

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, February 8, 2021

from 4:00 p.m. to 5:46 p.m.

* * * * *

BOARD MEMBERS PRESENT:

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

* * * * *

ALSO PRESENT:

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

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

* * * * *

JANET M. BEASON, RPR, RMR, CRR
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1 P R O C E E D I N G S

2 CHAIRMAN MAGUIRE: All right. Did I do that
3 right, Suzanne?

4 MS. GREEN: You're good.

5 CHAIRMAN MAGUIRE: All right. I'll bring the
6 meeting to order.

7 (Pledge of Allegiance.)

8 CHAIRMAN MAGUIRE: Justin, you are either the
9 most timely person or you sneak in barely at the
10 last minute. I haven't figured out which one.

11 MR. MIRGEAUX: It's my secret.

12 MEETING MINUTES AND FINANCIAL REPORT

13 CHAIRMAN MAGUIRE: All right. Meeting minutes
14 and financial order. Anybody have any updates or
15 changes or modifications to the minutes that were
16 presented over the e-mail?

17 MS. GREEN: No.

18 CHAIRMAN MAGUIRE: Okay.

19 MS. LUDLOW: Make a motion to accept them.

20 CHAIRMAN MAGUIRE: Okay. We don't have -- if
21 there are no changes, we don't have to accept them;
22 we just -- they just --

23 MS. LUDLOW: Ah, that was my first motion.

24 CHAIRMAN MAGUIRE: -- they stand as submitted.
25 How about the financial report?

1 MS. LUDLOW: Anybody have anything on that?

2 MS. GREEN: No objection.

3 MS. LUDLOW: Okay. Make a motion we accept
4 that.

5 MR. WUELLNER: Still no.

6 CHAIRMAN MAGUIRE: We don't have to. They
7 stand as reported if there are no changes or
8 amendments, okay?

9 MS. LUDLOW: Well, thank you, Bruce.

10 CHAIRMAN MAGUIRE: But we appreciate the
11 effort.

12 AGENDA APPROVAL

13 CHAIRMAN MAGUIRE: Okay. Agenda, do we
14 approve the agenda.

15 MS. LUDLOW: Can I approve it?

16 CHAIRMAN MAGUIRE: Anybody changes or
17 modifications?

18 MR. WUELLNER: We have none.

19 CHAIRMAN MAGUIRE: Okay. You can approve it
20 this time.

21 MS. LUDLOW: I -- I move to approve the
22 agenda.

23 MR. OLSON: Second.

24 CHAIRMAN MAGUIRE: Second. All in favor?

25 MS. GREEN: Aye.

1 MR. MIRGEAUX: Aye.

2 MS. LUDLOW: Aye.

3 MR. OLSON: Aye.

4 CHAIRMAN MAGUIRE: Aye. Opposed?

5 (None.)

6 MS. LUDLOW: I'm done.

7 CHAIRMAN MAGUIRE: I did that to help her out.

8 We don't really have to do that on the agenda, do

9 we?

10 MR. WUELLNER: Not really.

11 STAFF REPORTS

12 CHAIRMAN MAGUIRE: Okay. Staff reports.

13 First one coming up.

14 MR. WUELLNER: Okay. A couple of items for
15 you -- let me get this on again. I have a couple
16 of items for you.

17 The Estrella work road -- or roadwork
18 affiliated with the T-hangar project should begin
19 this week. Survey approval will be out shortly.
20 Materials are in. So I would expect to see
21 physical work in earnest beginning next week,
22 beginning probably the first of the week.

23 So it's not a long-running project, so we
24 don't expect the -- this to be much of an impact.
25 Although we are beginning to communicate to tenants

1 about the use of a different gate in the T-hangar
2 area as road closures become necessary while paving
3 and reconstruction work goes on in that area. But
4 they're kind of used to the -- to the idea of using
5 a different gate when --

6 CHAIRMAN MAGUIRE: Uh-huh.

7 MR. WUELLNER: -- the opportunity presents
8 itself, so don't expect any issues with that. We
9 are finalizing some pricing on another aspect of
10 that project, but we'll -- we'll see how that goes,
11 being able to work it into the budget.

12 Taxiway Delta's still on track for beginning
13 March 15th. So basically the day after TPC
14 concludes here, that work will begin in earnest.
15 And we're still -- still probably another two or
16 three weeks away from finalizing a -- the phasing
17 schedule.

18 So we'll begin to communicate with T-hangar
19 tenants. It will likely be right before the next
20 Authority meeting as to what areas will be closed
21 when, and we'll begin that process of notifying and
22 making sure everybody's aware of that.

23 That will have airside access impacts. It
24 will not have issues relative to T-hangars. You
25 will be able to get to your T-hangars and that kind

1 of thing. What you may have occasional
2 interruption in is access to the airfield from time
3 to time because of the -- the construction, but it
4 won't be a wholesale, completely closed kind of
5 scenario.

6 Carol's going to give us an update on
7 legislative and operational, so I'm not going to
8 touch that.

9 A reminder the Volaire, the air service forum,
10 is -- you know, has new dates. That's August 11th
11 through the 13th Volaire.

12 I wanted to make you aware your budget
13 contains some rehabilitation work for a couple of
14 larger hangars out there. I wanted to make you
15 aware of the fact that the G row hangars, the
16 replacement of the roof over the original four
17 units -- which I -- I'm guessing here, but I think
18 were probably 40-plus years old -- that roof is
19 replacement is now complete.

20 The guy -- our guys got in and did all the
21 hard steel replace -- not so much replacement, but
22 painting and scraping and getting all of that back
23 in order. So that's -- that's now all in good
24 shape. And the rest of that G row's roof has been
25 coated and they are moving on to Rows H and I.

1 H and I will simply be a good quality roof
2 coating that will go on that -- on those hangars.
3 As soon as we get a little period of dry weather
4 and temperatures warming, trending toward the
5 warming side a little bit, they'll be in there
6 getting that coating done. I would think the next
7 30 to 45 days those two units are complete. It's,
8 again, not a terribly long project to do.

9 They will move on from there, maybe even
10 slightly concurrently to doing the painting rehab,
11 if you want to call it, but the exterior metal
12 painting and priming and the like for the air
13 traffic control tower. That exterior work,
14 especially the high work, will begin as soon as the
15 weather cooperates there, too.

16 A big issue during this time of year, as you
17 might expect, is the relative wind is a little
18 stiff when you get up a hundred feet in the air and
19 makes it very difficult to paint without painting a
20 lot of things you didn't intend to.

