/18 31/19 42/7 42/23 62/20 64/3 64/4 64/25 69/7 74/14 78/7 79/4 79/8 80/1 80/23 82/21 83/11</p> <p>anybody [7] 23/14 26/1 32/12 32/23 33/16 50/15 78/8</p> <p>anyone [2] 14/9 14/17</p> <p>anything [14] 4/25 27/9 31/4 40/11 40/24 45/1 50/16 69/11 69/19 71/17 80/18 83/4 83/23 83/24</p> <p>anyway [10] 17/6 20/11 20/17 24/15 59/5 62/5 62/18 80/25 81/7 82/9</p> <p>anyways [1] 37/8</p> <p>anywhere [1] 71/17</p> <p>AOC [1] 84/1</p> <p>apologize [1] 19/25</p> <p>apparent [1] 20/5</p> <p>Apparently [1] 65/7</p> <p>appears [1] 20/6</p> <p>applies [1] 56/9</p>	<p>appointed [1] 5/6</p> <p>appreciate [4] 9/13 9/20 9/25 10/1</p> <p>appropriate [1] 82/21</p> <p>approval [6] 2/7 15/11 15/12 15/23 41/25 49/25</p> <p>approve [2] 18/20 19/9</p> <p>architect [1] 8/7</p> <p>architecture [1] 8/6</p> <p>archive [1] 30/18</p> <p>are [83] 3/21 3/22 4/13 11/14 12/6 16/10 16/11 16/14 18/1 18/25 19/5 19/20 21/8 26/15 27/13 27/14 27/24 28/17 30/8 38/12 40/19 43/2 43/5 43/7 44/10 44/10 44/13 44/13 44/25 45/5 46/19 46/19 47/3 47/11 48/11 49/6 49/20 49/21 51/7 51/8 52/13 52/22 53/2 53/11 53/17 56/4 56/17 57/10 57/14 57/25 58/15 58/16 59/4 59/9 59/12 59/16 59/20 60/12 60/12 60/24 61/7 62/5 62/5 63/24 63/25 64/16 64/16 65/20 67/8 67/8 67/25 68/1 68/16 69/4 70/17 71/14 72/5 72/9 72/10 77/9 79/20 79/24 81/22</p> <p>area [7] 18/6 55/11 65/2 68/22 72/13 72/22 74/3</p> <p>areas [2] 39/25 40/12</p> <p>aren't [1] 72/10</p> <p>arms [1] 80/9</p> <p>around [15] 4/6 5/9 19/7 21/20 24/19 31/7 33/24 34/3 40/8 42/15 50/24 59/4 65/18 82/9 82/17</p> <p>artery [1] 79/13</p> <p>as [129]</p> <p>aside [1] 30/15</p> <p>ask [2] 6/17 9/18</p> <p>asked [2] 5/5 24/3</p> <p>asking [2] 32/5 33/2</p> <p>aspect [1] 74/16</p> <p>assessed [1] 37/20</p> <p>asset [1] 36/5</p> <p>assets [2] 38/15 49/14</p> <p>assistance [1] 57/15</p> <p>Association [4] 24/6 24/25 25/16 51/3</p> <p>assumed [1] 39/2</p> <p>Atlantic [1] 23/17</p> <p>Atlantic Aviation [1] 23/17</p> <p>attempt [1] 58/17</p> <p>attend [2] 8/21 22/3</p> <p>attendance [3] 20/8 21/16 70/16</p>	<p>attended [2] 8/23 9/15</p> <p>attends [2] 83/5 83/6</p> <p>attention [7] 49/19 51/12 54/6 59/20 67/21 68/23 76/20</p> <p>attitude [1] 34/11</p> <p>Attorney [1] 1/18</p> <p>attractant [1] 59/21</p> <p>attracting [2] 56/24 59/15</p> <p>attractive [1] 59/1</p> <p>audience [1] 74/11</p> <p>audit [5] 18/25 19/5 19/9 41/2 43/25</p> <p>augment [1] 58/15</p> <p>augmenting [1] 59/9</p> <p>augments [1] 54/15</p> <p>August [2] 20/2 55/13</p> <p>AUGUSTINE [8] 1/1 1/5 1/17 1/23 1/24 7/16 7/23 30/7</p> <p>authority [43] 1/1 1/18 2/11 2/13 4/8 7/5 7/14 7/19 7/22 8/1 10/17 24/7 25/7 26/7 27/22 29/14 29/15 29/21 30/5 31/4 35/3 36/3 36/13 37/24 38/9 38/15 39/14 39/23 41/8 43/10 43/14 43/17 43/23 44/15 54/9 54/15 56/19 73/11 74/25 75/3 75/4 75/7 75/17</p> <p>Authority's [5] 7/24 40/19 41/17 42/14 47/5</p> <p>authorize [1] 8/1</p> <p>authorized [1] 85/7</p> <p>Automated [1] 44/19</p> <p>automobiles [1] 57/6</p> <p>avail [1] 54/8</p> <p>availability [1] 42/17</p> <p>available [4] 23/9 26/1 57/24 73/6</p> <p>Avenue [1] 16/13</p> <p>average [2] 42/12 42/13</p> <p>aviation [17] 23/17 42/19 47/24 48/4 49/3 66/10 66/12 67/7 67/11 69/10 70/25 76/19 77/11 77/13 79/11 82/5 82/6</p> <p>aware [4] 50/8 53/13 54/6 79/8</p> <p>aye [11] 15/23 15/24 15/25 16/1 16/2 16/3 76/5 76/6 76/7 76/8 76/9</p>	<p>71/19 72/3 81/12 82/12</p> <p>background [3] 8/6 34/24 60/25</p> <p>backwards [1] 7/4</p> <p>bad [1] 61/5</p> <p>bags [1] 57/10</p> <p>bait [1] 59/23</p> <p>balance [1] 49/4</p> <p>balancing [1] 56/25</p> <p>bantered [1] 65/18</p> <p>Barresi [1] 24/1</p> <p>base [2] 43/3 58/24</p> <p>based [6] 37/1 37/5 37/6 48/3 49/11 75/12</p> <p>basic [2] 20/4 27/14</p> <p>basically [7] 8/2 21/24 25/10 26/3 34/6 36/1 59/10</p> <p>basis [3] 19/13 41/5 73/12</p> <p>be [128]</p> <p>Beach [1] 30/7</p> <p>bear [1] 60/19</p> <p>BEASON [3] 1/22 85/6 85/13</p> <p>beauty [1] 56/16</p> <p>became [2] 7/23 20/5</p> <p>because [24] 5/5 22/21 24/16 30/9 31/9 33/14 35/24 36/2 36/5 38/4 46/15 46/17 46/21 47/8 52/2 58/11 60/4 66/17 68/23 72/3 74/1 75/24 77/23 81/13</p> <p>become [1] 58/6</p> <p>been [28] 7/12 7/17 10/11 10/13 15/15 16/18 18/12 20/1 21/11 25/20 36/18 38/5 40/16 40/18 43/12 43/24 47/16 49/22 51/18 52/13 53/13 54/13 54/16 56/22 68/11 68/11 72/6 73/22</p> <p>bees [1] 59/22</p> <p>before [5] 6/15 25/21 29/12 45/20 45/22</p> <p>begin [4] 25/2 45/22 56/1 72/17</p> <p>beginning [1] 44/12</p> <p>begun [2] 18/5 20/7</p> <p>behalf [2] 76/17 76/19</p> <p>behoove [1] 79/11</p> <p>being [19] 7/15 8/9 9/16 17/2 17/3 22/5 32/13 36/12 42/19 47/17 53/7 58/6 65/6 65/9 65/24 67/16 69/13 77/20 83/25</p> <p>believe [6] 25/21 32/3 43/19 50/15 53/2 74/1</p> <p>below [1] 19/15</p> <p>benefit [1] 18/16</p> <p>benefits [1] 77/19</p> <p>best [1] 23/3</p>
---	--	---	---	---

<p>B</p> <p>better [6] 9/18 11/8 17/5 17/20 61/1 80/9</p> <p>between [4] 19/15 27/2 59/7 69/1</p> <p>Beyers [1] 23/16</p> <p>bid [3] 66/17 66/19 66/22</p> <p>big [6] 14/15 18/19 18/19 19/3 32/24 42/10</p> <p>bigger [1] 54/12</p> <p>biggest [3] 32/10 42/22 56/5</p> <p>bike [1] 51/9</p> <p>bill [1] 67/3</p> <p>billing [1] 51/10</p> <p>bipartisan [1] 65/8</p> <p>birds [1] 59/22</p> <p>bit [3] 10/12 34/14 81/12</p> <p>board [39] 1/9 1/12 5/9 7/7 7/15 9/4 9/14 9/18 9/22 10/7 10/10 10/14 12/10 15/9 20/21 28/2 28/16 29/6 29/9 31/4 32/14 39/17 39/18 40/17 41/22 51/20 70/11 72/6 72/11 73/4 73/23 74/17 74/18 74/20 74/20 75/7 75/8 75/18 80/2</p> <p>Bob [7] 5/11 6/19 21/4 34/21 38/23 64/25 80/10</p> <p>boiled [2] 35/13 37/8</p> <p>Boomerang [3] 34/2 34/9 36/20</p> <p>borrow [1] 39/6</p> <p>borrowed [1] 43/18</p> <p>both [2] 18/16 47/25</p> <p>bottom [1] 47/5</p> <p>Boulevard [1] 1/23</p> <p>bread [1] 60/7</p> <p>bridges [1] 45/13</p> <p>brief [1] 43/13</p> <p>briefed [1] 21/11</p> <p>briefing [1] 18/19</p> <p>Briefly [1] 34/2</p> <p>bring [5] 37/18 48/18 60/17 70/4 78/25</p> <p>bringing [2] 16/9 53/21</p> <p>brings [1] 82/6</p> <p>broadcast [1] 26/20</p> <p>brought [4] 25/15 33/5 34/10 53/7</p> <p>BRUCE [2] 1/10 78/24</p> <p>Brunson [3] 10/9 10/16 78/15</p> <p>Brunson's [1] 10/13</p> <p>budget [7] 41/21 41/24 41/25 42/4 42/8 42/15 43/16</p> <p>bugaboo [1] 19/3</p> <p>build [1] 54/3</p> <p>building [1] 24/13</p>	<p>buildings [2] 7/11 16/10</p> <p>built [1] 24/12</p> <p>burdensome [1] 58/21</p> <p>bureau [1] 69/18</p> <p>BURNETT [3] 1/17 3/8 34/1</p> <p>bus [3] 62/15 62/17 67/6</p> <p>business [26] 2/9 2/10 23/8 23/8 23/10 30/24 35/10 35/11 37/6 37/7 37/25 39/13 39/13 46/14 51/18 53/21 58/24 59/25 60/2 60/6 60/11 61/22 68/2 69/3 69/3 69/25</p> <p>businesses [4] 52/8 54/1 54/4 82/17</p> <p>busy [2] 78/17 78/18</p> <p>butter [1] 60/7</p> <p>buy [1] 55/3</p> <hr/> <p>C</p> <p>cable [3] 26/20 29/21 30/8</p> <p>calendar [1] 40/1</p> <p>call [8] 42/25 48/1 50/13 58/2 58/17 80/7 82/25 83/8</p> <p>called [2] 44/17 57/16</p> <p>came [2] 28/21 40/12</p> <p>cameras [3] 25/7 30/15 33/4</p> <p>can [49] 3/14 6/11 6/17 6/19 6/23 7/9 7/10 18/9 22/3 22/3 26/5 26/16 27/4 32/6 32/6 32/7 32/22 34/25 36/7 36/13 40/9 43/6 44/3 45/17 45/18 45/19 49/9 50/22 55/13 57/25 58/3 58/15 63/8 64/9 64/9 64/11 65/24 72/14 73/13 74/1 74/8 75/13 75/13 78/6 80/8 81/11 81/18 81/18 81/19</p> <p>can't [10] 16/21 24/16 35/24 36/3 52/17 66/20 69/11 71/16 71/21 76/21</p> <p>candidate [2] 12/4 12/14</p> <p>candidates [2] 12/15 13/5</p> <p>cannot [1] 10/8</p> <p>capability [1] 63/5</p> <p>capital [14] 40/13 42/6 42/16 44/9 44/19 46/4 46/6 48/12 54/3 57/1 65/3 66/4 70/24 73/15</p> <p>capture [2] 66/15 66/24</p> <p>care [1] 57/13</p> <p>career [3] 6/21 7/12 8/7</p>	<p>cargo [1] 80/21</p> <p>Carol [3] 10/3 51/24 51/25</p> <p>carrier [6] 55/21 55/25 56/20 57/2 58/13 60/2</p> <p>carrier's [1] 59/20</p> <p>carriers [20] 22/8 56/10 56/11 56/16 56/17 58/2 58/7 58/20 60/3 60/11 60/16 61/14 61/19 61/21 61/23 67/25 68/1 68/12 69/6 70/1</p> <p>carry [1] 55/21</p> <p>cars [1] 57/6</p> <p>Casa [1] 1/4</p> <p>case [1] 27/10</p> <p>cases [5] 49/18 54/2 58/3 58/10 61/9</p> <p>cash [2] 51/7 73/6</p> <p>center [5] 1/3 54/19 79/2 80/19 80/24</p> <p>centered [1] 42/15</p> <p>certain [3] 58/12 59/1 61/10</p> <p>certainly [9] 26/9 27/16 28/7 28/10 39/4 44/3 69/9 70/8 70/18</p> <p>CERTIFICATE [2] 2/15 85/1</p> <p>certify [1] 85/6</p> <p>chair [1] 78/23</p> <p>chairman [5] 1/10 11/12 11/14 11/22 73/25</p> <p>Chamber [1] 51/6</p> <p>champion [1] 7/23</p> <p>chance [2] 21/15 45/14</p> <p>change [3] 16/13 17/23 40/8</p> <p>changes [7] 15/13 15/20 31/18 45/24 53/13 64/15 84/2</p> <p>changing [2] 45/24 64/8</p> <p>channel [2] 30/1 67/13</p> <p>channels [1] 26/21</p> <p>Charlotte [1] 35/7</p> <p>chart [1] 10/21</p> <p>charter [2] 35/4 35/5</p> <p>chocolate [1] 22/18</p> <p>choice [1] 21/23</p> <p>choose [1] 39/18</p> <p>Cindy [2] 17/3 51/24</p> <p>CIP [1] 65/21</p> <p>city [3] 30/7 30/7 58/12</p> <p>clarifying [1] 32/17</p> <p>clear [3] 32/21 37/4 67/19</p> <p>click [2] 30/14 30/19</p> <p>close [4] 44/23 67/21 81/1 81/17</p> <p>closer [1] 55/13</p> <p>closing [1] 17/19</p> <p>Coast [1] 77/15</p>	<p>Cola [1] 1/4</p> <p>collapsed [1] 60/10</p> <p>collected [1] 56/23</p> <p>collectively [3] 39/18 39/22 40/17</p> <p>College [1] 50/11</p> <p>Colorado [1] 8/10</p> <p>combination [1] 22/6</p> <p>combine [1] 48/13</p> <p>come [22] 3/14 5/3 17/10 27/24 30/21 31/5 34/13 35/5 37/19 41/4 47/7 54/4 56/2 57/5 62/3 62/23 65/10 66/17 67/13 67/24 76/20 82/11</p> <p>comes [3] 19/18 41/23 67/15</p> <p>comfort [2] 3/12 46/12</p> <p>coming [9] 4/8 18/18 18/23 28/25 33/13 40/1 50/14 82/12 83/25</p> <p>commence [1] 3/2</p> <p>commenced [1] 15/17</p> <p>comment [11] 2/12 20/23 23/3 29/18 74/16 78/5 78/7 78/8 78/11 81/3 82/14</p> <p>comments [16] 2/13 20/21 21/5 22/12 25/11 28/15 31/19 62/19 65/1 69/7 74/14 78/11 78/13 78/22 81/5 83/11</p> <p>commercial [15] 40/14 43/4 47/21 47/24 48/4 48/7 48/10 48/24 48/25 55/8 55/9 55/16 56/3 59/8 67/23</p> <p>commercially [1] 48/17</p> <p>commitment [1] 58/4</p> <p>committee [4] 2/6 7/6 10/18 10/20</p> <p>Committees [1] 12/13</p> <p>common [1] 56/13</p> <p>communicating [1] 17/11</p> <p>communities [1] 58/24</p> <p>community [22] 9/6 21/12 21/14 21/15 27/19 40/13 50/6 53/22 54/2 54/5 55/23 57/17 58/16 58/23 59/13 59/16 59/24 59/25 60/17 62/1 68/7 76/19</p> <p>companies [1] 59/1</p> <p>company [2] 79/10 79/19</p> <p>complete [1] 16/11</p> <p>completely [4] 25/13 31/15 34/11 63/19</p> <p>completing [2] 16/12 24/14</p> <p>component [1] 65/22</p> <p>components [1] 42/11</p>	<p>concludes [1] 20/17</p> <p>conducting [1] 38/17</p> <p>conference [3] 1/3 20/1 55/13</p> <p>confirmed [1] 39/1</p> <p>conflict [1] 36/15</p> <p>congratulations [3] 3/19 4/16 78/18</p> <p>Congress [2] 67/3 82/15</p> <p>connect [1] 72/18</p> <p>connecting [1] 72/21</p> <p>consensus [1] 74/23</p> <p>consider [4] 46/25 56/8 64/7 79/18</p> <p>considered [4] 24/17 49/8 49/23 68/16</p> <p>considering [2] 19/14 20/13</p> <p>constantly [1] 50/12</p> <p>construct [1] 64/8</p> <p>constructed [1] 17/20</p> <p>construction [7] 17/2 17/4 18/21 46/6 46/18 49/15 50/24</p> <p>consultant [3] 38/12 82/20 82/24</p> <p>contact [1] 79/19</p> <p>contained [1] 44/13</p> <p>context [4] 40/24 41/1 54/1 58/23</p> <p>contiguous [1] 54/10</p> <p>continual [1] 54/14</p> <p>continually [3] 50/18 52/23 59/12</p> <p>continue [3] 19/22 57/14 58/9</p> <p>continued [1] 41/9</p> <p>contribute [2] 73/7 82/7</p> <p>contribution [1] 47/5</p> <p>convenience [1] 55/14</p> <p>conversation [2] 4/6 37/16</p> <p>convince [1] 36/10</p> <p>cooperative [1] 18/13</p> <p>coordinated [1] 50/5</p> <p>corporate [1] 64/9</p> <p>correct [8] 27/11 27/12 36/23 50/22 65/14 65/17 66/2 76/12</p> <p>cost [5] 31/3 43/8 46/23 56/9 56/18</p> <p>costs [4] 56/19 57/7 57/10 77/21</p> <p>could [28] 6/7 12/18 12/18 17/19 17/21 18/15 30/13 33/14 34/19 35/19 55/9 64/11 64/12 64/12 64/19 67/4 67/13 70/18 74/18 75/11 79/12 79/17 79/18 80/16 80/20 81/14 82/19 84/2</p> <p>couldn't [4] 9/18 12/19</p>