21 Did want to make you aware, if you didn't
22 catch the revised agenda, but the audit is pushed
23 out till March in terms of report. Apparently some
24 first-year audit requirements were a little slow in
25 developing. So those -- those will be completed

1 shortly and we'll get you a draft copy of that
2 ahead of the meeting so you'll have a chance to
3 look that over, get your questions answered,
4 whatever you might have related to that. Not
5 expecting any surprises.

6 Looking at maybe next month inviting Richard
7 Goldman to provide an update from TDC. We are
8 working that issue relative to getting some -- some
9 attention on that board as far as placing someone
10 at their meetings.

11 We are also working concurrently -- I wanted
12 to make you aware of a grant I think we ought to
13 pursue. It's a DOT grant -- a federal DOT, not
14 state. It's a grant related to air service. There
15 is -- it's called the SCASD program as it's called,
16 but the Small Community Air Service Development
17 program.

18 This -- we had a grant from them, you may
19 recall if you've been on the board long enough,
20 about, oh what, about four years ago, five years
21 ago, for -- we could use for air -- or airline
22 marketing. We were able to match grant with the
23 federal government on that. That went extremely
24 well.

25 The conditions of the program are such that

1 you can't apply for the same kind of use of the
2 money. But another approved use is what's called a
3 MRG or a Minimum Revenue Guarantee.

4 This is a way of working with a carrier on a
5 specific route, typically it's to a hub location,
6 and then allows you to in a sense provide backup
7 financial assistance, not out of the Authority's
8 pockets, but out of DOT and private sector dollars
9 or other dollars.

10 It can come from any source but the airport.
11 And -- and that -- when revenues or ridership is
12 off in the first -- till that money dries up, it
13 can be augmented so that a carrier is encouraged to
14 develop and stay in a route and in this case
15 provide hub-related service.

16 So, we -- we believe this year is a good year
17 to go after it only from the perspective that
18 through all the COVID relief packages that have
19 come out of the federal government, they've put
20 additional money in that fund, making more
21 resources available to communities who are pursuing
22 air service out there. So we think it would be a
23 great opportunity for us to go ahead and apply. We
24 would be the grantee agency, however, it is not our
25 money in the kitty.

1 We are currently working with and seeing if
2 this -- this possibility exists as working through
3 VCB for a portion of the match grant funds for
4 that -- that kind of a grant.

5 Typically these are 70 -- you can ask for
6 whatever ratio you'd like, but they typically --
7 minimums are going to be typically around
8 70 percent federal, 30 percent local. And we would
9 suspect that the ask would be somewhere around a
10 total project budget of around a million dollars.

11 CHAIRMAN MAGUIRE: Hmm.

12 MR. WUELLNER: The application date on this is
13 March 1st, so it's something that would be applied
14 for quickly. It's unlikely you'd have an answer as
15 to whether you got a grant for maybe as long as six
16 months after the application. And then it's
17 still -- in order to draw or use that money, a
18 carrier has to agree to begin that service and --
19 before draws can be made.

20 So it's a reaction to service announcement
21 that the money can be spent, not just collecting
22 money. So it's -- looks like a very interesting
23 approach. And it -- it's been out there for years,
24 the program, but you're prohibited from taking
25 money too often and you absolutely cannot use it

1 for the same reason. So this is now an opportunity
2 for us to at least try to get some of that money.
3 No guarantees you'll get it, but --

4 CHAIRMAN MAGUIRE: Any questions on that
5 particular program?

6 MR. WUELLNER: -- it's worth an ask.

7 MR. OLSON: Does -- thank you.

8 Does a carrier have to be identified prior to
9 seeking the grant? And if not, how would -- if the
10 grant were awarded, how would -- what would be the
11 process of ending up with a carrier partner to
12 proceed with this activity?

13 MR. WUELLNER: I'm going to be a little vague
14 only because it would require disclosing something
15 that's not mature yet.

16 MR. OLSON: Okay.

17 MR. WUELLNER: But it -- typically the
18 applications are viewed much more favorably with a
19 letter of support from a carrier who would
20 otherwise be interested in serving the market.

21 We have a carrier who is willing to do that.
22 So that is a -- with the grant in place in
23 particular, there's a strong chance that that
24 carrier would enter the market in order to take
25 advantage of the grant proceeds, since they

1 supported the application for that.

2 MR. OLSON: And it would be a carrier that
3 would --

4 MR. WUELLNER: This would be a network
5 carrier.

6 MR. OLSON: -- connect us to a hub.

7 MR. WUELLNER: To a real hub, yes.

8 MR. OLSON: Okay.

9 CHAIRMAN MAGUIRE: Any other questions?

10 (None.)

11 CHAIRMAN MAGUIRE: The --

12 MR. WUELLNER: I'm happy to brief you --

13 CHAIRMAN MAGUIRE: You say March 1st is the
14 deadline to submit?

15 MR. WUELLNER: For the application. It's an
16 online application.

17 CHAIRMAN MAGUIRE: Do you have to have our
18 approval to do that or are you proceeding forward?

19 MR. WUELLNER: I think if you're generally
20 okay with it, we'll proceed with it. You won't
21 have to worry about accepting a grant until which
22 time as one is offered, but --

23 CHAIRMAN MAGUIRE: Does anybody have any
24 opposition to that, providing a consensus to go?

25 MR. MIRGEAUX: Not an opposition, but a

1 clarification.

2 MR. WUELLNER: Okay.

3 MR. MIRGEAUX: You said that the ask is
4 \$1 million. Is that 1 million Airport dollars or
5 is that 1 million total project?

6 MR. WUELLNER: Okay. It's total project.

7 The Airport can be no money in the game.
8 Statutorily under federal law, the Airport cannot
9 use its revenues in support of this kind of grant.
10 So we have -- we can have zero dollars in this
11 game, the Airport Authority.

12 MR. MIRGEAUX: Thank you.

13 MS. GREEN: It's kind of a no-brainer.

14 CHAIRMAN MAGUIRE: Any other questions?

15 Not so related that you're bringing this up.
16 Per the television, a lot of airlines are suffering
17 because they're not getting extra money.

18 MR. WUELLNER: Uh-huh.

19 CHAIRMAN MAGUIRE: Do we have any information
20 on it or is that something Carol's going to get
21 into, about the status of these airlines? Are they
22 really going broke or are they just saying that?

23 MR. WUELLNER: I don't know that Carol has
24 background on that, but we're happy to feed you
25 what we know, but there's not much --

1 CHAIRMAN MAGUIRE: Okay.

2 MR. WUELLNER: -- you know.

3 CHAIRMAN MAGUIRE: Probably what I know
4 already.

5 MR. WUELLNER: You probably already know.

6 CHAIRMAN MAGUIRE: Okay. Any other questions
7 of the topics he brought up?

8 (None.)

9 CHAIRMAN MAGUIRE: All right. Carol?

10 MS. SAVIAK: Thank you for the opportunity.
11 Can you hear me okay?

12 As the board is aware, we track a variety of
13 federal, state, and local regulations that
14 potentially would impact the aviation industry and
15 the airport specifically.

16 Some of our top priorities include federal
17 sources of funding, and in this particular case,
18 this -- this month, you know, we're waiting on
19 the -- the exact amount of an award that will come
20 from what we informally call the CARES Act II. Its
21 official name is the Airport Coronavirus Response
22 Grant Program. But they awarded in December an
23 allocation, and we will get an allocation at some
24 point, but the numbers haven't been released.

25 There's also talk from both the subcommittees

1 and the U.S. House of Representatives, and
2 obviously the President is talking about a third
3 coronavirus economic stimulus package that could
4 also benefit both the airlines who have financial
5 challenges but also the airports. And so we're
6 tracking that.

7 This has kind of been a big month to report on
8 the work of the Florida legislature. They began
9 their subcommittee meetings in advance of the
10 March 2nd start of the 2021 legislative session and
11 we have a few high points there.

12 The big focus of their session is going to be
13 the state budget. It's currently estimated that
14 the budget shortfall due to the pandemic is about
15 \$2.1 billion, but thankfully that's a little bit
16 less than the 3.3 estimated earlier. So it's going
17 down a little bit. So if we have can have those
18 revenue estimates continue to look more positive,
19 that would be great for the state budget.

20 But within that budget we are most concerned
21 about the state transportation work fund program.
22 The Governor released his budget last week and it
23 provides considerable funding for FDOT, including
24 \$9.47 billion for the state transportation work
25 program and \$331 million for the state aviation

1 work program.

2 Even though there's a little bit of a
3 differential between last year's budget and this
4 year's budget allocation, the Florida Airports
5 Council believes that the state aviation work
6 program will remain at about the same amount. That
7 was kind of clarified a little bit this week.

8 We also look out for some of our other
9 partners. We look at the funding for Visit Florida
10 and Enterprise Florida, and those are both
11 scheduled to receive the same as last year,
12 \$50 million for Visit Florida again. And then
13 Enterprise Florida is going to get a little bit of
14 a boost from last year including a \$30 million
15 boost to the Job Growth Grant Fund, which is a
16 portion that the Enterprise Florida, the Governor,
17 can use for economic development. And then they've
18 also created a new fund for -- they're calling it a
19 roads trust fund, but economic development-related
20 roadwork, and they put another \$50 million for
21 that.

22 Of specific interest to the airport is we have
23 a local bill that's been filed by state
24 representative Cyndi Stevenson. Our board members
25 have been aware of that bill for a little while

1 since we began discussing it last summer.

2 That bill has technically been filed. It's in
3 bill drafting, and with pleasure I can report today
4 that we have a bill number. And aviation fans will
5 love our bill number. It's 787. Also for
6 reference, that's the same number as the
7 Boeing Dreamliner. So I happen to think that that
8 might be a good portent this year.

9 And then the Florida Airports Council has a
10 state affairs committee, and we talk every two
11 weeks during committee meet and it's all the
12 airports and their government relations or their
13 lobbyists for the Florida Airports Council, and we
14 review all of the bills that could affect aviation.
15 Priorities is the state aviation work program
16 funding. And then also I have provided in your
17 packet some of the top legislative items including
18 funding and a few of the bills that were being
19 looked at this session that could affect airports.

20 So I don't want to get too much into the
21 weeds, but I thank you for the opportunity to let
22 you know that we're looking out for you both in
23 Tallahassee and also watching what's going on
24 federally on your behalf.

25 So, thank you. I'm happy to answer any

1 questions.

2 CHAIRMAN MAGUIRE: Questions?

3 (None.)

4 CHAIRMAN MAGUIRE: Thank you.

5 MS. SAVIAK: Thank you.

6 CHAIRMAN MAGUIRE: Looking at this, the second
7 page, it's says that Justin attended -- Justin and
8 the staff attended a meeting of -- on the 27th with
9 The Players?

10 MR. MIRGEAUX: Yes.

11 CHAIRMAN MAGUIRE: Are you going to talk about
12 that later?

13 MR. MIRGEAUX: Yeah, I can right now or
14 whenever you want.

15 CHAIRMAN MAGUIRE: When do you want to do it?
16 Go ahead and do it now since we're talking about
17 it.

18 MR. MIRGEAUX: Sounds good.

19 Yeah, the TPC held a -- a Zoom call and then
20 there was a -- there was some people that attended
21 in person, but it was just a familiarization of the
22 events coming up to talk about current sponsorship,
23 current program.

24 They mentioned the airfield and -- just as
25 part of The Player experience, the client

1 experience, and making sure that everybody's on
2 board, and I'm sure that we are.

3 But we were mentioned prominently in the
4 beginning of the meeting and then there towards the
5 end as a big cog in the wheel of that event and
6 making sure that it goes smoothly, so...

7 CHAIRMAN MAGUIRE: Okay. What are the actual
8 dates of that?

9 MR. MIRGEAUX: I'd have to look at --

10 MS. GREEN: Isn't it the 14th?

11 MR. MIRGEAUX: The 7th?

12 MS. GREEN: Yeah, it ends on the 14th.

13 MR. MIRGEAUX: Yes.

14 CHAIRMAN MAGUIRE: Yeah.

15 MR. MIRGEAUX: Yeah, you count the practice
16 rounds, I guess.

17 MS. GREEN: Uh-huh. So it would be that
18 Monday or Tuesday.

19 CHAIRMAN MAGUIRE: You're not used to speaking
20 over there, but can you speak into the microphone?

21 MS. GREEN: It ends on the 14th and I think
22 it's the -- starts the -- technically the practice
23 rounds are Monday, Tuesday, and then --

24 CHAIRMAN MAGUIRE: Okay.

25 MS. GREEN: -- the fun round Wednesday and

1 then, Thursday, Friday, Saturday, Sunday.