---	---	--	--	--

<p>C</p> <p>couldn't... [2] 23/23 30/4</p> <p>Council [2] 51/2 51/4</p> <p>counties [2] 29/19 29/25</p> <p>country [1] 82/18</p> <p>county [26] 1/1 9/11 26/19 29/22 30/4 30/8 31/11 50/3 51/1 51/4 51/5 51/20 53/8 53/12 53/14 53/16 54/20 68/15 68/20 77/14 79/4 80/2 81/10 81/22 81/23 85/4</p> <p>couple [14] 21/8 21/25 24/4 25/7 29/19 37/10 37/17 48/14 52/5 60/20 65/1 72/12 72/14 78/18</p> <p>course [13] 19/22 40/13 42/19 43/25 49/20 50/4 51/15 51/17 54/23 56/18 57/7 67/22 81/6</p> <p>court [14] 1/23 34/4 34/5 34/6 34/7 35/20 35/24 36/2 36/5 36/10 36/11 37/10 37/11 37/13</p> <p>cover [1] 19/11</p> <p>COVID [5] 20/7 27/23 60/4 60/8 61/4</p> <p>CP [2] 85/6 85/13</p> <p>create [1] 72/25</p> <p>created [1] 7/21</p> <p>creation [1] 7/24</p> <p>critical [1] 42/10</p> <p>crowd [1] 84/1</p> <p>CRR [3] 1/22 85/6 85/13</p> <p>culminating [1] 42/3</p> <p>current [1] 64/14</p> <p>currently [1] 59/9</p> <p>CY [2] 2/11 39/14</p>	<p>Dean [1] 23/9</p> <p>debt [5] 41/16 41/19 41/20 43/11 43/24</p> <p>debt-free [1] 43/11</p> <p>decide [1] 56/21</p> <p>decision [2] 68/18 74/19</p> <p>decisions [4] 49/11 55/19 72/6 73/4</p> <p>declaratory [1] 35/19</p> <p>decline [1] 64/19</p> <p>defend [1] 39/8</p> <p>delay [1] 46/17</p> <p>deletions [1] 15/13</p> <p>delivery [2] 79/2 79/5</p> <p>Delta [4] 16/18 17/9 17/12 60/3</p> <p>Delta's [1] 17/6</p> <p>demand [1] 55/23</p> <p>DEO [1] 53/24</p> <p>Department [1] 42/24</p> <p>depending [2] 67/3 70/3</p> <p>derogatory [1] 49/2</p> <p>design [2] 46/4 46/17</p> <p>designed [3] 39/16 40/10 66/16</p> <p>despite [1] 61/17</p> <p>detail [2] 17/22 70/7</p> <p>details [3] 17/10 19/12 32/7</p> <p>determination [1] 20/2</p> <p>determining [1] 62/15</p> <p>develop [2] 27/15 53/18</p> <p>developed [3] 38/11 44/21 55/17</p> <p>development [22] 7/13 8/2 8/4 8/8 13/11 14/1 40/14 42/16 44/12 51/6 52/24 53/12 53/21 53/24 54/19 54/19 55/12 57/1 57/18 63/16 63/17 72/22</p> <p>development's [1] 52/21</p> <p>diagram [1] 71/1</p> <p>did [12] 4/24 8/21 15/1 15/2 22/22 23/2 36/16 66/7 66/7 83/15 83/17 85/7</p> <p>didn't [10] 19/24 22/21 32/12 35/14 36/25 37/19 37/23 38/20 79/1 81/4</p> <p>difference [1] 27/1</p> <p>different [10] 8/8 11/9 21/13 34/11 38/14 39/21 42/18 61/19 66/10 68/2</p> <p>differently [1] 44/8</p> <p>difficult [5] 49/17 53/1 60/4 66/24 72/7</p> <p>direct [2] 35/20 53/5</p> <p>directed [1] 72/11</p>	<p>directing [1] 32/5</p> <p>directly [1] 25/4</p> <p>director [2] 1/19 5/20</p> <p>director's [3] 2/8 16/4 16/5</p> <p>dirt [1] 72/25</p> <p>disagree [1] 73/19</p> <p>disagreement [2] 37/19 38/1</p> <p>disclaim [1] 28/19</p> <p>disclosure [1] 28/24</p> <p>discretionary [1] 49/8</p> <p>discussed [1] 65/6</p> <p>discussion [2] 39/17 80/1</p> <p>disrupt [1] 31/17</p> <p>disruption [2] 25/9 28/13</p> <p>distribution [3] 80/3 80/19 80/23</p> <p>district [6] 36/6 43/1 43/8 49/10 54/13 54/16</p> <p>division [1] 47/22</p> <p>do [96]</p> <p>does [7] 31/24 43/9 50/2 52/3 61/25 67/16 83/5</p> <p>doesn't [10] 17/23 17/24 30/3 36/14 44/4 45/10 56/18 59/18 83/4 83/23</p> <p>doing [10] 8/7 8/25 27/2 31/17 32/13 33/13 45/23 46/15 58/8 81/25</p> <p>dollars [10] 38/5 43/6 43/7 48/21 49/17 51/11 53/7 63/16 63/17 73/9</p> <p>don't [39] 5/13 6/2 9/12 9/12 10/3 12/5 17/21 20/12 28/11 29/20 30/1 31/2 31/3 31/9 32/3 32/24 32/25 33/8 40/5 56/21 58/10 59/3 62/12 64/7 64/21 65/25 67/2 67/7 67/15 72/12 72/23 73/19 74/18 78/7 79/9 80/1 80/20 80/25 82/23</p> <p>done [8] 10/24 11/9 17/7 17/17 30/4 46/18 70/5 71/6</p> <p>DOT [7] 18/8 44/16 44/21 45/12 45/17 64/7 71/20</p> <p>Doug [1] 34/1</p> <p>DOUGLAS [1] 1/17</p> <p>down [15] 6/24 11/23 13/12 15/3 19/20 24/23 35/13 37/9 41/23 52/16 55/3 57/9 72/11 72/15 78/1</p> <p>downtown [1] 81/24</p> <p>drainage [1] 47/12</p> <p>dramatically [1] 48/19</p> <p>draw [1] 58/14</p> <p>Draws [1] 51/12</p>	<p>drive [1] 24/20</p> <p>driven [1] 59/17</p> <p>driving [1] 62/14</p> <p>drone [3] 79/5 79/20 80/15</p> <p>dual [1] 12/5</p> <p>dual-hat [1] 12/5</p> <p>during [4] 4/4 17/4 17/15 25/12</p> <p>dust [1] 68/1</p> <p>duties [1] 31/7</p>	<p>enough [5] 22/15 32/4 34/22 38/23 58/5</p> <p>enplanement [1] 48/15</p> <p>enplanes [1] 48/9</p> <p>enter [4] 29/22 35/14 56/13 56/17</p> <p>entered [1] 45/3</p> <p>entering [1] 56/14</p> <p>Enterprise [1] 53/23</p> <p>Enterprise Florida [1] 53/23</p> <p>entire [1] 43/12</p> <p>entirety [1] 18/14</p> <p>entities [1] 54/7</p> <p>entitlement [2] 48/1 57/2</p> <p>entitlements [1] 49/6</p> <p>entity [2] 36/7 44/16</p> <p>environmental [2] 47/13 65/25</p> <p>especially [7] 9/14 46/1 50/16 50/24 53/19 54/25 55/3</p> <p>Esquire [1] 1/17</p> <p>essentially [4] 35/23 56/12 63/21 79/15</p> <p>Estrella [1] 16/13</p> <p>Estrella Avenue [1] 16/13</p> <p>even [14] 17/18 24/17 26/19 32/25 39/23 40/10 45/24 56/7 58/1 58/10 58/14 61/10 67/9 69/11</p> <p>event [2] 51/12 51/14</p> <p>events [1] 21/20</p> <p>eventual [1] 54/17</p> <p>eventually [1] 56/2</p> <p>ever [5] 23/4 43/23 44/20 74/17 74/19 48/11 48/21 71/14 76/20 77/1 77/8 77/8 77/25</p> <p>everybody [3] 6/18 31/12 78/19</p> <p>everyday [1] 61/2</p> <p>everyone [3] 10/22 11/11 80/11</p> <p>everyone's [2] 11/10 16/11</p> <p>everything [5] 7/2 9/14 52/18 57/9 77/19</p> <p>exact [1] 42/13</p> <p>exactly [4] 8/25 18/9 59/8 81/9</p> <p>example [3] 26/19 68/17 70/6</p> <p>examples [2] 52/5 52/6</p> <p>excited [1] 28/2</p> <p>exclusion [1] 73/14</p> <p>exclusions [1] 67/4</p> <p>exclusive [1] 56/14</p> <p>Excuse [1] 34/21</p> <p>executive [5] 1/19 2/8</p>
<p>D</p> <p>daily [1] 59/10</p> <p>data [3] 40/24 68/13 71/12</p> <p>database [3] 44/14 44/14 45/6</p> <p>date [4] 16/10 20/13 20/15 72/1</p> <p>date-specific [1] 72/1</p> <p>Dated [1] 85/10</p> <p>daughter [1] 22/21</p> <p>daughters [1] 4/5</p> <p>day [7] 4/4 16/24 19/23 22/2 41/11 41/11 85/10</p> <p>days [4] 21/8 21/25 43/15 57/20</p> <p>de [1] 1/23</p> <p>deal [4] 32/24 40/13 53/4 71/5</p> <p>deals [1] 50/6</p>			<p>E</p> <p>E-2D [1] 53/9</p> <p>each [7] 41/25 48/10 63/20 71/11 73/7 73/15 73/17</p> <p>early [2] 17/11 57/20</p> <p>earned [1] 50/14</p> <p>earnest [1] 16/25</p> <p>eat [1] 22/21</p> <p>echo [1] 78/22</p> <p>economic [16] 7/12 8/2 8/4 8/8 13/11 13/25 40/14 51/6 52/21 52/24 52/24 53/3 53/11 53/20 53/24 54/19</p> <p>economy [3] 65/10 69/3 82/8</p> <p>Ed [6] 5/14 5/19 6/12 10/20 69/8 72/10</p> <p>EDC [1] 59/11</p> <p>edited [1] 33/14</p> <p>educate [1] 67/10</p> <p>educational [2] 22/1 22/7</p> <p>EDWARD [1] 1/19</p> <p>effort [3] 9/13 61/16 67/5</p> <p>efforts [2] 18/5 51/20</p> <p>either [3] 23/19 25/3 44/11</p> <p>elected [4] 7/15 81/10 81/22 82/3</p> <p>election [1] 25/12</p> <p>eligible [2] 46/24 49/21</p> <p>else [11] 14/9 14/17 27/2 27/9 30/14 40/11 40/25 51/24 64/12 69/17 77/19</p> <p>embrace [1] 18/14</p> <p>emergency [3] 35/18 80/7 80/7</p> <p>emphasis [1] 31/14</p> <p>emphasize [1] 62/9</p> <p>employ [1] 82/23</p> <p>employee [1] 82/24</p> <p>En [1] 83/20</p> <p>end [3] 18/15 19/6 58/7</p> <p>engage [1] 50/10</p> <p>engaged [3] 40/18 53/18 59/11</p> <p>engaging [1] 39/21</p> <p>engineering [1] 18/20</p> <p>Ennis [1] 83/20</p>	

<p>E</p> <p>executive... [3] 5/20 16/4 16/5</p> <p>Executives [1] 51/3</p> <p>exist [1] 64/17</p> <p>existing [1] 49/14</p> <p>exists [1] 48/18</p> <p>exit [1] 56/17</p> <p>expect [5] 20/12 45/1 45/22 48/6 54/23</p> <p>expectation [1] 48/2</p> <p>expected [3] 45/16 46/10 67/24</p> <p>expecting [1] 19/5</p> <p>expenses [2] 19/22 41/11</p> <p>expensive [3] 54/24 72/2 72/24</p> <p>explode [1] 60/9</p> <p>explore [2] 56/1 57/15</p> <p>exploring [2] 17/16 17/17</p> <p>extra [1] 77/20</p> <p>extremely [2] 43/18 53/17</p> <p>eye [1] 41/13</p>	<p>feel [3] 27/19 40/25 62/13</p> <p>felt [1] 25/12</p> <p>few [6] 10/25 22/1 40/21 51/25 52/13 61/3</p> <p>figure [1] 18/8</p> <p>filed [1] 35/15</p> <p>fill [2] 26/10 60/13</p> <p>final [1] 42/3</p> <p>finally [1] 49/1</p> <p>finances [1] 42/14</p> <p>financial [3] 9/17 42/15 47/8</p> <p>financially [2] 56/20 57/12</p> <p>financials [1] 19/4</p> <p>find [3] 27/21 42/25 43/6</p> <p>fine [4] 11/10 33/14 58/8 75/23</p> <p>finesse [1] 64/10</p> <p>finite [1] 73/14</p> <p>first [8] 3/6 3/9 14/25 15/16 26/12 43/13 64/3 68/17</p> <p>fiscal [15] 40/13 41/3 41/10 41/25 42/11 42/23 43/16 44/6 45/15 48/11 63/25 64/1 64/2 73/7 73/15</p> <p>five [19] 7/24 7/24 7/25 12/11 13/10 14/14 24/9 24/19 40/15 43/20 52/5 63/6 63/7 63/22 63/24 71/12 71/13 77/4 77/5</p> <p>five-year [3] 43/20 63/22 63/24</p> <p>FL [2] 1/17 1/24</p> <p>flag [2] 5/23 6/2</p> <p>Flagler [1] 50/11</p> <p>Flagler College [1] 50/11</p> <p>flexible [1] 45/12</p> <p>flies [1] 59/10</p> <p>flights [2] 35/4 35/5</p> <p>Florida [17] 1/5 18/8 19/2 36/6 42/24 43/1 44/16 44/21 45/12 45/17 47/4 51/3 53/23 63/14 67/12 71/20 85/3</p> <p>Florida DOT [6] 18/8 44/16 44/21 45/12 45/17 71/20</p> <p>Florida Retirement [1] 19/2</p> <p>flowed [1] 66/11</p> <p>fluent [1] 70/8</p> <p>fly [5] 48/16 52/19 79/13 80/18 80/22</p> <p>flying [4] 59/9 59/18 60/5 60/12</p> <p>focused [2] 60/11 73/4</p> <p>folks [5] 18/8 20/9 21/15 50/22 59/2</p> <p>follow [1] 79/18</p>	<p>following [2] 17/8 46/5</p> <p>forecast [1] 22/5</p> <p>foregoing [1] 85/8</p> <p>forget [2] 16/7 83/20</p> <p>forgot [1] 4/12</p> <p>form [1] 41/5</p> <p>formal [5] 12/8 12/24 13/8 27/13 74/25</p> <p>formally [1] 75/4</p> <p>former [1] 79/20</p> <p>forte [1] 52/3</p> <p>forth [1] 24/21</p> <p>Fortunately [1] 19/17</p> <p>forum [2] 21/7 26/5</p> <p>forums [1] 22/2</p> <p>forward [10] 27/17 34/17 37/13 40/8 40/20 69/15 72/8 74/1 76/2 78/24</p> <p>found [2] 25/11 58/21</p> <p>four [12] 3/23 8/1 8/3 9/10 9/23 24/9 24/13 24/19 61/20 63/23 71/12 72/16</p> <p>franchise [2] 29/22 30/9</p> <p>frankly [6] 20/8 31/6 35/18 46/16 60/17 68/10</p> <p>free [4] 43/11 50/13 56/17 79/15</p> <p>frequently [1] 17/11</p> <p>fresh [1] 65/21</p> <p>front [4] 6/4 47/14 69/5 77/3</p> <p>Frontier [2] 57/20 68/17</p> <p>FRS [1] 19/2</p> <p>fruit [1] 60/19</p> <p>Fuel [1] 77/18</p> <p>function [1] 30/16</p> <p>functional [1] 78/1</p> <p>fund [4] 46/4 46/22 47/1 67/17</p> <p>funded [6] 46/18 49/3 49/19 64/16 64/17 66/8</p> <p>funding [10] 42/22 45/2 47/16 47/20 48/12 48/22 49/11 67/13 70/24 77/2</p> <p>funds [6] 42/18 43/2 57/2 58/10 58/14 58/17</p> <p>further [1] 78/10</p> <p>future [2] 29/5 71/2</p>	<p>54/24 67/11 69/10 70/25 76/19 77/11 78/5 79/12 82/5 82/5</p> <p>generally [1] 50/8</p> <p>geographically [1] 68/22</p> <p>get [62] 4/21 4/22 6/12 11/22 12/18 12/18 16/16 18/19 19/24 20/9 21/14 21/21 22/21 24/11 24/16 24/24 25/22 26/11 30/1 30/8 32/24 35/17 35/17 40/22 42/6 42/8 44/25 45/7 46/15 47/17 48/11 48/20 49/19 49/19</p> <p>50/12 50/22 51/9 52/18 52/20 52/20 53/1 55/13 57/7 57/20 58/3 58/11 59/19 60/15 62/6 67/2 67/21 69/5 70/23 71/15 72/3 73/16 73/17 74/24 77/2 77/25 80/8 82/19</p> <p>gets [6] 44/16 49/3 50/5 59/22 59/22 65/7</p> <p>getting [11] 4/10 19/3 22/7 24/24 39/22 46/17 46/18 58/1 68/23 79/25 81/16</p> <p>give [6] 6/19 34/25 40/6 61/3 61/4 82/20</p> <p>given [4] 10/14 20/6 42/23 49/6</p> <p>gives [2] 44/5 83/8</p> <p>glad [3] 13/12 23/5 80/12</p> <p>go [33] 5/15 6/3 14/25 15/3 15/9 16/16 17/5 19/12 23/8 26/2 30/13 30/18 31/7 31/24 39/19 40/8 40/20 42/25 43/6 45/2 45/9 52/20 52/20 58/16 62/8 62/10 65/24 67/9 71/16 72/5 73/8 78/11 81/5</p> <p>goal [3] 48/22 58/6 75/9</p> <p>goes [5] 27/21 28/14 48/7 48/17 73/17</p> <p>going [54] 3/23 4/4 4/19 7/4 8/5 8/17 13/13 13/16 16/7 16/17 17/14 18/22 19/12 20/25 21/2 23/11 23/13 25/5 25/14 26/11 26/15 27/10 28/3 31/6 31/6 31/23 32/1 32/10 36/1 36/18 37/24 39/8 41/7 43/2 49/1 50/20 54/22 59/16 62/2 65/8 65/20 68/1 69/1 69/13 72/7 72/20 75/22 75/23 76/22 78/17 79/3 81/9 84/2 84/3</p> <p>Goldman [1] 70/6</p> <p>gone [1] 19/14</p>	<p>good [25] 5/8 5/21 5/25 5/25 16/8 18/3 22/17 23/5 23/6 23/24 23/25 28/19 38/23 50/22 52/2 60/21 60/24 61/25 62/2 65/19 66/6 73/24 75/2 75/10 76/9</p> <p>goodbye [1] 9/2</p> <p>got [15] 11/7 20/14 25/17 43/14 44/1 48/8 51/24 52/1 55/7 62/13 63/5 76/24 77/2 77/5 80/6</p> <p>Gotcha [1] 5/12</p> <p>gotten [3] 35/19 46/12 71/10</p> <p>government [7] 25/21 27/2 29/16 36/7 57/16 61/18 66/9</p> <p>governments [2] 26/18 29/20</p> <p>Governor [1] 83/20</p> <p>grant [18] 42/18 42/23 45/21 46/20 48/2 54/2 57/1 57/18 57/19 57/22 58/7 58/10 64/10 64/20 66/22 71/22 71/24 72/2</p> <p>grants [1] 66/18</p> <p>great [16] 3/23 9/21 21/23 29/10 40/17 44/3 52/19 52/19 53/4 58/8 59/8 60/15 65/20 71/5 73/8 73/10</p> <p>GREEN [4] 1/10 11/19 13/5 14/11</p> <p>Group [1] 1/17</p> <p>groups [3] 49/23 51/16 67/8</p> <p>Grove [1] 1/17</p> <p>Grumman [5] 18/6 18/12 18/17 52/15 53/6</p> <p>Grumman's [1] 59/2</p> <p>GTV [2] 26/20 29/11</p> <p>guaranteed [3] 48/11 48/21 58/1</p> <p>guarantees [3] 46/19 58/2 58/18</p> <p>guess [9] 5/12 7/3 11/3 11/7 11/15 21/6 63/4 74/22 74/23</p> <p>guidelines [1] 49/8</p> <p>guys [10] 4/24 6/5 9/10 28/17 29/7 53/25 62/13 72/9 73/16 81/15</p>
<p>F</p> <p>FAA [24] 35/24 36/2 44/17 44/22 45/2 45/17 46/2 46/10 46/21 47/6 47/19 48/12 49/5 49/8 49/9 49/17 51/4 57/3 63/15 63/16 63/18 66/12 67/14 71/25</p> <p>FAA's [1] 47/23</p> <p>FAC [1] 67/9</p> <p>Facebook [3] 25/4 37/4 52/1</p> <p>facility [2] 79/3 79/5</p> <p>fact [3] 45/7 53/4 81/8</p> <p>fair [1] 45/11</p> <p>fall [2] 18/22 18/23</p> <p>far [3] 27/9 52/18 67/2</p> <p>fashion [1] 55/24</p> <p>favor [13] 11/16 11/19 12/9 12/24 13/8 13/23 14/12 14/21 15/4 15/6 15/22 76/4 81/11</p> <p>favours [1] 48/23</p> <p>FDOT [6] 45/2 46/1 51/4 63/13 63/15 71/25</p> <p>FDOT's [1] 63/20</p> <p>FDOT-only [1] 46/1</p> <p>feasibility [1] 63/4</p> <p>featured [1] 52/16</p> <p>February [5] 18/2 18/18 19/8 25/1 84/9</p> <p>February 8th [1] 84/9</p> <p>fed [1] 66/23</p> <p>federal [16] 34/4 34/5 35/24 36/1 36/10 36/11 36/12 36/15 37/11 42/19 57/15 58/3 61/18 65/5 66/9 66/19</p>	<p>flowed [1] 66/11</p> <p>fluent [1] 70/8</p> <p>fly [5] 48/16 52/19 79/13 80/18 80/22</p> <p>flying [4] 59/9 59/18 60/5 60/12</p> <p>focused [2] 60/11 73/4</p> <p>folks [5] 18/8 20/9 21/15 50/22 59/2</p> <p>follow [1] 79/18</p>	<p>FRS [1] 19/2</p> <p>fruit [1] 60/19</p> <p>Fuel [1] 77/18</p> <p>function [1] 30/16</p> <p>functional [1] 78/1</p> <p>fund [4] 46/4 46/22 47/1 67/17</p> <p>funded [6] 46/18 49/3 49/19 64/16 64/17 66/8</p> <p>funding [10] 42/22 45/2 47/16 47/20 48/12 48/22 49/11 67/13 70/24 77/2</p> <p>funds [6] 42/18 43/2 57/2 58/10 58/14 58/17</p> <p>further [1] 78/10</p> <p>future [2] 29/5 71/2</p>	<p>GA [5] 18/6 49/5 49/7 49/19 63/5</p> <p>Gainesville [1] 29/15</p> <p>gallon [1] 82/16</p> <p>game [1] 73/1</p> <p>gas [2] 82/16 83/17</p> <p>gave [1] 10/10</p> <p>general [16] 2/12 47/24 48/4 49/3 52/11 53/20</p>	<p>G</p> <p>GA [5] 18/6 49/5 49/7 49/19 63/5</p> <p>Gainesville [1] 29/15</p> <p>gallon [1] 82/16</p> <p>game [1] 73/1</p> <p>gas [2] 82/16 83/17</p> <p>gave [1] 10/10</p> <p>general [16] 2/12 47/24 48/4 49/3 52/11 53/20</p>
				<p>H</p> <p>habit [1] 16/8</p> <p>had [18] 7/4 22/25 23/4 37/16 37/21 43/14 44/24 52/5 53/15 57/19 65/12 66/3 68/3 68/11 76/13 76/25 80/1 82/1</p> <p>half [1] 43/8</p> <p>hand [9] 3/16 11/4 11/17 12/25 13/8 13/23</p>

<p>H</p> <p>hand... [3] 14/12 14/21 15/4</p> <p>handful [1] 59/4</p> <p>handle [1] 27/17</p> <p>handling [2] 29/10 57/8</p> <p>hangar [10] 16/9 17/12 63/5 63/17 64/8 64/9 64/12 72/20 72/20 72/21</p> <p>hangars [18] 24/8 24/10 24/11 24/24 63/16 69/10 69/11 70/25 71/1 71/13 72/13 72/15 72/19 73/10 76/21 77/20 77/22 82/10</p> <p>happened [2] 31/8 45/8</p> <p>happens [1] 81/24</p> <p>happy [7] 8/10 8/13 9/9 18/11 20/11 20/19 55/10</p> <p>hard [3] 6/8 9/13 79/25</p> <p>has [31] 7/12 16/18 18/12 20/1 26/20 34/3 34/9 34/9 34/9 36/2 36/18 41/9 41/16 43/10 43/23 54/16 56/6 56/6 56/23 57/16 58/13 59/18 63/16 65/21 68/11 68/11 73/11 74/17 75/4 76/20 82/17</p> <p>hasn't [1] 10/11</p> <p>Hastings [1] 81/25</p> <p>hat [1] 12/5</p> <p>have [119]</p> <p>haven't [3] 21/11 40/9 56/22</p> <p>having [7] 14/20 25/20 53/6 56/3 60/17 72/15 79/25</p> <p>he [14] 6/19 10/10 10/11 10/16 15/2 23/11 23/13 23/22 32/6 32/7 32/11 33/4 33/23 70/7</p> <p>he's [6] 10/13 10/14 23/19 23/20 24/3 34/22</p> <p>head [1] 18/21</p> <p>heading [1] 59/23</p> <p>health [1] 80/2</p> <p>healthy [1] 46/24</p> <p>hear [10] 20/25 23/5 23/23 32/12 67/19 81/14 81/18 81/19 83/15 83/17</p> <p>heard [3] 22/15 33/23 62/10</p> <p>heavily [2] 13/13 48/23</p> <p>held [2] 1/3 19/20</p> <p>help [2] 10/15 65/10</p> <p>helped [2] 57/20 68/18</p> <p>helpful [2] 18/12 56/24</p> <p>helping [1] 17/13</p>	<p>helps [2] 75/8 77/17</p> <p>Henry [1] 23/9</p> <p>her [2] 82/25 83/8</p> <p>here [50] 3/14 5/17 6/9 6/18 8/10 23/11 23/14 23/14 23/19 25/8 25/14 27/6 29/21 31/10 33/4 35/6 37/1 37/1 37/5 37/6 37/12 37/22 37/25 40/9 43/13 43/14 44/1 51/24 52/16 53/9 55/1 55/8 55/17 55/20 56/3 56/8 59/2 59/7 61/3 61/8 68/6 73/1 76/20 77/7 77/16 77/20 77/23 80/12 82/2 82/9</p> <p>hesitant [1] 27/24</p> <p>Hey [1] 58/8</p> <p>Hi [1] 24/2</p> <p>high [1] 51/22</p> <p>high school [1] 51/22</p> <p>highlight [3] 4/5 9/11 40/12</p> <p>highlighting [1] 52/7</p> <p>highlights [1] 40/4</p> <p>highly [3] 45/12 50/10 58/25</p> <p>him [4] 23/14 24/5 33/23 34/25</p> <p>his [3] 6/21 10/16 83/20</p> <p>historic [1] 30/7</p> <p>Historical [1] 7/16</p> <p>historically [5] 40/16 41/7 41/18 43/7 68/13</p> <p>history [2] 7/18 60/9</p> <p>hit [3] 40/4 45/16 45/21</p> <p>hold [1] 20/15</p> <p>homeownership [2] 68/14 68/15</p> <p>homes [1] 68/20</p> <p>honestly [1] 67/20</p> <p>honey [1] 59/21</p> <p>honor [1] 9/21</p> <p>honors [1] 3/8</p> <p>hope [1] 16/15</p> <p>hopeful [2] 34/13 68/12</p> <p>hopefully [7] 17/5 34/19 37/17 50/21 56/2 60/19 61/19</p> <p>hoping [1] 73/25</p> <p>hosting [1] 21/13</p> <p>hot [1] 8/19</p> <p>house [1] 7/10</p> <p>household [3] 4/1 4/4 4/7</p> <p>how [19] 10/20 10/24 18/9 26/16 28/3 39/18 41/12 46/13 52/23 55/16 61/5 61/21 66/8 66/8 67/3 67/15 82/5 83/14 84/3</p> <p>However [1] 66/11</p> <p>huge [4] 59/12 65/12</p>	<p>68/22 79/13</p> <p>huh [4] 22/10 65/4 68/4 70/2</p> <p>hundred [1] 38/5</p> <p>hung [1] 34/3</p> <p>I</p> <p>I'd [3] 10/8 55/15 70/25</p> <p>I'll [3] 14/2 58/17 75/16</p> <p>I'm [44] 3/12 6/25 8/10 9/9 10/6 10/20 13/12 13/14 13/16 16/8 18/11 19/7 19/11 20/15 21/2 22/15 22/17 23/2 24/2 25/19 28/1 29/6 29/8 29/9 34/23 35/25 38/3 40/21 49/1 52/17 55/9 59/11 69/8 70/12 73/25 74/17 75/22 75/23 79/7 79/23 80/12 80/14 80/18 82/11</p> <p>I've [3] 43/12 55/7 70/5</p> <p>idea [9] 52/18 54/17 61/4 61/4 65/20 67/1 73/8 80/24 82/2</p> <p>ideas [2] 40/6 62/23</p> <p>imagine [1] 79/16</p> <p>immature [1] 60/23</p> <p>immediately [1] 35/17</p> <p>impact [7] 52/24 53/3 53/5 53/22 67/7 79/15 82/17</p> <p>impacts [1] 17/14</p> <p>importance [2] 40/7 67/11</p> <p>important [12] 3/6 9/4 22/7 40/25 45/25 47/19 52/9 52/22 60/21 61/12 69/5 70/14</p> <p>importantly [1] 21/21</p> <p>impressive [2] 52/10 53/2</p> <p>Improvement [3] 42/20 44/19 47/23</p> <p>improvements [3] 16/14 17/25 54/3</p> <p>include [4] 50/11 51/1 51/5 52/14</p> <p>including [1] 77/18</p> <p>INCOMING [1] 1/12</p> <p>increase [1] 82/16</p> <p>indeed [1] 80/4</p> <p>indicate [9] 11/18 11/20 12/10 13/1 13/9 13/24 14/13 14/22 15/7</p> <p>indication [1] 37/4</p> <p>individual [4] 40/16 49/9 49/10 61/14</p> <p>individuals [2] 51/16 52/8</p> <p>industry [3] 30/21 53/21 54/1</p> <p>informally [1] 73/22</p> <p>information [12] 19/24 25/23 25/25 26/4 32/4</p>	<p>32/7 32/13 37/2 37/3 37/3 50/22 83/9</p> <p>informational [1] 18/1</p> <p>infrastructure [4] 65/6 67/11 72/21 77/17</p> <p>initiated [1] 36/17</p> <p>initiative [1] 65/6</p> <p>injunction [2] 35/17 35/18</p> <p>Inland [1] 43/1</p> <p>innocuous [1] 25/10</p> <p>input [9] 39/17 42/6 44/3 44/14 44/15 44/16 45/17 57/1 62/14</p> <p>insight [2] 9/16 10/14</p> <p>instance [1] 64/11</p> <p>instantly [2] 28/21 58/12</p> <p>insurance [4] 38/9 38/10 38/14 38/20</p> <p>integrate [1] 55/5</p> <p>integrated [1] 18/9</p> <p>inter [1] 50/2</p> <p>interest [10] 7/7 7/8 7/13 8/5 39/25 40/18 54/14 55/11 60/5 60/18</p> <p>interested [1] 11/3</p> <p>interesting [2] 7/20 80/13</p> <p>interfaces [1] 43/5</p> <p>interim [1] 34/8</p> <p>International [1] 51/2</p> <p>Internet [3] 25/3 26/1 83/18</p> <p>internships [1] 51/21</p> <p>intersect [1] 50/3</p> <p>intersection [2] 18/16 50/1</p> <p>Intracoastal [1] 79/14</p> <p>intrigued [1] 55/25</p> <p>introduce [1] 44/2</p> <p>investigation [1] 30/3</p> <p>investment [1] 30/15</p> <p>involve [1] 77/6</p> <p>involved [4] 21/9 53/11 53/23 81/24</p> <p>iron [1] 32/8</p> <p>ironed [1] 34/15</p> <p>is [161]</p> <p>isn't [1] 69/13</p> <p>issue [9] 27/1 32/5 33/4 34/7 34/15 36/5 36/11 66/18 76/14</p> <p>issued [1] 64/11</p> <p>issues [4] 72/10 72/11 78/25 82/22</p> <p>issuing [1] 16/12</p> <p>it [226]</p> <p>it's [92]</p> <p>item [4] 18/1 18/2 39/16 76/11</p> <p>items [8] 2/10 24/4 39/13 40/15 40/16 41/5 47/1 77/5</p> <p>iterations [1] 44/24</p>	<p>its [6] 26/21 38/9 38/10 38/15 74/20 80/13</p> <p>itself [4] 38/4 38/15 57/13 63/13</p> <p>J</p> <p>JACIP [6] 44/17 45/3 45/11 49/21 63/1 63/13</p> <p>Jamming [1] 6/9</p> <p>JANET [4] 1/22 6/5 85/6 85/13</p> <p>Janet's [1] 6/6</p> <p>January [2] 1/6 85/10</p> <p>Jax [1] 37/6</p> <p>job [3] 10/17 46/7 52/4</p> <p>jobs [4] 46/1 46/21 47/6 53/21</p> <p>JOHNS [13] 1/1 1/17 9/11 50/3 51/4 51/19 53/8 53/12 68/15 68/20 77/14 79/4 85/4</p> <p>Joint [1] 44/19</p> <p>jointly [2] 44/22 53/18</p> <p>journal [2] 37/6 37/7</p> <p>judge [2] 36/11 36/12</p> <p>judgment [1] 49/12</p> <p>July [4] 17/8 64/1 64/2 64/2</p> <p>jump [1] 72/15</p> <p>jumps [1] 52/3</p> <p>June [1] 42/1</p> <p>jurisdiction [2] 36/2 37/11</p> <p>just [59] 5/17 6/4 6/5 8/20 10/22 10/22 11/2 11/4 15/3 16/9 17/16 19/1 24/4 24/14 24/16 25/13 26/9 28/12 29/16 29/17 31/5 34/23 40/6 41/3 43/10 45/8 45/10 47/6 47/20 48/22 50/6 50/7 52/11 54/24 59/3 60/13 60/25 61/3 62/6 62/22 63/3 64/20 64/21 65/1 67/2 68/24 71/15 72/11 73/2 73/3 77/20 79/1 79/11 79/21 80/6 80/6 81/12 82/3 82/4</p> <p>JUSTIN [12] 1/11 12/8 12/9 13/15 14/24 15/6 15/8 22/11 62/24 71/10 78/21 80/13</p> <p>K</p> <p>keep [6] 6/6 42/10 42/17 56/25 64/1 76/22</p> <p>keeping [1] 56/9</p> <p>keeps [2] 73/4 73/4</p> <p>key [1] 28/12</p> <p>kick [3] 16/24 26/11 41/25</p> <p>kick-start [1] 26/11</p> <p>kicked [1] 20/1</p> <p>kind [34] 6/8 18/2 18/19 19/11 19/16</p>
---	---	---	--	--

<p>K</p> <p>kind... [29] 25/22 26/11 27/7 27/24 31/3 37/7 40/3 40/4 40/20 41/4 42/2 44/5 44/21 46/2 46/12 52/21 55/1 55/5 60/2 60/8 60/16 61/21 62/5 63/18 68/22 68/24 71/10 72/4 82/8</p> <p>kinds [4] 22/1 50/9 52/11 67/6</p> <p>KIRA [3] 1/11 8/19 78/15</p> <p>know [58] 4/6 5/2 5/13 5/14 6/18 7/1 7/20 8/21 9/10 10/21 17/16 17/21 18/23 20/12 24/20 26/6 29/15 30/19 30/24 31/5 31/9 31/10 31/10 33/2 34/3 34/17 34/22 35/6 41/22 42/5 44/2 50/7 50/8 51/25 52/22 55/2 61/7 62/14 62/15 69/8 69/23 70/13 73/16 78/17 79/4 79/12 79/15 79/19 79/23 80/1 80/6 80/20 80/25 81/13 81/23 81/25 82/3 84/3</p> <p>knowledge [1] 79/6</p> <p>knows [2] 4/11 6/18</p>	<p>least [8] 10/4 18/11 26/11 34/15 41/8 43/22 59/17 77/11</p> <p>leave [2] 51/25 56/21</p> <p>leaving [2] 7/11 10/6</p> <p>led [1] 12/2</p> <p>left [2] 13/22 49/7</p> <p>leg [1] 41/15</p> <p>legal [3] 26/16 32/9 32/10</p> <p>Legislative [1] 19/10</p> <p>legislators [1] 67/10</p> <p>legislature [2] 63/14 83/21</p> <p>leisure [4] 60/13 67/23 68/6 68/25</p> <p>Len [4] 24/2 32/5 33/2 76/18</p> <p>lenient [1] 66/21</p> <p>Leon [1] 1/23</p> <p>Leonard's [1] 30/24</p> <p>less [4] 43/21 46/10 46/11 53/2</p> <p>let [6] 5/2 8/21 20/11 39/6 66/22 81/7</p> <p>let's [11] 7/3 8/16 13/14 14/25 15/9 61/7 62/11 71/25 73/8 76/15 78/11</p> <p>letter [1] 75/12</p> <p>letting [1] 82/11</p> <p>level [4] 3/13 46/12 48/15 53/16</p> <p>levels [1] 7/10</p> <p>leverage [1] 82/9</p> <p>liability [2] 39/2 39/3</p> <p>library [1] 7/18</p> <p>licensed [1] 8/6</p> <p>lifelong [1] 7/12</p> <p>like [38] 5/10 10/8 12/15 14/15 14/17 20/14 24/6 25/1 25/2 25/6 25/13 30/23 32/11 33/5 33/5 41/13 45/1 45/13 47/13 47/14 50/4 52/5 55/24 57/3 60/3 62/10 62/13 69/9 69/17 70/10 70/13 70/14 70/25 74/9 74/23 75/6 76/21 78/25</p> <p>likelihood [2] 63/4 63/9</p> <p>likely [3] 18/14 18/21 72/19</p> <p>limit [2] 21/16 73/6</p> <p>limitation [1] 29/2</p> <p>limited [1] 43/3</p> <p>line [2] 15/4 47/5</p> <p>lion's [1] 48/6</p> <p>list [12] 24/10 24/18 24/18 46/24 76/24 76/25 77/4 77/5 77/24 77/25 78/1 82/11</p> <p>listen [1] 84/1</p> <p>little [16] 6/19 7/1</p>	<p>10/12 17/1 17/5 22/25 29/2 34/14 39/20 39/21 40/3 48/14 59/5 60/22 66/21 81/12</p> <p>live [1] 7/8</p> <p>livestream [2] 31/5 32/22</p> <p>livestreaming [3] 25/2 25/14 30/12</p> <p>loading [1] 57/10</p> <p>lobby [1] 67/9</p> <p>local [4] 26/18 26/20 29/19 36/7</p> <p>locating [1] 25/7</p> <p>location [4] 50/21 60/2 70/4 80/3</p> <p>locked [2] 64/14 64/17</p> <p>locks [1] 46/2</p> <p>logistics [1] 80/5</p> <p>long [11] 10/15 18/17 21/24 28/19 34/8 36/14 46/16 54/21 54/22 58/5 80/4</p> <p>look [8] 13/4 27/4 44/7 49/9 54/14 59/23 78/24 80/16</p> <p>looked [3] 29/12 50/18 61/24</p> <p>looking [8] 7/18 17/18 52/14 54/17 54/21 54/21 61/1 62/21</p> <p>loosely [1] 36/19</p> <p>losing [1] 77/22</p> <p>lot [9] 25/11 27/20 27/23 47/8 53/1 55/2 55/11 55/18 84/2</p> <p>lots [1] 61/17</p> <p>loud [1] 67/19</p> <p>love [1] 55/15</p> <p>low [1] 28/12</p> <p>lower [2] 52/17 61/10</p> <p>LUDLOW [2] 1/13 3/8</p>	<p>75/16</p> <p>makes [4] 47/8 54/10 60/3 80/22</p> <p>making [3] 27/13 40/19 74/19</p> <p>manage [2] 41/11 41/12</p> <p>managed [1] 17/20</p> <p>management [2] 44/6 54/13</p> <p>manner [1] 17/20</p> <p>manufacture [1] 53/8</p> <p>many [8] 12/2 26/18 44/22 49/24 55/22 58/10 61/15 61/16</p> <p>March [1] 16/19</p> <p>market [9] 53/19 56/17 56/21 60/1 60/6 67/24 68/6 69/17 69/21</p> <p>marketed [1] 55/17</p> <p>marketing [6] 22/4 56/3 57/22 59/13 60/3 68/12</p> <p>markets [5] 60/12 60/12 61/14 61/15 68/15</p> <p>marsh [1] 47/14</p> <p>mask [1] 7/2</p> <p>master [5] 7/5 49/22 65/21 71/6 72/4</p> <p>master plan [5] 7/5 49/22 65/21 71/6 72/4</p> <p>match [1] 42/23</p> <p>matching [1] 47/3</p> <p>matrix [2] 48/23 49/13</p> <p>matter [2] 44/8 77/21</p> <p>mature [1] 60/22</p> <p>may [8] 7/21 15/15 34/15 35/6 41/5 42/1 67/4 71/10</p> <p>May/June [1] 42/1</p> <p>maybe [4] 44/23 55/11 75/8 79/18</p> <p>mayor [2] 7/22 7/22</p> <p>me [16] 3/17 4/11 10/22 24/3 32/10 34/21 39/6 50/14 81/7 81/11 81/19 81/19 82/11 82/17 83/9 83/19</p> <p>meal [1] 52/20</p> <p>mean [17] 5/13 29/13 30/3 33/15 56/11 56/13 59/18 61/6 64/6 64/13 70/12 79/9 80/15 80/20 81/19 82/8 83/3</p> <p>meaning [10] 43/8 45/3 46/22 46/25 47/4 48/16 49/9 55/20 57/8 67/5</p> <p>meaningful [1] 17/23</p> <p>means [3] 41/10 44/18 44/21</p> <p>meant [1] 44/20</p> <p>measures [1] 80/8</p> <p>mechanism [1] 67/14</p> <p>media [2] 50/9 50/15</p>	<p>medium [1] 29/14</p> <p>meet [2] 21/15 22/8</p> <p>meeting [27] 1/2 1/3 3/3 4/9 8/21 8/23 15/12 15/16 18/2 18/19 19/8 19/9 21/3 21/19 24/8 25/2 25/3 28/14 31/9 31/17 32/22 42/17 75/24 84/7 84/8 84/9 84/10</p> <p>meetings [10] 9/15 18/7 21/21 22/2 26/21 44/4 70/5 70/6 82/21 83/6</p> <p>Melbourne [1] 59/7</p> <p>member [9] 2/5 2/13 6/14 8/14 9/18 10/8 10/17 78/11 78/13</p> <p>members [25] 1/9 1/12 5/9 8/16 8/18 9/4 11/18 11/20 12/10 13/1 13/9 13/24 14/13 14/22 15/7 20/22 25/23 28/16 39/18 39/23 40/16 67/8 70/11 74/25 78/17</p> <p>memory [1] 10/12</p> <p>mentioned [4] 44/9 63/3 71/19 80/13</p> <p>message [1] 52/23</p> <p>met [3] 40/20 47/15 47/15</p> <p>metal [1] 24/11</p> <p>Miami [1] 35/6</p> <p>mic [1] 79/7</p> <p>microphone [2] 3/14 81/12</p> <p>mid [1] 17/8</p> <p>mid-July [1] 17/8</p> <p>middle [1] 17/2</p> <p>might [17] 38/5 39/20 39/25 40/6 40/7 42/7 48/6 54/8 54/23 62/9 65/2 65/5 65/22 71/2 73/10 77/1 82/22</p> <p>mile [1] 79/2</p> <p>million [4] 48/12 48/18 53/3 82/7</p> <p>millions [4] 48/21 73/9 73/9 73/9</p> <p>mind [7] 10/3 28/21 42/8 42/10 42/17 56/25 64/1</p> <p>mine [1] 3/20</p> <p>minimum [5] 38/18 48/2 48/11 58/2 58/18</p> <p>minimums [1] 38/13</p> <p>minor [1] 43/18</p> <p>minute [2] 35/1 81/2</p> <p>minutes [2] 9/18 52/1</p> <p>minutia [1] 32/8</p> <p>MIRGEAUX [1] 1/11</p> <p>mirrors [1] 59/14</p> <p>mistaken [1] 74/18</p> <p>model [1] 56/9</p> <p>Monday [2] 1/6 16/23</p>
<p>L</p> <p>lacks [1] 58/23</p> <p>laid [1] 7/24</p> <p>landings [1] 19/19</p> <p>language [2] 28/24 70/8</p> <p>languages [1] 64/10</p> <p>large [4] 7/6 18/1 47/12 72/13</p> <p>largely [3] 59/16 59/20 60/13</p> <p>larger [3] 17/19 48/15 58/24</p> <p>largest [2] 48/20 48/24</p> <p>last [21] 8/21 8/23 10/25 19/14 19/24 24/12 37/9 41/3 41/8 43/22 45/23 47/2 52/21 61/11 62/3 65/12 73/22 76/13 77/6 79/2 81/2</p> <p>last-mile [1] 79/2</p> <p>later [1] 30/18</p> <p>law [2] 1/17 36/15</p> <p>lawsuit [5] 34/2 35/15 35/16 39/2 39/8</p> <p>lawyer [3] 34/10 37/15 39/8</p> <p>lays [1] 72/4</p> <p>leads [1] 81/9</p> <p>lean [1] 13/13</p> <p>learn [2] 22/3 52/19</p> <p>lease [3] 19/21 56/14 56/22</p> <p>leases [1] 56/22</p>				
<p>M</p> <p>ma'am [1] 16/8</p> <p>made [7] 24/20 24/20 50/19 72/6 73/5 74/21 84/2</p> <p>magic [1] 59/15</p> <p>MAGUIRE [4] 1/10 11/13 11/16 11/21</p> <p>main [3] 1/17 33/12 82/10</p> <p>maintaining [1] 36/25</p> <p>maintenance [1] 77/18</p> <p>major [3] 51/8 57/6 82/17</p> <p>majority [2] 53/5 60/5</p> <p>make [27] 12/8 12/8 12/23 13/7 17/23 17/24 28/3 28/8 31/18 32/11 32/14 33/5 34/8 49/11 49/18 50/7 50/19 57/23 58/4 66/16 67/2 67/21 68/18 72/7 73/3 75/13</p>				