2 CHAIRMAN MAGUIRE: All right. Any other
3 comments?

4 (None.)

5 CHAIRMAN MAGUIRE: Okay. Let's move on to the
6 business partners. Mr. Henry Dean.

7 BUSINESS PARTNERS UPDATE

8 COMMISSIONER DEAN: Well, good afternoon.
9 Hope everybody is doing fine.

10 I had a doctor's appointment last month and
11 was not able to attend, so y'all had a pretty
12 interesting meeting. Carol briefed me on a few
13 things post meeting. But anyway, sorry to miss
14 that meeting.

15 A couple of things and I'll be brief today.
16 We did finish within the last couple of weeks the
17 four- or five-month effort for our beach
18 restoration, our beach renourishment project, which
19 worked real well.

20 If you haven't had a chance to see the
21 expansive beach that is there now from Vilano up to
22 roughly Serenata Beach Club and then the state
23 one-time placement continues on up to
24 South Ponte Vedra. But it's a pretty impressive
25 project, in my opinion.

1 And one thing I mentioned before, I think, but
2 it's critical in my opinion, one of the reasons it
3 was good to do that project, not only is it going
4 to, you know, support a healthy beach with the
5 economy, tourism, but if we have -- if we --
6 hopefully we won't have another severe hurricane.
7 But if we do have another Matthew or Irma, the
8 federal government, the Corps of Engineers, comes
9 in immediately and restores the beach to its
10 pre-storm condition on their dime, not ours. So
11 that's one of the benefits.

12 If you -- some of you may know after Matthew,
13 Jacksonville Beach got whacked badly, the beach
14 did, and the Corps within 45 days because it was a
15 federally approved program, came in and restored
16 that beach right away. And the people were asking
17 us, why isn't our beach restored? And, well, we
18 didn't have a federal project like
19 Jacksonville Beach. Now we do. So, to me, that's
20 a good thing.

21 I want to briefly mention that our next
22 meeting, February 16th, we're going to be taking up
23 the short-term rental ordinance. And that's been
24 a -- somewhat of a pretty active discussion among a
25 number of homeowners.

1 There are two primary areas, at least that I
2 am aware of, homeowners have caught me. One is on
3 Anastasia Island on a long stretch of
4 Atlantic View, which is about a mile and a half
5 north of 206, Crescent Beach. The other is
6 Vilano Beach north, the North Shore community.

7 And, you know, it's -- it's a balance, because
8 on the one hand -- at least I can only speak for
9 myself, not the other commissioners -- I want to
10 support economic development, I want to support
11 business.

12 On the other hand, I want to make sure that
13 residents who live in a residential neighborhood
14 have reasonable, you know, quiet enjoyment of their
15 home. It's kind of a balance and we just have to
16 make sure that we treat everyone fairly. But
17 that's going to be an interesting discussion on
18 February 16th.

19 There's -- actually on top of that, as Carol's
20 was giving the legislative highlights for airport
21 issues, there's a bill up Wednesday morning in the
22 House, I think it's regulated industries, that
23 would go a step further in preempting local
24 government from operation of -- or regulating
25 short-term rentals.

1 And so, I think if we act soon, depending on
2 what we do, we might have be grandfathered if that
3 does pass. It's one of those kind of moving
4 targets. We'll see.

5 Those are the highlights I wanted to mention
6 this afternoon, so if there are any questions, I'd
7 be happy to respond.

8 CHAIRMAN MAGUIRE: Do you have any update on
9 the potential fifth penny tax that the VCB is going
10 to be possibly incurring or not incurring?

11 COMMISSIONER DEAN: We haven't -- as a
12 commission, we haven't discussed it really since it
13 did not -- since it did not pass two years ago, I
14 believe it was. I don't have any -- any insight
15 into what -- if and when that might be brought up
16 again.

17 CHAIRMAN MAGUIRE: Okay. I do, so I'd like to
18 talk to you later.

19 COMMISSIONER DEAN: Okay.

20 CHAIRMAN MAGUIRE: All right.

21 COMMISSIONER DEAN: Yeah?

22 MS. LUDLOW: Henry --

23 COMMISSIONER DEAN: Yeah.

24 MS. LUDLOW: -- I just want to tell you that
25 everybody that got sand loves you.

1 COMMISSIONER DEAN: But those that didn't --

2 MS. LUDLOW: The beach renourishment.

3 COMMISSIONER DEAN: But those that didn't get
4 sand hate me?

5 MS. LUDLOW: Well, Serenata's divided a south
6 and a north. The south end got sand. The
7 restaurant and the north end did not get sand. And
8 so it picks up again about a quarter of a mile
9 north. So my little portion got no sand, but I
10 love you anyway. I just wanted to tell you.

11 COMMISSIONER DEAN: Okay. Well, thank you. I
12 love you, too. Okay?

13 MS. LUDLOW: One little piece.

14 CHAIRMAN MAGUIRE: Okay. Any other questions?

15 (None.)

16 CHAIRMAN MAGUIRE: All right. Mr. Beyers?

17 MR. BEYERS: I'm good, thank you.

18 CHAIRMAN MAGUIRE: You're good? Mr. Barresi.

19 MS. GREEN: They changed.

20 MR. WUELLNER: Looks like it's Mr. Tucker
21 tonight.

22 CHAIRMAN MAGUIRE: Yeah.

23 MR. TUCKER: Sam apologizes. He's not able to
24 make it again because of medical reasons, and so he
25 asked me the step in on his behalf.

1 There really wasn't much that we have, other
2 than we do have a continuing need for some new
3 hangars. And I don't know how to get this thing
4 off center to kind of get some impact. If there's
5 some possibility that maybe we could form a
6 committee with some airport administration and some
7 of the other tenants to come up with some
8 alternatives to try to push that forward, it would
9 be a great help because there's a -- there's a dire
10 need out there for the tenants to get some more
11 hangars. Thank you.

12 CHAIRMAN MAGUIRE: Okay. All right.
13 Mr. Nehring? Anybody here from Grumman?

14 (None present.)

15 CHAIRMAN MAGUIRE: Ms. Albin?

16 MS. ALBIN: Tammy Albin, RVA, St. Augustine
17 Tower.

18 Let's see. Looking at our traffic count
19 numbers for January 2021, we're at 9,011, which is
20 pretty much on track with 10 years ago. We're kind
21 of -- haven't progressed that far. The weather has
22 been an issue so far this month, so that kind of
23 shows you where we're -- we're kind of lagging
24 right now.

25 This month, we're doing pilot surveys. We've

1 sent them out via e-mail this -- this year and have
2 already gotten more surveys back than any year
3 previous. So we're right around 29 evaluations
4 already. Usually we get somewhere between 20 and
5 24, but right now we've already gotten 29 or so
6 back. And I'm pleased with our marks so far, so...

7 Our Runway Safety Action Team meeting is
8 scheduled virtually via the FAA Teams program, it's
9 a virtual program that they have. That's scheduled
10 for the 17th of this month between 9 a.m. and
11 11 a.m.

12 We sent out the -- we had to find a way to
13 work around everything, but we sent out the
14 invitation and got it forwarded -- or sent it to
15 Ms. Cindy and then she forwarded it to the tenants,
16 is the only way we could figure out how to get
17 everybody invited, so... We've had a few that
18 accepted the invitation, and it's still open for --
19 for y'all to accept, so...

20 We would love the input, though, because we're
21 trying to figure out what more we can do to provide
22 additional safety for runway encroachments. That
23 is a huge issue still with the FAA. And we do have
24 three hotspots that have been published. We still
25 have -- we've still had a few issues. So the FAA

1 is trying to help us find ways to make that
2 everybody remains safe. We've done everything we
3 can think to do ourselves and the
4 Airport Authority.

5 The FAA just about a week ago or so, they shot
6 an episode of -- video for an episode from a series
7 that they're doing trying to get all of the
8 airports in the United States included.

9 St. Augustine is one of the first in Florida
10 to be included, and it's called "From The Flight
11 Deck." And they come in and they shoot like maybe
12 problem areas and things that could lead to issues
13 for pilots of confusion or whatever. And they just
14 got done with that and they'll have it ready to be
15 online.

16 It's on -- from the -- FAA From The Flight
17 Deck on YouTube. And so that should be ready to go
18 within six weeks to two months for St. Augustine.
19 So that's their latest thought process to see if
20 that -- if that'll provide any assistance.

21 The March Operation Raincheck right now is
22 pending because it would have to be virtual. We're
23 trying to find a better way other than go
24 through -- go through with the FAA's Teams
25 application or how we can do that.

1 So that's still pending. We haven't decided
2 if that will happen. If it does not, then the next
3 one would be in June and we'll have to see how that
4 progresses with COVID. Okay.

5 CHAIRMAN MAGUIRE: Your survey, what type of
6 questions do you ask on your survey?

7 MS. ALBIN: It's a canned survey from the
8 company. They ask about basically -- I wish I'd
9 have known you were going to ask this question; I
10 would have brought one.

11 Basically are the -- the speech rate, is it a
12 good speech rate or are we too fast or slow? You
13 know, kind of gives you a 1-to-5 type thing on
14 speech rate.

15 You know, are traffic advisories provided in
16 timely manner? Weather information provided, you
17 know, timely? You know, things like that, to make
18 sure that we're meeting you-all's needs.

19 CHAIRMAN MAGUIRE: How do y'all normally rate
20 when you do these? Excellent?

21 MS. ALBIN: It depends. Yeah, usually we're
22 above average, in the excellent range, so...

23 CHAIRMAN MAGUIRE: Okay.

24 MS. ALBIN: We do have a few issues that we've
25 been working on for a few years with phraseology

1 and things like that to try to meet the needs of
2 the foreign students to the maximum extent
3 possible. That includes trying to slow down our
4 speech rate.

5 The biggest one that seems to still have a
6 little bit of an issue is with our ATIS broadcast.
7 So we're trying to make that plus talk -- try to --
8 the tendency is to hurry through that recording, so
9 we're trying to get that slowed down some.

10 CHAIRMAN MAGUIRE: Okay. Any other questions?
11 Go ahead.

12 MR. OLSON: Just curious.

13 You mentioned that we're at about -- in
14 operations about where we were 10 years ago. Could
15 you give a comparison for a year ago?

16 And second part of the question, can you -- do
17 you have any more insight into why our -- which
18 segment of our operations is down? Flight
19 training, you know.

20 MS. ALBIN: I think last year that was
21 before --

22 MR. OLSON: Yeah.

23 MS. ALBIN: January was before COVID.

24 MR. OLSON: Yeah.

25 MS. ALBIN: And I think that was a pretty busy

1 month. I can't recall if it was --

2 MR. WUELLNER: It's 12.

3 MS. ALBIN: -- between 15 --

4 MR. WUELLNER: It was about 12 something.

5 MS. ALBIN: I'm sorry?

6 MR. WUELLNER: We have it as 12 something.

7 MS. ALBIN: I was going to say. And then I
8 think February was around 12 to 15, and then March
9 I think was our last real big month, and then it
10 kind of started going down.

11 MR. OLSON: So we're about 30 to 40 percent
12 off year for year?

13 MS. ALBIN: Yes. And St. Augustine was -- the
14 way that the users dealt with COVID was different
15 than most of the other area airports.

16 Most of the other area airports, their flight
17 schools and stuff shut down right away for a while
18 and then gradually picked back up and now
19 they're -- Craig is on a record year. They're
20 about to 160,000 operations. So -- but
21 St. Augustine, the fliers here tended to fly as
22 hard as they could for as long as they could and
23 then tried to, you know, recuperate. So two
24 different approaches.

25 Everybody -- it seems like a lot of the other

1 airports have already recovered on their flight
2 training. Ours hasn't quite recovered. And that's
3 our biggest draw, is in flight training.

4 MR. OLSON: Okay.

5 MS. ALBIN: We're still getting quite a bit of
6 training from other schools coming through, but our
7 own schools haven't quite got back up to normal.
8 Okay?

9 CHAIRMAN MAGUIRE: Any other comments,
10 questions?

11 (None.)

12 CHAIRMAN MAGUIRE: Thank you, Tammy.
13 All right. Doug Burnett, sir.

14 MR. BURNETT: Briefly.

15 You may recall last month I spoke about
16 Boomerang. I think that we'll be bring it back to
17 you next month with a resolution of that thing
18 finally.

19 We've talked to the lawyer who represents
20 Boomerang. Of course its new ownership now.
21 They've sent us back revisions to the operating
22 agreement. Their proposed revisions to the
23 standard operating agreement really are custom
24 tailored for their client. It's really not
25 changing anything of our great substance to our

1 form.