<p>M money [35] 37/20 37/21 37/23 38/1 38/4 38/5 38/6 43/1 43/2 43/18 45/9 46/10 46/10 46/11 46/11 47/18 48/7 49/4 49/5 49/7 53/7 55/2 57/2 61/18 66/15 67/21 71/15 71/17 71/18 71/21 71/23 72/23 73/15 77/8 77/8 monitor [1] 19/22 month [9] 17/22 19/6 34/14 34/20 37/18 38/6 38/7 41/2 44/1 months [9] 18/23 18/24 37/10 44/10 60/20 61/11 61/20 61/24 71/4 more [30] 17/22 22/3 27/21 29/14 34/14 39/16 39/21 40/6 40/10 46/10 46/11 48/9 55/11 55/15 55/16 55/18 57/12 66/21 66/24 66/24 68/6 69/2 69/2 69/3 70/8 74/11 74/24 80/8 80/9 81/24 most [4] 8/7 21/21 43/11 55/18 motion [2] 75/14 75/16 move [11] 6/2 9/12 20/13 24/23 72/8 72/25 74/1 76/2 78/6 80/23 81/12 moved [3] 16/11 16/19 34/4 moving [5] 37/12 59/4 63/5 63/9 69/15 Mr [2] 24/1 78/15 Mr. [14] 3/7 3/8 3/9 8/19 10/9 10/13 11/13 11/16 11/21 23/9 23/16 33/21 34/1 78/15 Mr. Beyers [1] 23/16 Mr. Brunson [1] 10/9 Mr. Brunson's [1] 10/13 Mr. Burnett [1] 3/8 Mr. Doug [1] 34/1 Mr. Henry [1] 23/9 Mr. Kira [2] 8/19 78/15 Mr. Maguire [3] 11/13 11/16 11/21 Mr. Nehring [1] 33/21 Mr. Olson [1] 3/7 Mr. Olston [1] 3/9 MS [1] 51/9 MS 150 [1] 51/9 Ms. [3] 3/8 11/19 33/24 Ms. Albin [1] 33/24 Ms. Green [1] 11/19 Ms. Ludlow [1] 3/8 much [19] 6/2 10/2 12/1 12/12 13/3 20/1</p>	<p>20/25 31/22 37/25 45/12 47/9 49/4 55/7 66/23 66/24 69/2 70/8 77/21 82/5 multimodal [1] 67/6 mumbled [1] 23/22 municipalities [1] 29/25 municipality [1] 29/23 must [3] 45/2 45/3 66/19 my [19] 4/5 4/6 7/7 7/8 7/12 8/5 8/7 9/1 9/7 9/11 13/16 14/2 31/7 52/2 52/3 56/8 73/21 81/5 85/9 myself [2] 11/14 15/15 mystery [1] 59/14</p> <p>N name [5] 10/23 12/15 13/16 14/2 83/20 names [1] 11/13 nation's [2] 48/20 48/23 nature [3] 49/15 56/23 58/19 Navigation [1] 43/1 nearly [2] 53/3 79/15 necessarily [1] 29/20 necessary [5] 25/5 28/6 49/23 50/19 67/10 need [16] 24/10 24/15 24/23 26/15 28/23 33/1 34/23 34/24 41/11 72/17 77/13 77/16 77/24 80/16 83/7 84/3 needed [1] 8/1 needs [5] 24/22 41/20 49/9 77/13 77/24 negative [2] 56/20 57/11 Nehring [1] 33/21 never [8] 56/19 57/11 58/13 61/24 61/24 63/17 64/23 81/14 new [24] 3/16 8/16 11/22 16/9 31/7 34/10 34/10 37/14 37/14 38/7 39/1 41/22 49/15 49/16 53/7 53/14 53/21 54/1 54/1 54/4 68/21 73/10 78/16 83/25 New York [1] 68/21 news [2] 27/5 27/6 next [27] 6/13 10/19 12/3 12/20 12/21 18/22 32/2 34/13 34/20 37/18 41/2 44/1 44/10 50/6 60/19 61/20 63/6 63/23 63/25 71/12 72/13 72/16 75/24 76/22 77/1 84/8 84/9 nine [2] 18/23 18/24 no [29] 3/22 11/9 12/7</p>	<p>12/17 14/8 20/23 21/6 22/13 22/14 23/16 27/8 28/13 28/13 34/23 36/12 37/24 41/19 46/19 53/2 59/14 62/11 69/22 69/22 78/10 79/6 79/7 80/24 81/8 82/1 noise [1] 27/20 none [14] 12/16 13/6 14/10 14/19 14/20 15/5 15/21 23/15 31/20 62/21 63/10 78/9 78/14 83/13 nonetheless [1] 69/4 nonexistent [1] 77/10 normal [2] 42/13 78/1 normally [1] 29/25 north [1] 79/13 Northrop [6] 18/6 18/12 18/17 52/15 53/6 59/2 Northrop Grumman [5] 18/6 18/12 18/17 52/15 53/6 Northrop Grumman's [1] 59/2 not [65] 3/12 10/6 10/20 11/24 19/12 19/13 20/25 23/11 23/13 23/19 24/18 24/22 25/19 26/2 28/1 28/18 28/25 29/17 30/4 30/17 32/15 33/12 33/25 35/15 38/3 38/14 40/21 40/23 42/12 45/8 46/3 46/25 46/25 48/22 49/1 49/24 50/12 50/14 51/7 52/2 52/2 52/17 53/13 53/25 55/3 56/11 56/13 59/7 59/25 62/14 64/15 68/24 69/20 70/12 71/24 72/10 73/24 74/17 75/24 76/1 77/20 77/23 79/8 80/5 81/6 note [1] 45/25 noted [1] 15/19 notes [1] 85/9 nothing [6] 23/18 23/22 31/16 31/21 33/22 83/3 November [1] 71/19 now [37] 12/4 13/4 15/9 15/9 16/11 20/14 24/14 37/9 37/14 39/3 40/12 43/23 44/13 44/23 45/11 46/3 46/7 46/21 48/13 53/3 55/8 56/16 59/5 59/17 60/10 60/12 60/15 60/23 61/6 61/14 61/19 63/3 64/1 64/6 69/13 78/6 79/21 number [17] 19/19 29/24 36/23 44/24 48/16 48/18 50/25</p>	<p>51/19 57/19 66/14 66/19 66/20 68/19 70/5 77/11 79/2 79/23 number two [1] 77/11 numbers [6] 53/2 55/2 59/20 61/7 61/8 69/23</p> <p>O oath [5] 2/4 3/5 3/7 3/18 4/15 objectives [1] 7/25 observation [1] 59/6 obstruction [1] 31/2 obtrusive [2] 28/11 32/16 obviously [4] 11/12 16/10 35/4 79/10 occasionally [2] 42/25 49/25 occupancy [1] 17/15 occur [1] 54/23 occurred [1] 20/12 occurring [1] 60/24 off [18] 10/14 16/8 16/24 20/8 40/5 41/9 41/13 41/18 41/25 43/21 52/10 62/8 62/11 63/18 73/5 77/15 77/15 80/9 offer [1] 21/23 office [10] 2/4 3/5 3/7 3/18 4/15 11/2 53/12 53/14 53/24 66/12 officer [3] 2/6 10/18 10/19 offices [1] 49/11 official [3] 28/18 29/14 33/9 often [3] 47/3 47/6 59/3 oh [14] 4/11 4/11 5/25 6/25 8/22 12/22 23/21 30/1 35/22 51/24 69/24 76/21 77/21 84/8 okay [78] 3/6 3/11 3/16 5/2 5/8 5/12 5/16 5/22 6/13 7/3 8/15 10/5 10/19 11/6 11/11 11/12 11/21 12/7 12/17 12/23 13/7 13/14 13/21 14/5 14/11 14/20 14/23 14/24 15/3 15/9 15/19 15/22 16/5 16/9 20/18 21/4 23/16 23/25 26/15 28/1 30/22 30/23 31/13 31/19 31/21 32/18 33/19 33/20 33/21 33/24 34/1 36/20 36/24 38/23 38/25 39/5 39/11 63/11 64/22 69/7 70/19 74/11 74/14 76/4 76/9 76/12 76/16 78/6 79/9 81/2 81/8 81/18 81/21 82/13 82/25 83/11 84/4 84/8 OLSON [6] 1/14 3/7</p>	<p>3/9 13/11 13/14 13/23 Olston [1] 3/9 once [2] 24/23 55/4 one [46] 6/7 8/2 9/4 12/3 12/4 12/14 12/20 12/21 13/4 13/22 14/16 21/19 21/19 25/14 29/24 31/7 38/5 38/11 39/16 42/10 42/22 46/5 52/16 52/17 52/21 54/12 55/15 56/5 57/5 58/23 62/3 63/9 63/21 65/2 65/7 66/14 67/20 67/24 68/10 68/17 70/21 71/18 71/20 72/19 74/16 79/2 ones [3] 42/19 52/13 63/25 ongoing [1] 73/12 online [2] 37/3 44/25 only [22] 12/4 20/9 21/3 25/17 26/23 27/1 28/20 38/14 39/15 40/21 43/22 46/1 49/20 50/12 53/25 60/11 62/14 64/19 67/5 71/4 73/14 82/14 open [2] 51/15 54/16 operate [1] 37/1 operated [2] 43/11 43/12 operating [6] 35/3 35/12 35/14 36/21 36/21 42/7 operation [4] 38/18 38/18 50/23 52/12 operational [1] 19/10 operations [2] 19/16 19/20 opinion [1] 26/16 opportunities [8] 30/10 51/21 53/19 54/3 54/7 54/9 57/14 59/10 opportunity [10] 7/4 30/2 44/3 45/7 53/10 53/25 60/15 61/25 64/3 79/12 opposed [1] 25/20 optimistic [2] 19/8 20/15 options [1] 25/15 order [6] 16/13 46/7 49/18 59/19 60/13 66/18 organization [6] 8/24 9/1 26/25 27/5 27/6 82/20 originally [1] 34/4 other [30] 7/8 8/3 12/14 13/5 15/19 19/18 21/18 23/7 24/21 24/25 31/19 33/15 42/7 43/9 44/1 49/23 53/9 55/8 57/25 67/1 70/22 71/16 73/3 74/14 77/22 78/7</p>
---	--	---	---	---

<p>O</p> <p>other... [4] 78/14 80/23 83/11 83/24</p> <p>others [2] 7/17 52/15</p> <p>otherwise [1] 29/5</p> <p>ought [1] 77/3</p> <p>our [62] 3/6 3/25 4/4 5/20 6/13 6/13 7/10 8/16 8/17 9/4 10/19 11/22 15/9 17/12 18/6 19/17 19/20 21/14 21/15 21/15 21/22 25/3 25/4 30/13 31/8 36/4 36/7 41/11 41/21 42/11 42/23 43/25 44/6 45/14 45/23 48/22 49/24 51/20 52/7 52/21 53/3 54/2 56/12 56/15 57/4 57/7 58/23 59/6 59/24 59/25 60/17 63/15 64/3 65/10 68/6 69/9 69/24 70/22 76/20 78/16 82/17 82/19</p> <p>ours [1] 59/13</p> <p>out [41] 7/24 12/15 16/19 17/6 17/11 17/22 18/8 20/1 20/2 25/8 25/23 27/20 27/21 27/24 28/12 32/8 34/15 41/19 43/17 47/20 48/16 49/3 49/6 52/13 52/23 57/23 58/16 59/19 60/21 61/5 62/3 63/25 65/10 68/24 71/9 72/3 72/5 73/1 79/1 79/21 81/14</p> <p>outgoing [5] 1/9 2/5 6/14 8/14 8/17</p> <p>outreach [2] 40/14 50/7</p> <p>outside [1] 49/24</p> <p>over [18] 3/14 6/9 16/6 19/1 19/12 21/25 27/18 30/19 44/9 47/14 47/17 49/15 50/25 54/17 70/6 72/6 79/7 82/2</p> <p>overall [1] 31/18</p> <p>oversimplifying [1] 35/25</p> <p>own [8] 19/20 26/8 54/11 59/9 61/5 69/1 72/12 72/17</p> <p>owned [1] 68/20</p> <p>owner [2] 34/10 39/2</p> <p>ownership [1] 37/14</p> <p>owns [1] 54/16</p>	<p>Palm [1] 77/15</p> <p>Palm Coast [1] 77/15</p> <p>pandemic [1] 65/11</p> <p>paradigms [1] 60/9</p> <p>parameters [1] 32/11</p> <p>parcels [1] 54/25</p> <p>Pardon [1] 83/16</p> <p>parking [1] 57/5</p> <p>parks [1] 8/9</p> <p>part [10] 7/6 9/5 19/4 29/24 35/2 41/17 43/12 71/6 75/25 77/13</p> <p>participant [1] 74/2</p> <p>participate [1] 45/2</p> <p>participation [2] 9/1 70/11</p> <p>particular [5] 17/15 27/10 45/15 51/14 51/23</p> <p>particularly [3] 27/23 52/9 59/7</p> <p>partner [7] 2/9 39/13 51/18 51/18 57/22 59/12 63/15</p> <p>partners [2] 23/9 23/10</p> <p>partnerships [1] 50/25</p> <p>passed [3] 82/15 83/21 83/23</p> <p>past [2] 25/12 77/9</p> <p>path [1] 34/17</p> <p>Patty [1] 52/16</p> <p>pave [1] 72/25</p> <p>pavement [1] 49/16</p> <p>pay [6] 37/23 37/25 47/9 56/11 67/20 73/12</p> <p>paying [2] 37/21 54/6</p> <p>payments [1] 56/22</p> <p>peak [2] 20/6 20/7</p> <p>pedal [1] 24/11</p> <p>people [18] 6/7 11/12 21/17 24/16 24/19 25/12 27/24 33/8 48/9 48/10 48/16 53/17 55/18 59/4 70/4 77/15 79/24 82/4</p> <p>per [2] 19/19 48/3</p> <p>per se [1] 19/19</p> <p>percent [9] 19/15 42/14 46/22 46/23 47/2 47/3 47/6 61/8 61/9</p> <p>performed [1] 10/16</p> <p>perhaps [2] 7/17 74/24</p> <p>period [1] 43/13</p> <p>perked [1] 7/6</p> <p>permission [1] 33/2</p> <p>persistent [1] 49/18</p> <p>person [2] 14/16 74/10</p> <p>personal [1] 74/6</p> <p>pertains [2] 41/3 50/23</p> <p>phasing [1] 17/10</p> <p>Philadelphia [1] 68/21</p> <p>phone [2] 32/22 37/17</p> <p>photo [1] 10/4</p> <p>pick [4] 3/14 43/8 45/4 46/22</p>	<p>picked [1] 11/2</p> <p>picking [1] 28/2</p> <p>picks [1] 42/2</p> <p>picture [1] 42/15</p> <p>pictures [5] 4/22 4/24 4/24 5/5 5/7</p> <p>piece [3] 67/1 71/16 73/3</p> <p>pilots [5] 24/6 24/25 25/16 79/20 79/21</p> <p>Pilots Association [3] 24/6 24/25 25/16</p> <p>place [5] 31/15 52/19 52/20 57/7 72/14</p> <p>placeholders [1] 63/22</p> <p>places [2] 57/5 70/18</p> <p>plan [11] 7/5 11/8 43/20 49/22 55/4 56/2 65/21 71/6 72/4 73/1 79/4</p> <p>plane [1] 80/21</p> <p>planned [1] 69/13</p> <p>planning [7] 8/24 9/5 18/1 49/23 49/25 50/4 73/13</p> <p>plans [1] 18/10</p> <p>plaque [1] 9/22</p> <p>players [1] 54/12</p> <p>please [2] 10/15 11/16</p> <p>pledge [3] 2/3 3/3 3/4</p> <p>plug [1] 70/18</p> <p>plugged [1] 18/13</p> <p>plunk [1] 55/2</p> <p>plus [1] 43/11</p> <p>point [24] 16/19 17/3 17/3 17/7 17/13 18/11 18/24 20/16 23/8 26/7 26/10 37/13 38/8 38/19 39/17 42/3 42/5 54/14 64/15 71/9 72/15 75/2 75/10 83/24</p> <p>pointed [1] 68/24</p> <p>points [1] 61/10</p> <p>pole [1] 80/4</p> <p>policy [2] 38/7 38/10</p> <p>political [3] 82/19 82/22 82/23</p> <p>politically [1] 83/8</p> <p>Ponce [1] 1/23</p> <p>pop [1] 60/21</p> <p>position [6] 9/4 14/15 16/16 56/20 57/12 73/11</p> <p>positioned [2] 65/9 65/24</p> <p>positive [2] 50/17 51/12</p> <p>possibility [5] 17/18 25/5 25/15 80/15 83/1</p> <p>possible [3] 31/16 47/10 82/19</p> <p>post [3] 25/4 52/1 61/4</p> <p>posts [2] 25/25 52/11</p> <p>pot [1] 49/4</p> <p>potential [1] 48/17</p>	<p>PowerPoint [1] 40/4</p> <p>pre [1] 61/4</p> <p>premium [1] 60/6</p> <p>prepared [2] 9/16 19/4</p> <p>present [6] 1/9 1/12 1/16 33/25 55/22 62/23</p> <p>presentation [2] 33/11 69/25</p> <p>presented [2] 26/13 32/6</p> <p>presents [1] 9/22</p> <p>preservation [1] 49/14</p> <p>preserve [1] 29/4</p> <p>pressure [2] 61/13 61/13</p> <p>pretty [4] 20/1 37/4 40/22 55/7</p> <p>prevent [1] 32/23</p> <p>previous [1] 40/24</p> <p>pricing [1] 16/12</p> <p>primarily [2] 25/24 57/21</p> <p>primary [6] 12/13 12/24 13/11 14/16 42/18 57/4</p> <p>print [1] 50/16</p> <p>prior [1] 68/3</p> <p>priorities [11] 2/11 39/14 39/25 40/19 41/17 41/21 44/1 45/14 62/8 69/9 70/23</p> <p>prioritize [4] 41/6 41/9 41/12 49/14</p> <p>priority [5] 24/24 41/10 69/10 73/18 82/10</p> <p>private [3] 26/24 54/7 79/10</p> <p>probably [15] 18/20 21/10 24/7 24/9 24/13 35/18 41/23 44/23 54/12 56/5 65/19 66/14 67/25 75/23 80/5</p> <p>procedure [1] 25/22</p> <p>proceed [2] 29/12 46/7</p> <p>proceedings [2] 36/17 85/8</p> <p>process [10] 16/12 25/17 26/9 27/17 28/14 31/17 41/24 42/9 46/3 76/23</p> <p>product [1] 39/3</p> <p>productive [1] 37/16</p> <p>profitable [1] 58/5</p> <p>program [15] 42/11 42/21 44/19 45/13 47/22 47/23 48/1 57/16 57/18 58/7 63/20 63/22 64/5 64/14 71/21</p> <p>programmed [1] 71/13</p> <p>programs [5] 47/25 53/9 58/15 58/22 67/7</p> <p>project [32] 16/9 16/14 16/24 17/10 17/17 18/3 18/4 18/9 24/14 43/17 45/4 45/9 45/16 45/19</p>	<p>45/19 45/20 45/23 45/24 45/25 46/4 46/23 47/1 47/10 48/15 50/1 64/6 64/20 66/7 66/10 66/11 66/16 73/10</p> <p>project's [1] 18/18</p> <p>projected [1] 72/5</p> <p>projects [33] 8/8 41/12 42/6 42/16 43/6 44/9 44/10 44/13 45/1 45/5 45/5 46/15 46/17 46/24 47/2 47/11 47/12 47/13 49/20 49/24 50/24 63/6 63/18 63/23 64/16 65/3 65/16 65/24 66/4 70/24 72/20 73/7 73/16</p> <p>promotional [1] 50/10</p> <p>properties [2] 69/1 72/12</p> <p>property [12] 35/10 35/11 43/4 54/9 54/10 54/14 54/15 54/18 54/24 55/3 69/12 72/17</p> <p>proposal [2] 27/14 28/3</p> <p>propose [1] 27/14</p> <p>proposed [2] 27/11 83/21</p> <p>proposition [1] 72/2</p> <p>protected [2] 32/14 32/15</p> <p>proven [1] 56/23</p> <p>provide [5] 25/9 38/20 53/25 54/2 68/14</p> <p>provided [3] 19/10 19/11 71/12</p> <p>provider [1] 35/3</p> <p>providers [2] 29/21 30/21</p> <p>providing [2] 51/21 77/12</p> <p>provoke [1] 40/11</p> <p>public [11] 2/12 26/3 27/9 28/18 29/14 32/21 39/24 78/5 78/7 78/8 78/10</p> <p>pulled [1] 65/23</p> <p>pumping [1] 61/17</p> <p>purchase [1] 58/18</p> <p>purpose [1] 58/18</p> <p>pushing [1] 73/22</p> <p>put [22] 9/14 11/13 14/2 24/11 28/9 32/6 33/4 40/3 40/9 45/1 46/21 47/7 49/21 51/10 58/11 61/3 63/21 73/15 76/10 77/24 79/1 79/7</p> <p>puts [3] 44/15 48/9 67/3</p> <p>putting [3] 52/23 58/22 79/21</p>