2 So, it should be something we can bring back
3 to you that you'll find as acceptable, and then
4 it's a function of resolving the lawsuit, which I
5 think the bottom line there is they recognize that
6 an operating agreement is appropriate and should be
7 in place. And so, we'll get some acknowledgment of
8 that and have a recommendation for you next month.

9 CHAIRMAN MAGUIRE: Okay.

10 MS. GREEN: Did that include the insurance
11 that they're supposed to carry?

12 MR. BURNETT: Yes.

13 CHAIRMAN MAGUIRE: Okay. Any questions for
14 Mr. Burnett?

15 (None.)

16 CHAIRMAN MAGUIRE: All right. The -- we'll go
17 into business items now.

18 JACIP PROJECTS REVIEW

19 MR. WUELLNER: I -- we have a meeting or a
20 phone meeting, whatever you want to call it these
21 days, but coming up with -- combination meeting
22 with Florida DOT and the FAA.

23 It's an annual -- annual event typically this
24 time of year. It's coming up next week, and we
25 felt it was probably a good idea to go ahead and

1 walk through the work programs as they are
2 currently in the Joint -- the JACIP, the Joint
3 Automated Capital Improvement Program, that both
4 entities draw projects out of relative to funding.

5 If you have questions about the process or
6 anything else, we're happy to get -- get those
7 answered during this. But essentially what you're
8 looking at on the screen and your first page of
9 this in the agenda package are the projected FAA
10 grants on this page.

11 As -- and these are total project budget
12 numbers. So FAA share on all of these would be
13 typically 90 percent. The remaining 10 percent
14 typically is split between the Airport Authority
15 and Florida DOT.

16 So when we get to the next page and I'm
17 talking about FDOT projects, keep in mind there are
18 still FDOT projects that are over here in the FAA
19 job in terms of funding. So there's additional
20 funding that's being -- that's allocated to the FAA
21 work.

22 Projects for this year -- I don't know where
23 she's going. We need to go back. All right.
24 She's jumping ahead here.

25 Anyway, Taxiway Bravo, this is a '21 project,

1 is just design, and it is for the center section of
2 Taxiway B. So, essentially this is between
3 Runway 6 and where Bravo 2 would cross Bravo. So
4 it's just the center section of the -- of the work,
5 which is the oldest piece that was built or the
6 original piece of Bravo. It's a rehab-related
7 project.

8 I want to make -- this gets -- this gets
9 really complicated only because the dates are
10 really wackadoodle as they align with our budget
11 and align with the state budget.

12 So when I say '21, we're -- this is a project
13 that will show up as a grant offer typically
14 somewhere between June and September of this year.
15 So some time in that period of time, FAA will
16 recognize the project and will provide a grant
17 offer based on an engineering proposal to do that
18 work.

19 The grant dollars will change because FAA
20 projects are awarded to the grant dollar of the
21 proposal. So while this is a -- kind of a
22 placeholder number, it could vary slightly when the
23 grant actually shows up.

24 The following year -- of course we've done the
25 design. The following year, so a year from

1 September -- I'm going to use September, but a year
2 from September would be the award or we'll likely
3 get the grant do the actual work. So we'll have a
4 year to do design.

5 At some point as we get into spring of next
6 year, we'll likely bid that project and we'll have
7 real numbers as to what it costs to build or do.
8 That will get wrapped into a grant -- a grant
9 application to the FAA and we will eventually get
10 an award for that work.

11 Current placeholder amount is about a
12 \$3 million effort. It's a -- it's basically a mill
13 and overlay and then addressing any other issues
14 that might be in that project as they're determined
15 during design.

16 The following year, which is 2023 -- again,
17 all these are I think September -- we've programmed
18 the security fencing and gate replacement. This is
19 also in the queue, so there's some chance before
20 that date, we could potentially get supplemental
21 grant funding from FAA to do that project on a
22 stand-alone basis, possibly as high as a hundred
23 percent funded. But otherwise, the security
24 fencing and gates would be in the queue to be
25 replaced beginning in '23.

1 Also in that year it's likely that we would
2 get design money for the design of the access road
3 realignment. Now the access road realignment in
4 this project is basically taking Gun Club Road, so
5 the extreme east side of the airport, and
6 realigning that through what would be a portion of
7 Gun Club property out to Gun Club Road. That opens
8 up an envelope finally for development of
9 additional hangars and the like on the east side of
10 the airport once that project's done.

11 Now, before we get all excited about it, this
12 is a project that FAA is going to look closely at
13 as to the value of it. It's going to have to serve
14 many tenants, which is likely the case. It will
15 need to go through a relatively elaborate
16 justification process. They don't like to do
17 surface transportation projects like roads and the
18 like. That's -- they don't believe that to be
19 their best use of dollars.

20 We are pressing it with them. So we will go
21 through a justification process before they're able
22 to commit dollars to design, or in the case of the
23 following year, construction for that job. We
24 believe it's a good project and something they
25 ought to be involved in. Otherwise it will

1 continue to be pursued with Florida DOT.

2 In the event some large-scale project is
3 proposed for back there in the interim, there's
4 always an opportunity to go to Florida DOT or
5 economic -- Enterprise Florida or one of those
6 agencies for financial assistance to get that road
7 done sooner, if it supports a significant economic
8 development kind of project.

9 Lastly, in '25, you would see the beginning of
10 design for Taxiways F and G, which is largely this
11 area outside the conference center out to the main
12 airfield. Believe it or not, that's coming up on
13 20 years already. Yeah. So, it would be designed
14 one year and then the following year, '26 would
15 typically be the construction again.

16 FAA has had a complete kind of change of
17 approach to these projects. They now want you to
18 do design one year, followed by construction the
19 following year. For -- for most of my career, you
20 could do those things simultaneously and under the
21 same single grant. They are just -- they changed
22 it up and this is -- appears to be way they're
23 proceeding at this point.

24 Now I can get the next slide. All right.
25 Because we can't do anything simply in government,

1 this is where we swap fiscal years on you.

2 This is now the state fiscal year. So there's
3 a three-month overlap here where things get a
4 little confusing as to which year we're actually
5 in. They also talk about them differently. So
6 with that, keep in mind the FAA jobs that we just
7 looked at all have, again, a 5 percent FDOT money
8 commitment that would go to them, also.

9 These are stand-alone typically FDOT jobs that
10 are in the work program right now. Terminal access
11 road this year and next year -- these are total
12 dollars, by the way. So it's 50 percent airport,
13 50 percent FDOT.

14 The first two projects on this list, the
15 terminal access road projects -- which includes
16 last year's money, we had a little bit of money
17 from last year -- these are all non-aviation funds.
18 So I want to point that out.

19 So we're not take -- this isn't something
20 that's taking money away from building hangars or
21 doing something else. This is money that's coming
22 out of the multimodal fund. So it's actually
23 coming out of surface transportation funds at DOT,
24 not aviation funds. So this is kind of a big coup
25 for -- for this airport to have money out of a

1 non-aviation program, and significant money in this
2 case.

3 But this is the redesign project that we have
4 as an agenda item here coming up in a couple of
5 minutes. So it gives you an idea of what that --
6 that total dollars looks like.

7 On top of that is a little bit of GA, we call
8 it GA apron and taxiway rehab. Again, a 50/50 job,
9 but effectively this job is to repave taxiways that
10 are in between T-hangars. It's a very little apron
11 kind of connotation in this. It's mostly paving
12 between T-hangar taxiways.

13 So probably the earliest focus of these monies
14 will be between, I would say, J row and M row
15 toward the tower, that connection there. It might
16 include a little bit of work around what would be
17 the self -- self-serve asphalt component out there
18 so that all that stuff gets a chance to get
19 rehabbed.

20 Believe it or not, those hangars are almost
21 30 years old, 25 years old. Those hangars were
22 built in 2000 roughly. So that pavement needs to
23 be looked at.

24 We did do some intermediary things years ago
25 with some Grip-Flex material that preserved some

1 utility on it, but it's now time to look at likely
2 a mill and overlay of those pavements and get it --
3 get it back up to what it should be before we start
4 experiencing real failures out there.

5 Next year, we have some money -- this is our
6 real lean year, if you want to call it that, with
7 Florida DOT. We've simply got a little bit of
8 money in there. Apparently FDOT allocated money to
9 other airports in that year and -- as a priority
10 over this airport. Now, that may feel bad, but the
11 reality is we get more than our fair share most
12 years. So this is -- you know, it's just going to
13 happen once in a while.

14 But corporate hangar design is in there and
15 then the following year followed by corporate
16 hangar construction, is the way it's described
17 today. There's also some money in there for land
18 acquisition. There's also money in there related
19 to fuel -- excuse me, fuel farm.

20 The following year has the conference access
21 road, so you're looking at the road outside of
22 here, trying to punch this all the way out to
23 U.S. 1.

24 Secondary reason for that is a long-term
25 coordinated effort with the St. Johns County Fire

1 Rescue district to eventually build a
2 community-related fire station jointly with the
3 Airport and ultimately take over the fire rescue
4 component on the airport on a full-time basis.

5 So, to do that and make it work, we've got to
6 have solid access to U.S. 1 that -- that doesn't
7 effectively slow up fire rescue response in the
8 community. That's something that's got, you know,
9 time to -- time to percolate and we'll -- we will
10 all be pursuing funding to build such a -- such a
11 facility at an appropriate time. But the first
12 piece of that of course is access road.

13 Last is a project called hangar. That can
14 easily be corporate, can easily be T-hangar at that
15 point the way it's currently designated. The --
16 one of the primary purses -- purposes of the
17 meeting that will be involved in here is to add the
18 out-year project.

19 As you know, every year as the work program is
20 adopted by the legislature and we enter a new
21 fiscal year with those agencies, it frees up
22 another year on the back side of the five-year
23 program, so we -- we need to infill that with
24 projects.

25 If you have input on that, that's great.

1 Normally we're looking at the airport master plan
2 and seeing -- taking recommendations out of that
3 and making sure those -- the scale of the project
4 still fits the constraints of the Authority's
5 overall budget.

6 Keeping in mind the Authority typically has no
7 more than, say, \$1.2 to \$1.5 million in any given
8 year to match something. So, you know, things that
9 are really super expensive, we've got to -- we've
10 got to figure out how to do over multi years of
11 funding.

12 CHAIRMAN MAGUIRE: I was getting ready to make
13 that comment as I look -- as I look at those
14 numbers, and it could easily be \$10, \$12, \$13
15 million. And then you start thinking about our
16 share of it --

17 MR. WUELLNER: Uh-huh.

18 CHAIRMAN MAGUIRE: -- that's a big limiting
19 factor. And of course our number one goal is
20 airport. Number two goal is stay off the tax
21 rolls.

22 MR. WUELLNER: Of course.

23 CHAIRMAN MAGUIRE: So we have to be very
24 careful.

25 MR. WUELLNER: That's the nice thing of like a

1 project in '23, is, you know, we allocate a
2 fraction of, you know, something like 20 percent of
3 the available capital. So we can effectively bank
4 that money and then it'd available for the
5 following year when we have well over \$2 million
6 from the Airport Authority perspective.

7 CHAIRMAN MAGUIRE: Good. Okay.

8 MR. WUELLNER: It's a --

9 CHAIRMAN MAGUIRE: Questions?

10 MR. WUELLNER: It's a cash flow exercise.

11 CHAIRMAN MAGUIRE: Questions for him?

12 MR. MIRGEAUX: Can you go back one slide,
13 please? I had a question about the Taxiway Bravo
14 rehab project. Is that FDOT or is that federal?

15 MR. WUELLNER: That whole list is FAA jobs.

16 MR. MIRGEAUX: Those are FAA.

17 MR. WUELLNER: That whole page of projects.
18 FDOT has a little bit of money in it. It's about
19 5 percent of the total.

20 MR. MIRGEAUX: So I'm looking at the JACIP
21 from the last meeting and it says -- it's got an
22 FDOT number for design and rehab Taxiway B.
23 Lights, drainage Phase 1. It's the same amount.
24 Is that the same project or is it just --

25 MR. WUELLNER: It is the same project, but DOT

1 grant will combine to the two -- two years' worth
2 of projects.