<p>P</p> <p>p.m [3] 1/7 1/7 84/10</p> <p>package [1] 32/6</p> <p>packet [1] 52/5</p> <p>page [3] 2/2 37/4 39/24</p> <p>paid [1] 43/20</p> <p>pairs [1] 58/12</p> <p>Palatka [2] 24/21 77/15</p>				
<p>Q</p> <p>qualified [1] 30/25</p> <p>quantities [1] 54/25</p>				

<p>Q</p> <p>question [4] 6/17 25/19 29/17 62/25</p> <p>questions [5] 20/19 21/4 28/15 64/25 83/12</p> <p>queue [1] 63/24</p> <p>quick [10] 6/19 6/22 19/6 29/18 35/2 40/23 41/7 62/16 62/19 71/11</p> <p>quickly [3] 17/18 66/18 72/8</p> <p>quiet [1] 21/2</p> <p>quirks [2] 71/18 71/20</p> <p>quote [1] 41/1</p>	<p>recording [1] 6/6</p> <p>recover [1] 72/24</p> <p>recurring [1] 41/4</p> <p>reflects [1] 50/19</p> <p>refresher [1] 43/10</p> <p>regard [2] 57/15 74/15</p> <p>Regarding [1] 73/21</p> <p>regular [2] 1/2 70/11</p> <p>regulate [2] 36/7 36/14</p> <p>regulations [1] 36/14</p> <p>reign [1] 78/24</p> <p>reimbursed [3] 57/7 57/10 71/24</p> <p>relate [1] 52/11</p> <p>related [8] 16/13 16/14 18/3 35/9 43/16 51/8 59/15 83/6</p> <p>relates [2] 51/20 53/20</p> <p>relationship [1] 74/6</p> <p>relay [1] 24/4</p> <p>released [1] 19/4</p> <p>releasing [1] 37/11</p> <p>relied [1] 56/6</p> <p>relief [1] 35/19</p> <p>remaining [2] 41/9 41/13</p> <p>remanded [2] 34/5 36/12</p> <p>remember [1] 16/21</p> <p>remembers [1] 41/23</p> <p>remind [1] 24/6</p> <p>reminder [1] 43/25</p> <p>remove [1] 36/1</p> <p>rent [1] 72/24</p> <p>renting [1] 57/6</p> <p>reorganization [1] 53/15</p> <p>reorganizing [1] 53/16</p> <p>repaid [1] 43/20</p> <p>repeat [1] 3/17</p> <p>report [6] 2/8 16/4 16/6 41/1 41/2 85/7</p> <p>REPORTER'S [2] 2/15 84/11</p> <p>Reporters [1] 1/23</p> <p>REPORTS [3] 2/13 37/6 78/13</p> <p>represent [4] 23/14 31/11 81/23 82/4</p> <p>represented [1] 37/5</p> <p>reprioritize [2] 40/8 44/8</p> <p>request [3] 27/14 74/21 74/25</p> <p>requested [1] 76/13</p> <p>requesting [1] 75/17</p> <p>require [4] 35/12 38/16 49/24 65/25</p> <p>requirements [4] 38/10 38/19 43/16 47/15</p> <p>requires [1] 73/13</p> <p>requiring [1] 38/9</p> <p>residents [1] 68/20</p> <p>resolution [3] 82/15 83/22 83/24</p>	<p>resolve [1] 37/15</p> <p>response [1] 73/24</p> <p>responsibility [1] 27/8</p> <p>restaurant [1] 52/15</p> <p>restoration [1] 47/13</p> <p>restricted [1] 26/2</p> <p>rests [1] 55/21</p> <p>result [4] 41/19 47/16 53/5 53/8</p> <p>Retirement [1] 19/2</p> <p>revenue [7] 19/17 58/2 58/18 77/10 77/12 77/22 82/5</p> <p>revenues [2] 19/21 57/4</p> <p>review [2] 40/23 66/1</p> <p>revisit [2] 72/9 75/24</p> <p>Richard [3] 70/6 74/6 74/9</p> <p>ride [1] 51/9</p> <p>right [27] 3/16 5/17 7/8 8/15 11/1 13/12 22/23 23/7 28/19 28/22 29/1 31/22 33/7 33/15 38/2 39/9 39/12 52/17 59/5 60/15 60/23 61/6 61/14 63/7 67/22 73/1 84/7</p> <p>rights [1] 82/9</p> <p>risk [1] 71/23</p> <p>RMR [3] 1/22 85/6 85/13</p> <p>road [2] 17/25 50/1</p> <p>roads [2] 45/13 67/5</p> <p>roadside [1] 18/8</p> <p>ROBERT [7] 1/14 13/11 13/14 13/22 13/23 14/24 15/4</p> <p>roll [1] 73/6</p> <p>rolled [1] 24/19</p> <p>Room [1] 1/3</p> <p>roots [1] 58/5</p> <p>round [1] 61/7</p> <p>route [2] 59/8 62/17</p> <p>rows [1] 72/14</p> <p>RPR [3] 1/22 85/6 85/13</p> <p>RPR-CP [2] 85/6 85/13</p> <p>run [4] 30/17 37/25 49/25 72/2</p> <p>running [5] 27/6 28/17 35/10 77/14 82/1</p> <p>runs [1] 35/11</p> <p>runway [1] 7/10</p> <p>runways [1] 47/11</p>	<p>67/25 69/11 70/23 72/4</p> <p>sale [1] 54/18</p> <p>Sam [1] 24/2</p> <p>same [5] 20/3 20/4 30/2 39/24 51/9</p> <p>sat [1] 71/7</p> <p>satisfy [1] 77/13</p> <p>save [1] 29/4</p> <p>say [21] 9/3 15/2 15/17 15/23 18/11 18/22 19/13 29/25 30/3 30/24 31/25 32/12 35/20 42/12 72/16 73/16 73/17 74/24 81/9 83/4 83/4</p> <p>saying [3] 38/12 77/21 81/15</p> <p>says [3] 58/7 64/8 64/9</p> <p>scale [2] 60/1 68/19</p> <p>SCASD [4] 57/16 57/17 57/19 57/25</p> <p>scenario [1] 66/12</p> <p>scenarios [1] 57/5</p> <p>schedule [3] 17/8 17/23 61/1</p> <p>scheduled [2] 45/21 48/8</p> <p>scheme [1] 47/20</p> <p>school [2] 51/20 51/22</p> <p>scope [2] 45/19 62/8</p> <p>script [1] 62/8</p> <p>se [1] 19/19</p> <p>Sea [1] 1/17</p> <p>seaplane [2] 43/3 43/3</p> <p>seaplanes [1] 70/23</p> <p>seat [1] 8/19</p> <p>seats [1] 58/19</p> <p>second [8] 20/7 41/15 68/14 68/15 68/19 75/19 75/20 75/21</p> <p>secondarily [1] 42/21</p> <p>secretary [1] 12/3</p> <p>secretary-treasurer [1] 12/3</p> <p>section [1] 50/6</p> <p>sections [1] 17/19</p> <p>sector [1] 54/8</p> <p>see [23] 7/3 7/9 7/10 13/14 13/15 13/15 19/9 21/15 21/22 27/24 31/3 38/21 60/10 60/20 61/20 62/2 64/6 69/10 70/25 71/1 74/5 76/15 82/10</p> <p>seeing [3] 61/23 78/10 79/23</p> <p>seem [1] 83/23</p> <p>seems [2] 74/23 76/21</p> <p>seen [1] 60/8</p> <p>selections [3] 2/6 10/18 10/20</p> <p>self [1] 58/6</p> <p>self-supporting [1] 58/6</p> <p>sell [1] 54/9</p>	<p>sending [1] 37/11</p> <p>sense [6] 17/24 46/9 47/8 54/10 55/20 80/22</p> <p>sensitive [1] 80/20</p> <p>sent [1] 83/19</p> <p>separate [2] 19/11 67/14</p> <p>separates [1] 47/23</p> <p>September [1] 42/4</p> <p>serious [1] 66/15</p> <p>seriously [1] 59/24</p> <p>serve [3] 7/5 58/9 61/15</p> <p>served [3] 9/10 56/7 79/20</p> <p>server [1] 30/16</p> <p>service [43] 9/23 10/10 10/13 19/25 21/7 22/4 22/4 22/6 40/15 41/16 41/20 43/24 47/21 47/24 48/4 48/7 48/8 48/10 48/24 48/25 55/8 55/9 55/12 55/16 55/20 55/24 56/3 56/24 57/12 57/17 57/23 58/4 58/11 59/8 59/14 59/15 67/23 68/12 68/16 77/7 77/19 78/16 78/23</p> <p>services [1] 57/8</p> <p>serving [1] 7/7</p> <p>set [3] 24/12 24/23 41/20</p> <p>settles [1] 68/1</p> <p>seven [2] 76/24 76/25</p> <p>seven-year [2] 76/24 76/25</p> <p>several [2] 44/4 79/19</p> <p>shakeup [1] 61/21</p> <p>shame [1] 24/16</p> <p>share [2] 48/6 73/12</p> <p>she [10] 4/11 4/12 33/24 52/3 73/25 83/4 83/5 83/5 83/6 83/8</p> <p>Shelley [1] 7/22</p> <p>shore [1] 47/14</p> <p>short [3] 24/8 34/8 40/3</p> <p>shorter [2] 3/20 65/23</p> <p>shortly [1] 44/11</p> <p>shot [1] 45/23</p> <p>shots [1] 80/8</p> <p>should [20] 15/17 17/7 18/22 26/17 29/12 31/10 31/12 38/13 38/16 48/2 56/20 69/14 73/18 74/2 76/10 81/23 81/24 81/25 82/4 82/8</p> <p>shouldn't [1] 77/14</p> <p>shovel [1] 65/16</p> <p>shovel-ready [1] 65/16</p> <p>show [2] 43/25 52/10</p> <p>shown [2] 40/17 64/16</p> <p>shows [2] 46/20 68/14</p> <p>side [3] 32/9 38/4 66/19</p>
<p>R</p> <p>rail [1] 67/6</p> <p>raise [9] 3/16 11/16 12/25 13/8 13/23 14/12 14/21 15/4 58/17</p> <p>raised [1] 74/22</p> <p>Randy [1] 10/16</p> <p>rarely [1] 45/7</p> <p>rather [1] 80/22</p> <p>read [2] 52/18 65/9</p> <p>readily [1] 20/5</p> <p>reading [1] 9/17</p> <p>ready [8] 3/2 3/21 4/13 37/12 65/16 65/24 66/17 69/14</p> <p>real [4] 32/5 33/3 53/7 64/4</p> <p>really [31] 7/20 9/3 9/9 14/16 19/20 21/11 28/1 35/9 35/13 39/15 41/16 42/5 43/2 43/23 45/8 45/23 54/15 57/11 59/3 60/20 60/23 61/25 66/5 68/25 69/4 71/16 72/2 72/12 72/24 80/16 82/4</p> <p>reason [6] 20/9 29/13 30/6 30/6 58/13 63/12</p> <p>reasons [1] 7/25</p> <p>REBA [14] 1/13 5/11 6/18 12/14 12/17 12/24 14/17 14/21 20/22 20/24 41/22 69/7 81/2 81/11</p> <p>recall [1] 74/18</p> <p>received [2] 51/13 73/24</p> <p>recent [2] 45/8 60/9</p> <p>recently [3] 7/15 52/14 53/14</p> <p>recognitions [3] 2/5 6/14 8/14</p> <p>recognized [1] 51/19</p> <p>recommend [2] 34/19 56/7</p> <p>recommendation [1] 34/16</p> <p>recommended [2] 15/13 38/12</p> <p>record [4] 5/6 27/9 28/18 85/9</p>	<p>related [8] 16/13 16/14 18/3 35/9 43/16 51/8 59/15 83/6</p> <p>relates [2] 51/20 53/20</p> <p>relationship [1] 74/6</p> <p>relay [1] 24/4</p> <p>released [1] 19/4</p> <p>releasing [1] 37/11</p> <p>relied [1] 56/6</p> <p>relief [1] 35/19</p> <p>remaining [2] 41/9 41/13</p> <p>remanded [2] 34/5 36/12</p> <p>remember [1] 16/21</p> <p>remembers [1] 41/23</p> <p>remind [1] 24/6</p> <p>reminder [1] 43/25</p> <p>remove [1] 36/1</p> <p>rent [1] 72/24</p> <p>renting [1] 57/6</p> <p>reorganization [1] 53/15</p> <p>reorganizing [1] 53/16</p> <p>repaid [1] 43/20</p> <p>repeat [1] 3/17</p> <p>report [6] 2/8 16/4 16/6 41/1 41/2 85/7</p> <p>REPORTER'S [2] 2/15 84/11</p> <p>Reporters [1] 1/23</p> <p>REPORTS [3] 2/13 37/6 78/13</p> <p>represent [4] 23/14 31/11 81/23 82/4</p> <p>represented [1] 37/5</p> <p>reprioritize [2] 40/8 44/8</p> <p>request [3] 27/14 74/21 74/25</p> <p>requested [1] 76/13</p> <p>requesting [1] 75/17</p> <p>require [4] 35/12 38/16 49/24 65/25</p> <p>requirements [4] 38/10 38/19 43/16 47/15</p> <p>requires [1] 73/13</p> <p>requiring [1] 38/9</p> <p>residents [1] 68/20</p> <p>resolution [3] 82/15 83/22 83/24</p>	<p>rights [1] 82/9</p> <p>risk [1] 71/23</p> <p>RMR [3] 1/22 85/6 85/13</p> <p>road [2] 17/25 50/1</p> <p>roads [2] 45/13 67/5</p> <p>roadside [1] 18/8</p> <p>ROBERT [7] 1/14 13/11 13/14 13/22 13/23 14/24 15/4</p> <p>roll [1] 73/6</p> <p>rolled [1] 24/19</p> <p>Room [1] 1/3</p> <p>roots [1] 58/5</p> <p>round [1] 61/7</p> <p>route [2] 59/8 62/17</p> <p>rows [1] 72/14</p> <p>RPR [3] 1/22 85/6 85/13</p> <p>RPR-CP [2] 85/6 85/13</p> <p>run [4] 30/17 37/25 49/25 72/2</p> <p>running [5] 27/6 28/17 35/10 77/14 82/1</p> <p>runs [1] 35/11</p> <p>runway [1] 7/10</p> <p>runways [1] 47/11</p> <p>S</p> <p>SAAPA [1] 29/9</p> <p>Sacha [5] 4/23 5/4 5/6 5/9 5/13</p> <p>safe [1] 79/13</p> <p>safety [1] 49/14</p> <p>said [17] 9/2 14/15 15/17 21/7 32/11 34/6 35/23 36/12 37/15 37/24 62/7 63/1 67/23</p>	<p>67/25 69/11 70/23 72/4</p> <p>sale [1] 54/18</p> <p>Sam [1] 24/2</p> <p>same [5] 20/3 20/4 30/2 39/24 51/9</p> <p>sat [1] 71/7</p> <p>satisfy [1] 77/13</p> <p>save [1] 29/4</p> <p>say [21] 9/3 15/2 15/17 15/23 18/11 18/22 19/13 29/25 30/3 30/24 31/25 32/12 35/20 42/12 72/16 73/16 73/17 74/24 81/9 83/4 83/4</p> <p>saying [3] 38/12 77/21 81/15</p> <p>says [3] 58/7 64/8 64/9</p> <p>scale [2] 60/1 68/19</p> <p>SCASD [4] 57/16 57/17 57/19 57/25</p> <p>scenario [1] 66/12</p> <p>scenarios [1] 57/5</p> <p>schedule [3] 17/8 17/23 61/1</p> <p>scheduled [2] 45/21 48/8</p> <p>scheme [1] 47/20</p> <p>school [2] 51/20 51/22</p> <p>scope [2] 45/19 62/8</p> <p>script [1] 62/8</p> <p>se [1] 19/19</p> <p>Sea [1] 1/17</p> <p>seaplane [2] 43/3 43/3</p> <p>seaplanes [1] 70/23</p> <p>seat [1] 8/19</p> <p>seats [1] 58/19</p> <p>second [8] 20/7 41/15 68/14 68/15 68/19 75/19 75/20 75/21</p> <p>secondarily [1] 42/21</p> <p>secretary [1] 12/3</p> <p>secretary-treasurer [1] 12/3</p> <p>section [1] 50/6</p> <p>sections [1] 17/19</p> <p>sector [1] 54/8</p> <p>see [23] 7/3 7/9 7/10 13/14 13/15 13/15 19/9 21/15 21/22 27/24 31/3 38/21 60/10 60/20 61/20 62/2 64/6 69/10 70/25 71/1 74/5 76/15 82/10</p> <p>seeing [3] 61/23 78/10 79/23</p> <p>seem [1] 83/23</p> <p>seems [2] 74/23 76/21</p> <p>seen [1] 60/8</p> <p>selections [3] 2/6 10/18 10/20</p> <p>self [1] 58/6</p> <p>self-supporting [1] 58/6</p> <p>sell [1] 54/9</p>	<p>sending [1] 37/11</p> <p>sense [6] 17/24 46/9 47/8 54/10 55/20 80/22</p> <p>sensitive [1] 80/20</p> <p>sent [1] 83/19</p> <p>separate [2] 19/11 67/14</p> <p>separates [1] 47/23</p> <p>September [1] 42/4</p> <p>serious [1] 66/15</p> <p>seriously [1] 59/24</p> <p>serve [3] 7/5 58/9 61/15</p> <p>served [3] 9/10 56/7 79/20</p> <p>server [1] 30/16</p> <p>service [43] 9/23 10/10 10/13 19/25 21/7 22/4 22/4 22/6 40/15 41/16 41/20 43/24 47/21 47/24 48/4 48/7 48/8 48/10 48/24 48/25 55/8 55/9 55/12 55/16 55/20 55/24 56/3 56/24 57/12 57/17 57/23 58/4 58/11 59/8 59/14 59/15 67/23 68/12 68/16 77/7 77/19 78/16 78/23</p> <p>services [1] 57/8</p> <p>serving [1] 7/7</p> <p>set [3] 24/12 24/23 41/20</p> <p>settles [1] 68/1</p> <p>seven [2] 76/24 76/25</p> <p>seven-year [2] 76/24 76/25</p> <p>several [2] 44/4 79/19</p> <p>shakeup [1] 61/21</p> <p>shame [1] 24/16</p> <p>share [2] 48/6 73/12</p> <p>she [10] 4/11 4/12 33/24 52/3 73/25 83/4 83/5 83/5 83/6 83/8</p> <p>Shelley [1] 7/22</p> <p>shore [1] 47/14</p> <p>short [3] 24/8 34/8 40/3</p> <p>shorter [2] 3/20 65/23</p> <p>shortly [1] 44/11</p> <p>shot [1] 45/23</p> <p>shots [1] 80/8</p> <p>should [20] 15/17 17/7 18/22 26/17 29/12 31/10 31/12 38/13 38/16 48/2 56/20 69/14 73/18 74/2 76/10 81/23 81/24 81/25 82/4 82/8</p> <p>shouldn't [1] 77/14</p> <p>shovel [1] 65/16</p> <p>shovel-ready [1] 65/16</p> <p>show [2] 43/25 52/10</p> <p>shown [2] 40/17 64/16</p> <p>shows [2] 46/20 68/14</p> <p>side [3] 32/9 38/4 66/19</p>

<p>S sign [2] 84/5 84/6 signalized [1] 18/15 signature [1] 75/12 signatures [1] 4/19 significant [3] 42/21 53/13 61/6 similar [1] 27/7 simple [1] 68/13 simplistic [1] 65/15 simply [2] 44/18 77/21 since [2] 30/24 60/8 sir [8] 3/10 3/19 6/16 9/19 16/7 22/13 39/15 74/15 site [9] 25/3 25/25 28/24 30/13 30/13 36/22 37/3 50/18 51/8 site-related [1] 51/8 sitting [1] 74/10 situation [3] 19/21 27/7 43/24 six [5] 24/10 52/5 61/24 76/24 76/25 six-year [1] 24/10 size [3] 54/25 60/1 78/2 slide [1] 52/4 slides [1] 40/22 small [2] 49/7 57/17 smaller [2] 4/2 49/4 so [120] social [2] 21/20 50/9 Society [1] 7/17 soft [2] 24/18 24/18 sold [2] 34/9 37/14 solicit [1] 42/6 solid [2] 50/22 55/4 solvent [1] 61/17 some [34] 4/23 7/16 18/7 18/20 24/21 26/7 28/23 29/2 30/3 37/2 40/4 47/12 47/12 48/20 53/13 53/15 53/17 54/2 55/10 56/2 58/3 58/24 60/18 60/20 60/20 61/9 62/2 62/23 66/15 70/4 71/1 72/7 73/13 82/8 somebody [2] 22/20 83/19 somebody's [2] 11/7 45/21 somehow [1] 79/7 someone [5] 27/2 35/11 75/6 75/7 75/16 someone's [1] 33/13 something [21] 30/14 31/23 32/1 33/1 34/18 37/18 39/20 44/5 44/7 45/13 50/2 52/9 52/9 55/4 64/12 68/13 79/17 79/18 80/16 82/1 83/8 sometimes [3] 42/22 47/12 80/7 somewhere [1] 19/15 sorry [5] 6/8 6/9 6/25</p>	<p>29/8 59/11 sort [5] 26/3 40/2 49/1 49/2 60/10 sounded [1] 39/4 Sounds [1] 5/8 source [2] 42/22 77/10 sources [4] 19/18 42/18 57/4 77/23 south [1] 79/14 Southeast [1] 52/14 space [2] 56/15 80/5 span [1] 63/24 speak [3] 6/23 62/1 78/8 speaks [1] 70/8 special [2] 36/6 65/2 specific [1] 72/1 specifically [1] 67/12 speech [1] 9/7 spend [5] 55/9 55/11 71/21 73/8 77/8 spending [1] 77/8 spent [2] 7/16 8/7 spirit [1] 40/22 sponsor [3] 51/7 51/8 51/8 sponsorship [1] 50/11 ST [8] 1/1 1/1 1/5 1/17 1/17 1/23 1/24 85/4 St. [13] 7/16 7/23 9/11 30/7 50/3 51/4 51/19 53/8 53/12 68/15 68/20 77/14 79/4 St. Augustine [3] 7/16 7/23 30/7 St. Johns [1] 51/19 St. Johns County [9] 9/11 50/3 51/4 53/8 53/12 68/15 68/20 77/14 79/4 Stability [2] 19/17 19/18 staff [7] 26/13 28/7 28/11 32/8 39/23 40/18 50/4 stage [1] 37/9 stand [3] 3/3 3/13 5/17 standards [1] 43/19 standpoint [2] 34/16 47/9 start [6] 16/8 26/11 35/6 37/12 37/21 78/12 started [5] 15/16 24/12 24/13 38/1 62/7 starting [5] 16/20 17/2 25/1 63/25 64/2 startup [1] 56/18 state [14] 19/1 34/6 34/7 36/4 36/5 36/6 36/13 37/10 37/13 47/4 59/6 64/1 83/6 85/3 State's [1] 66/21 statements [1] 9/17 states [1] 8/9 statutory [1] 42/2</p>	<p>stay [3] 9/11 61/16 61/17 stayed [2] 41/18 41/19 stays [1] 58/4 steal [1] 4/19 stenographic [1] 85/9 stenographically [1] 85/7 step [3] 11/22 24/4 27/16 stepchild [1] 49/3 stepping [1] 26/10 STEVE [2] 1/11 14/15 sticking [2] 38/8 38/19 still [12] 16/15 17/21 18/25 19/5 19/7 40/25 43/15 46/14 56/8 57/16 66/11 77/7 stimulating [1] 40/2 stimulus [2] 65/10 65/12 stool [1] 41/15 stop [1] 35/6 story [2] 34/8 81/21 stream [3] 28/25 29/3 29/4 streamed [1] 31/12 streams [1] 26/21 Street [1] 1/17 stretches [1] 21/25 strictly [2] 41/3 60/2 stride [1] 62/22 strong [2] 49/18 52/23 student [1] 51/16 students [1] 51/22 stuff [2] 33/15 60/21 successful [5] 47/3 47/17 58/1 58/12 60/14 such [5] 43/17 54/7 55/24 57/2 72/25 sudden [1] 37/23 suddenly [1] 45/9 suffice [1] 19/12 suggest [2] 75/22 75/23 summarized [1] 8/24 support [1] 54/4 supporting [1] 58/6 sure [30] 3/12 6/20 10/20 12/6 13/14 13/20 13/20 22/16 23/2 28/8 32/14 33/5 33/10 33/18 34/23 38/3 40/19 50/19 52/17 57/23 58/4 63/2 66/16 67/2 67/21 70/12 70/16 73/3 74/17 75/15 surface [1] 67/5 surprised [1] 67/15 surprisingly [1] 19/13 surround [1] 59/16 survive [1] 61/20 SUZANNE [9] 1/10 13/5 13/8 13/15 14/11 14/12 22/11 62/19 78/12</p>	<p>Suzanne's [1] 78/22 swear [1] 4/10 system [2] 19/2 45/4 T T-hangar [6] 16/9 17/12 64/12 72/20 72/20 72/21 T-hangars [4] 72/13 72/15 72/19 73/10 tab [1] 46/23 table [3] 16/6 20/15 63/18 tabled [1] 32/2 take [16] 5/6 6/7 6/24 9/5 11/4 11/15 20/19 26/8 27/18 30/25 54/22 58/5 60/25 62/22 63/18 64/19 takeoffs [1] 19/18 takes [2] 57/13 71/15 taking [1] 46/16 talk [5] 4/3 31/8 34/14 79/1 81/17 talking [5] 6/7 34/22 55/1 60/23 69/6 targeted [1] 21/20 tax [3] 73/6 82/16 83/17 taxes [3] 41/10 41/14 43/15 taxiway [6] 16/18 16/18 17/6 17/9 17/12 49/16 Taxiway Delta [3] 16/18 17/9 17/12 Taxiway Delta's [1] 17/6 taxiways [2] 47/11 72/25 TDC [2] 59/12 70/17 techniques [1] 56/4 technology [1] 8/9 television [1] 30/8 tell [4] 3/25 35/25 36/3 44/22 temporarily [1] 36/9 ten [4] 18/24 41/8 73/5 76/25 tenants [3] 17/12 18/7 31/8 tens [4] 48/20 48/21 51/11 51/11 tent [1] 80/4 tentative [1] 18/7 tenure [1] 56/8 term [8] 18/17 21/24 49/2 50/14 50/15 54/22 65/15 65/23 terminal [4] 17/25 18/6 56/12 56/15 terms [7] 19/3 19/21 39/22 44/6 56/18 58/22 62/8 than [17] 19/18 33/15</p>	<p>40/11 43/21 48/9 55/8 55/18 57/13 66/10 68/2 68/6 70/9 74/11 78/7 78/14 80/23 83/24 thank [30] 4/18 8/11 8/12 8/20 9/19 9/20 9/24 10/1 12/1 12/2 12/11 13/2 15/18 17/3 20/23 22/9 22/18 31/21 38/24 74/12 74/12 78/3 78/4 78/14 78/20 78/21 78/23 80/11 82/11 82/13 thanked [1] 8/25 thanks [3] 25/18 32/17 78/19 that [361] that's [76] 7/13 9/7 9/7 10/24 11/10 12/4 12/20 12/21 13/5 15/9 17/4 17/5 17/25 20/24 21/7 21/24 21/24 25/17 26/9 28/20 29/10 30/14 30/19 33/12 33/13 34/19 35/13 36/9 37/8 38/1 39/12 40/25 42/4 43/22 44/20 45/25 46/13 47/19 48/22 50/14 52/2 52/2 55/2 55/7 59/3 59/21 60/6 60/7 61/25 62/3 64/17 65/6 65/7 65/14 66/3 66/5 67/20 67/24 68/10 69/15 69/16 70/21 72/10 72/23 72/23 73/1 74/23 75/10 75/22 79/3 80/9 80/19 81/8 81/21 84/5 84/6 their [30] 7/18 11/13 12/15 17/14 17/15 18/10 20/8 22/21 24/22 26/8 28/24 29/16 35/6 39/8 44/12 45/4 47/18 49/11 59/9 60/5 60/7 60/25 61/1 68/23 69/23 73/12 78/15 78/16 80/4 80/11 theirs [2] 22/21 29/15 them [28] 4/22 5/9 8/1 8/9 9/1 17/13 21/22 30/19 31/4 31/8 35/20 36/10 37/16 38/8 47/9 49/13 52/16 56/18 60/7 60/10 62/23 68/18 68/19 69/19 69/20 69/21 79/13 82/4 theme [1] 8/4 themselves [6] 22/8 26/8 26/25 27/25 46/12 54/8 then [31] 6/13 8/15 11/3 11/12 11/21 17/24 27/7 28/18 29/2 29/13 30/17 37/23 37/25 42/1 42/1 42/21 46/5 46/10</p>
--	--	---	--	--

<p>T</p> <p>then... [13] 46/11 46/11 46/18 48/24 49/1 49/9 57/6 58/6 63/21 65/18 66/22 70/25 75/11</p> <p>there [44] 3/13 5/14 5/15 6/12 7/17 10/23 12/4 14/17 17/5 18/16 18/20 23/20 24/23 26/2 27/20 30/5 33/23 35/3 36/11 37/2 39/7 43/13 44/7 46/19 46/19 47/20 56/4 56/5 57/14 58/15 58/16 61/5 67/4 67/8 68/22 71/1 71/11 72/5 74/25 75/6 79/2 79/22 80/20 81/14</p> <p>there'll [2] 21/18 21/19</p> <p>there's [26] 22/1 25/4 25/11 27/19 27/20 28/13 29/18 31/16 35/4 46/9 46/24 47/22 47/22 49/7 49/13 50/13 50/13 53/13 54/13 55/3 55/18 79/4 79/13 80/14 83/3 84/1</p> <p>these [21] 24/24 36/16 37/22 38/12 40/15 40/15 44/10 44/13 52/13 53/25 57/4 61/19 61/21 69/8 70/22 72/10 72/10 73/7 77/14 82/3 82/21</p> <p>they [74] 5/5 5/6 17/7 21/14 21/14 21/16 21/21 24/20 25/13 26/22 28/24 29/4 30/9 31/9 31/9 31/10 34/3 34/17 34/18 35/6 35/14 35/20 35/23 36/17 36/25 37/5 37/5 37/5 37/14 37/21 37/22 37/22 38/20 39/7 45/4 46/2 46/3 46/4 46/7 46/11 46/13 46/22 46/25 46/25 47/7 48/1 49/21 52/11 53/9 54/4 58/2 58/8 58/11 59/5 59/8 59/12 60/16 60/25 61/15 61/16 61/23 63/21 64/14 64/17 66/17 68/2 69/1 71/2 74/10 77/15 79/17 80/18 82/1 82/15</p> <p>they'll [3] 66/21 66/22 76/22</p> <p>they're [16] 18/14 19/6 21/22 24/22 25/8 30/25 32/12 38/17 61/1 64/16 67/12 69/1 69/24 77/23 79/10 84/3</p> <p>they've [5] 23/4 24/20 24/23 37/15 53/15</p> <p>thing [24] 24/25 25/10 25/17 28/20 29/12</p>	<p>29/24 32/19 33/12 42/7 45/25 47/19 52/2 52/2 58/23 64/19 65/7 66/14 69/15 69/16 70/21 70/22 80/15 80/22 82/10</p> <p>things [36] 19/16 20/7 20/14 27/25 28/6 29/19 33/4 37/7 40/6 40/7 40/9 41/4 46/25 47/14 49/15 50/9 50/11 52/6 55/5 56/23 57/25 58/19 60/16 60/24 61/3 61/23 62/2 62/9 65/22 67/7 67/20 68/11 68/18 69/5 70/13 72/1</p> <p>think [39] 5/5 7/21 10/24 11/10 18/13 24/12 31/2 31/12 32/25 33/1 33/3 33/9 34/17 38/6 38/8 39/7 44/6 53/17 55/7 55/19 62/1 62/2 62/3 62/22 65/2 65/13 65/19 68/5 68/5 70/16 70/17 71/19 74/10 79/11 80/5 80/6 80/8 82/3 84/5</p> <p>thinking [3] 5/25 6/1 62/6</p> <p>third [1] 57/6</p> <p>this [91]</p> <p>those [50] 11/14 19/5 19/12 19/16 20/9 21/20 24/11 30/9 30/18 36/14 37/7 41/7 41/22 42/16 43/2 43/5 43/7 43/14 45/5 45/5 47/2 47/15 47/25 49/20 51/10 55/5 55/19 58/1 58/10 58/14 58/15 58/21 58/22 59/20 60/9 60/16 62/5 62/5 63/23 64/10 64/15 66/5 66/18 69/4 70/4 70/5 70/17 72/5 72/19 72/20</p> <p>though [6] 24/17 26/19 27/5 30/12 69/11 76/3</p> <p>thought [6] 29/17 39/20 40/2 40/11 66/3 80/25</p> <p>thousands [1] 51/11</p> <p>three [8] 8/8 43/21 43/21 57/5 61/20 72/16 77/7 77/9</p> <p>through [17] 20/3 25/25 26/8 26/24 26/25 35/5 41/7 42/20 45/3 56/5 57/9 59/11 66/11 67/14 67/14 70/24 76/23</p> <p>throughout [1] 22/2</p> <p>throw [2] 12/15 47/20</p> <p>ticketing [1] 57/9</p> <p>ties [1] 9/6</p> <p>till [6] 17/22 20/2 60/4</p>	<p>69/12 71/17 71/21</p> <p>time [26] 6/7 7/16 7/23 10/15 17/4 24/18 26/7 26/10 26/12 33/22 37/14 38/5 43/12 43/22 50/13 54/17 54/22 55/10 55/12 57/21 60/25 65/12 71/23 76/13 79/25 80/19</p> <p>timeline [3] 18/21 42/1 42/2</p> <p>timelines [1] 45/18</p> <p>times [6] 10/25 17/15 21/19 51/19 61/19 80/7</p> <p>timing [1] 41/24</p> <p>tip [1] 68/19</p> <p>title [1] 64/8</p> <p>today [9] 23/12 31/24 32/2 40/21 44/5 62/10 62/12 81/5 82/11</p> <p>today's [2] 43/19 44/25</p> <p>together [7] 28/9 32/6 40/3 55/6 58/22 67/4 67/16</p> <p>told [1] 13/12</p> <p>too [6] 6/2 13/18 26/9 50/5 67/2 74/4</p> <p>took [1] 34/4</p> <p>topic [1] 4/6</p> <p>topics [1] 62/6</p> <p>total [1] 74/21</p> <p>totally [2] 29/6 29/9</p> <p>tough [1] 7/1</p> <p>tourism [3] 59/17 59/18 68/6</p> <p>tourist [1] 70/15</p> <p>tourists [1] 69/18</p> <p>tours [1] 51/15</p> <p>toward [4] 18/21 41/13 59/23 73/15</p> <p>towards [1] 34/11</p> <p>town [2] 20/10 21/22</p> <p>TPC [2] 16/24 17/4</p> <p>TPO [5] 9/15 14/15 50/3 51/4 70/13</p> <p>traction [1] 53/1</p> <p>traffic [2] 79/24 79/24</p> <p>transcript [1] 85/8</p> <p>transparency [1] 25/20</p> <p>transparent [1] 32/13</p> <p>transport [1] 80/21</p> <p>transportation [6] 8/3 8/3 8/24 9/5 42/24 67/5</p> <p>travel [2] 59/3 59/5</p> <p>traveler [4] 68/24 68/25 69/3 69/4</p> <p>travelers [2] 60/6 68/7</p> <p>travels [1] 58/25</p> <p>treasurer [1] 12/3</p> <p>tremendous [3] 52/4 53/10 53/10</p> <p>trends [1] 22/5</p> <p>Trenton [1] 68/21</p> <p>tried [1] 56/4</p> <p>true [3] 55/20 56/4 85/8</p>	<p>try [6] 35/17 36/10 39/20 42/6 69/5 70/23</p> <p>trying [7] 6/6 20/4 40/21 40/23 46/14 50/12 66/15</p> <p>Tucker [2] 24/2 76/18</p> <p>Turn [1] 16/6</p> <p>turning [1] 19/7</p> <p>TV [1] 29/16</p> <p>tweeting [2] 64/4 64/6</p> <p>twice [1] 46/16</p> <p>two [16] 4/17 4/19 8/9 11/14 13/21 14/24 22/12 35/1 42/18 61/18 73/22 77/5 77/11 78/16 78/25 79/23</p> <p>two-minute [1] 35/1</p> <p>type [5] 35/16 38/17 38/18 68/2 80/22</p> <p>typed [1] 29/16</p> <p>types [3] 20/7 21/8 38/14</p> <p>typical [2] 47/11 66/10</p> <p>typically [10] 21/13 22/6 45/20 46/5 46/22 50/2 51/13 52/7 59/4 66/17</p>	<p>unusual [2] 20/24 66/12</p> <p>unusually [1] 58/21</p> <p>up [33] 3/15 5/3 6/9 16/10 18/15 18/18 23/8 24/23 25/15 28/2 33/6 40/12 41/4 42/2 43/8 43/25 45/4 45/20 46/20 46/21 46/22 47/7 47/7 48/17 48/18 56/2 60/4 61/3 62/23 68/22 78/25 79/18 83/8</p> <p>update [8] 2/11 6/19 19/10 23/9 23/10 35/1 39/14 82/21</p> <p>updates [3] 2/9 39/13 50/19</p> <p>us [38] 5/2 5/16 6/19 10/8 10/12 10/14 12/2 13/12 28/9 28/25 33/13 34/5 35/25 36/3 39/22 42/22 44/7 46/2 46/3 53/18 54/12 56/7 57/11 57/20 57/22 60/1 60/1 61/25 65/19 66/13 70/4 71/25 73/23 74/10 77/3 80/2 82/20 84/3</p> <p>usable [1] 78/1</p> <p>use [9] 4/2 43/4 49/2 56/13 56/15 57/25 59/19 61/7 66/20</p> <p>used [11] 20/25 22/5 22/5 46/15 57/21 58/11 60/11 61/8 61/10 61/15 67/17</p> <p>user [1] 38/14</p> <p>users [3] 38/16 38/16 51/14</p> <p>using [1] 39/8</p> <p>usually [2] 5/23 19/6</p>
U				
			<p>Uh [4] 22/10 65/4 68/4 70/2</p> <p>Uh-huh [4] 22/10 65/4 68/4 70/2</p> <p>ultimately [8] 18/15 36/6 37/8 38/6 55/19 56/21 62/15 66/23</p> <p>unanimous [8] 13/2 13/25 14/14 14/23 15/8 20/2 75/5 75/5</p> <p>unaware [1] 25/13</p> <p>under [13] 19/11 24/3 38/7 38/10 49/5 49/8 49/17 65/3 66/7 67/23 71/21 72/1 73/18</p> <p>understand [8] 17/13 22/20 27/22 30/20 55/15 61/13 74/22 82/15</p> <p>understanding [1] 18/4</p> <p>undertake [1] 25/16</p> <p>underway [2] 18/25 44/11</p> <p>unfortunately [6] 10/11 24/3 59/2 59/25 60/22 72/23</p> <p>United [1] 60/4</p> <p>unless [4] 11/7 14/7 20/13 27/17</p> <p>unlike [1] 45/12</p> <p>unobtrusive [3] 25/8 31/16 32/11</p> <p>unquote [1] 41/1</p> <p>until [5] 16/19 46/20 71/23 72/1 77/25</p>	<p>V</p> <p>vaccinations [1] 20/14</p> <p>vaccine [3] 79/23 79/25 80/3</p> <p>vague [1] 66/20</p> <p>valorem [4] 41/10 41/13 43/15 73/6</p> <p>value [2] 45/18 70/20</p> <p>values [1] 38/12</p> <p>vast [2] 53/4 60/4</p> <p>VCB [10] 59/12 70/17 73/21 73/21 73/23 74/2 74/16 74/20 75/8 75/18</p> <p>vehicle [1] 67/16</p> <p>versions [1] 44/25</p> <p>very [42] 6/18 10/1 12/1 12/11 13/3 15/16 17/18 18/12 18/12 18/13 19/6 20/15 22/25 23/6 28/12 30/25 31/22 40/18 43/13 45/12 47/2 47/6 47/16 47/17 47/19 49/16 49/18 51/12 51/13 53/1 54/16 56/24</p>

<p>V very... [10] 61/12 61/12 66/9 66/12 66/13 66/18 67/13 67/20 68/2 68/11 viable [1] 26/9 vibration [1] 81/17 video [5] 27/7 28/18 29/3 29/4 29/10 videos [1] 30/18 view [1] 36/4 violating [1] 10/4 Virginia [1] 8/10 visitors [1] 69/18 void [2] 26/10 27/19 Volaire [2] 19/25 21/6 volunteer [1] 14/18 vote [11] 7/21 11/4 11/15 12/8 31/24 32/2 32/4 33/1 75/1 75/4 75/5 voted [1] 75/4 voters [1] 7/25</p>	<p>83/19 85/7 Washington [1] 65/8 watch [1] 30/19 water [2] 7/9 54/13 waterfront [1] 43/4 Waterway [1] 79/14 way [13] 1/4 6/3 25/8 27/10 28/12 35/7 39/4 40/2 45/10 46/15 47/4 57/9 80/23 ways [4] 11/10 55/22 58/15 58/16 we [220] we'd [2] 25/6 28/7 we'll [14] 12/7 13/7 19/8 20/11 23/8 37/18 49/25 57/14 60/20 61/20 76/2 78/11 80/9 82/25 we're [46] 4/3 8/13 8/17 13/13 16/10 17/16 17/16 17/24 19/14 20/25 23/24 24/8 24/14 26/9 28/19 31/10 31/17 31/23 34/13 34/20 36/1 40/23 46/14 50/8 50/12 50/17 51/15 51/17 52/7 53/23 54/6 54/21 55/1 56/13 57/11 58/8 60/17 66/14 69/6 69/14 70/7 71/18 77/7 78/17 80/25 82/3 we've [13] 11/9 19/20 20/13 25/17 43/12 47/16 70/5 71/12 76/24 76/25 77/2 80/1 80/6 weather [1] 24/3 web [8] 25/3 25/25 28/24 30/13 30/13 37/3 50/18 79/24 web site [7] 25/3 25/25 28/24 30/13 30/13 37/3 50/18 week [1] 16/15 weeks [1] 37/17 welcome [7] 4/17 62/7 62/9 72/9 74/10 78/16 80/12 well [32] 5/2 6/12 7/3 8/15 9/8 18/17 21/16 22/7 25/24 26/21 27/16 30/25 31/14 33/3 40/17 42/7 45/15 50/21 51/5 51/13 51/14 52/10 56/7 62/1 66/13 67/13 69/15 71/3 71/5 76/21 81/4 83/5 well-received [1] 51/13 went [3] 36/9 43/17 53/16 were [22] 8/2 8/4 11/13 17/1 20/4 25/12 25/13 32/1 36/17 37/5 37/5 37/9 37/22 43/15 43/17 61/16 68/20 69/9 70/22</p>	<p>73/5 81/10 81/15 weren't [1] 37/1 west [2] 53/19 54/14 what [52] 3/12 4/3 5/9 7/6 8/25 15/2 17/14 20/4 20/12 20/12 20/17 21/8 21/22 21/25 24/9 25/13 25/22 27/21 28/14 30/20 31/8 34/22 35/13 35/25 36/4 38/1 39/24 44/17 44/20 44/20 51/24 52/17 55/7 59/5 61/5 61/8 61/9 62/17 65/9 65/22 66/23 67/16 67/22 69/12 69/17 70/12 74/24 80/24 81/9 81/14 81/24 81/25 what's [8] 17/13 18/4 19/14 32/2 32/23 50/20 63/4 63/8 whatever [8] 5/13 47/7 59/22 62/11 62/17 64/13 65/25 70/17 when [20] 36/16 36/17 37/20 37/20 41/23 43/13 47/21 56/16 58/11 62/7 64/10 68/1 68/5 68/17 69/6 77/6 81/14 81/17 82/1 84/8 whenever [1] 83/7 where [27] 5/4 5/16 25/12 28/24 30/13 31/3 31/24 34/20 35/16 36/9 37/8 37/10 37/14 42/5 43/14 46/3 46/9 50/21 54/10 69/12 70/7 71/1 71/25 72/5 73/17 83/15 83/17 whether [7] 30/4 30/17 48/3 51/16 55/19 74/20 80/14 which [17] 8/16 14/24 18/16 19/3 35/18 38/11 41/10 51/1 51/2 52/1 57/22 64/23 71/7 71/23 74/17 80/15 82/16 while [6] 19/19 34/3 34/5 55/9 71/15 73/8 who [6] 48/16 51/10 54/8 67/9 77/9 82/24 who'd [1] 14/17 who's [3] 11/2 50/20 50/20 whole [3] 31/11 31/11 65/5 wholesale [1] 45/24 whose [1] 10/23 why [5] 7/25 21/23 30/6 69/13 81/13 wife [1] 73/21 wildly [1] 72/24 will [36] 3/25 13/18 16/20 16/24 17/11 17/14 20/3 20/15 21/12</p>	<p>22/2 25/9 41/2 41/15 41/24 41/25 43/5 43/25 44/11 44/11 46/4 46/6 46/25 48/23 50/9 50/15 51/10 59/21 59/23 60/19 60/21 61/19 63/17 64/4 69/25 71/24 74/5 willing [4] 24/22 34/18 53/18 55/25 window [2] 6/3 45/21 wish [1] 41/5 withdraw [2] 13/16 13/17 withdrawals [1] 13/22 within [4] 47/22 47/25 49/10 54/20 without [3] 36/21 72/15 81/5 woefully [1] 24/8 won't [2] 25/9 72/3 wondered [1] 44/20 wonderful [2] 8/17 11/22 wondering [2] 80/14 80/18 word [2] 15/16 57/23 words [1] 4/2 work [21] 9/13 16/18 17/19 18/20 25/6 28/7 28/11 32/8 40/5 45/10 45/13 45/22 50/5 63/13 63/20 63/22 64/4 64/14 69/20 71/5 71/20 worked [1] 66/13 working [1] 34/11 works [1] 6/10 world [1] 52/10 worried [1] 17/1 would [44] 3/10 3/16 4/12 5/10 5/21 14/3 16/15 16/16 18/16 24/6 25/1 25/2 25/24 26/1 27/16 28/10 30/5 30/16 30/23 31/2 31/3 31/15 34/18 35/16 39/7 42/12 44/22 45/1 54/22 56/7 61/23 65/19 69/9 70/14 74/9 74/10 74/24 75/6 75/6 78/25 79/10 79/11 79/15 80/24 wouldn't [3] 69/22 70/10 81/7 write [3] 14/6 66/22 75/11 write-in [1] 14/6 WUELLNER [1] 1/19</p>	<p>28/10 28/20 29/5 30/11 33/17 35/2 35/8 39/10 62/4 62/10 62/10 62/10 62/24 66/25 67/18 69/24 74/7 76/15 76/17 81/20 83/7 year [46] 19/14 24/10 36/19 39/21 40/1 40/24 41/3 42/13 42/23 43/16 43/20 45/15 45/20 45/22 46/5 46/5 46/8 46/9 48/3 48/9 48/10 48/11 48/22 63/20 63/21 63/22 63/24 64/1 64/2 64/2 64/14 71/14 73/7 73/15 73/17 73/25 76/20 76/22 76/22 76/24 76/25 77/1 77/1 77/3 77/8 77/25 year's [1] 41/25 years [40] 3/24 9/10 9/23 10/9 10/9 10/16 12/2 24/13 24/19 36/23 37/22 41/8 43/11 43/21 43/21 43/23 44/22 44/23 45/8 47/15 47/17 48/14 57/19 61/16 63/6 63/7 63/23 65/25 70/7 71/12 71/13 72/6 72/16 73/5 73/22 77/1 77/7 77/9 78/16 78/18 yes [21] 3/9 4/11 4/12 4/14 5/1 5/25 6/16 16/7 16/8 26/14 27/12 28/5 32/20 38/24 39/15 69/8 71/8 72/14 74/12 74/15 81/4 yesterday [1] 82/14 yet [3] 11/24 17/21 28/2 York [1] 68/21 you [255] you'll [3] 18/19 21/18 40/22 you're [19] 8/19 23/25 27/5 28/3 37/24 40/5 48/3 53/12 56/25 56/25 61/23 62/2 62/7 62/9 62/14 64/17 72/11 77/22 81/16 you've [14] 9/14 9/15 10/24 22/15 26/13 44/1 48/8 52/1 60/8 62/13 63/5 67/25 74/22 77/5 75/11 you-all [1] 27/17 your [41] 3/12 3/16 9/13 9/16 9/22 9/23 11/17 12/25 13/8 13/12 13/23 14/12 14/21 15/4 18/2 18/18 19/8 25/23 32/22 39/6 41/1 41/2 42/8 48/8 48/15 48/16 49/22 50/3 52/4 55/14 55/14 55/23 55/23 70/16 75/12 75/24</p>
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Y

your... [5] 75/25 77/13
78/23 78/24 81/12
yours [1] 13/17
yourselves [1] 27/18
YouTube [1] 25/5

Z

zero [5] 12/11 13/10
14/14 56/9 63/16