3 So the F -- to simplify that, the FDOT dollar
4 will -- grant that we get will include design and
5 it will include construction. So we'll get one
6 grant for both pieces. Whereas the FAA piece will
7 get two separate grants. It's --

8 MR. MIRGEAUX: Okay.

9 MR. WUELLNER: It's not an issue for us; it's
10 kind of normal the way it happens.

11 MR. MIRGEAUX: The Gun Club Road extension?

12 MR. WUELLNER: It's -- yeah, the realignment?
13 Yes.

14 MR. MIRGEAUX: So you said -- you talked about
15 access for current future hangars. Are you talking
16 GA?

17 MR. WUELLNER: I'm sorry. Say that --

18 MR. MIRGEAUX: You said that that potentially
19 could have access to future like hangar spaces --

20 MR. WUELLNER: Yes, it's corporate.

21 MR. MIRGEAUX: Roadway access.

22 MR. WUELLNER: Yeah.

23 MR. MIRGEAUX: Where is that going to be, like
24 on the north side or the east side?

25 MR. WUELLNER: You know what? It's going to

1 come up -- I'll point it out. It's going to come
2 up as a part of the slide in -- in the part
3 Passero's going to present here in a minute, if you
4 don't mind.

5 MR. MIRGEAUX: No.

6 MR. WUELLNER: And there'll be a graphic up
7 there that shows -- it's not a part of the project
8 you're talking about, but I know it's in the
9 graphic, so I'll point it out to you at that point,
10 if you want.

11 MR. MIRGEAUX: Okay.

12 MR. WUELLNER: It's in the master plan
13 drawings, if you want to look at them.

14 MR. MIRGEAUX: You bet.

15 CHAIRMAN MAGUIRE: Any other questions or
16 comments?

17 Looking at that 2023 security fencing, I had
18 someone come up the other day. They watched
19 Airplane Repo on television. Have you seen that
20 show?

21 MR. WUELLNER: Yes.

22 MR. MIRGEAUX: Yes.

23 CHAIRMAN MAGUIRE: It's the most unrealistic
24 reality show I think I've ever seen. I'm sure
25 things like that happen, but not the way they show

1 it on TV.

2 But it's interesting. We watched one the
3 other night. They rescued a -- they recovered a
4 \$5 million jet and their fee was 10 percent of the
5 recovery. So in one night, those guys made -- two
6 guys made \$500,000. So if you're looking for a
7 part-time job... Okay.

8 MR. MIRGEAUX: Hot-wiring jets that may or may
9 not work.

10 MR. WUELLNER: Yeah.

11 MS. LUDLOW: Will our security keep them out?

12 CHAIRMAN MAGUIRE: All right.

13 MR. WUELLNER: Rich reward, I guess.

14 CHAIRMAN MAGUIRE: Anything else?

15 MR. WUELLNER: Not on that.

16 CHAIRMAN MAGUIRE: Okay. All right. So now
17 we can go to public comment; is that correct? No?
18 What am I missing?

19 MR. WUELLNER: Oh, we've got another --

20 CHAIRMAN MAGUIRE: Oh, another slide up there.
21 I didn't print that page --

22 MR. WUELLNER: No, no. It's a whole new
23 agenda item.

24 CHAIRMAN MAGUIRE: Okay.

25 MR. WUELLNER: It's your --

1 TERMINAL ACCESS ROAD IMPROVEMENTS

2 MR. WUELLNER: And it's -- I think, Matt,
3 you're handling this, right? Matt Singletary with
4 Passero.

5 Let me quickly hit the funding. We just talk
6 about it, but I'll go over it again. Last year, we
7 had a 50/50 grant with Florida DOT. Again, these
8 are non-aviation work program dollars. You had
9 \$40,000 last year to begin the effort. That was
10 followed by a grant you accepted just recently for
11 \$1.94 million. That -- well, half of that was the
12 grant. That's the project amount.

13 And it will be followed up after July of this
14 year -- so probably August or September you'll see
15 the other million dollar component there or fiscal
16 year 2022 dollars free up from the state budget
17 year. And we'll at that point be in a position,
18 we'll have full funding we believe at that point,
19 barring something that comes up in engineering.

20 But at this point, we expect to be ready to
21 move it to a construction project probably this
22 time next year. Just guessing. At which point
23 some of that -- the bigger dollars really start to
24 begin to be spent there based on a construction
25 contract.

1 You'll see those contracts, those kind of
2 things, all come back to you, but we're way ahead
3 of that right now. You're still nearly probably
4 10 months from a construction contract.

5 CHAIRMAN MAGUIRE: Okay.

6 MR. WUELLNER: They have a separate
7 PowerPoint, so it just takes a second to
8 transition, hopefully.

9 MR. SINGLETARY: I'll just introduce myself.

10 Like Ed said, I'm Matt Singletary with
11 Passero Associates. I think everyone knows who
12 Passero Associates is, engineering consultant for
13 the airport for many years now. But yeah, so I'm
14 going to try to go through this to familiarize
15 everybody with this project.

16 So the outline of what we're going to talk
17 about is give you some background on the project,
18 the goals of the project, talk about some of the
19 efforts that have already taken place to date and
20 the preliminary design and planning, and then just
21 touch on some of the funding that Ed kind of
22 already covered a little bit just now.

23 Okay. So the background what we're talking
24 about primarily here is how the project relates to
25 the master plan. Most of you, I think, are aware

1 that there was a master plan update completed last
2 year.

3 And you -- I think most of you know what the
4 master plan is, but if you're not completely
5 familiar with it, it's a planning study, and
6 documents that are put together, say, every 10 to
7 15 years for an airport. It consists of a report
8 and then an associated set of drawings.

9 And one thing to point out, the A -- the set
10 of drawings is called the Airport Layout Plan, the
11 ALP, and you're required to have an updated ALP to
12 get grant funding from the FAA and FDOT. So that's
13 important to note.

14 So, part of the ALP in the -- from the
15 master plan update included this project. And it's
16 shown highlighted in two separate plans, which what
17 we're talking about here, one is the terminal area
18 plan and the second is the ground access plan.

19 So this plan right here, this is the terminal
20 area plan. Highlighted in yellow here, this is
21 just showing you the area of the project where
22 we're talking about. Down on the bottom is U.S. 1.
23 Up top is the terminal building.

24 MR. WUELLNER: At the bottom, too, is the
25 multimodal --

1 MR. SINGLETARY: Right.

2 MR. WUELLNER: -- just as a reference.

3 MR. SINGLETARY: Yes.

4 MR. WUELLNER: Thanks.

5 MR. SINGLETARY: So the next slide, we've just
6 got a blowup of the same drawing, just to kind of
7 show you a little more clearly the area we're
8 talking about. The highlighted green is the
9 proposed project which represents the roadway
10 corridor that's proposed. And just orient you a
11 little bit more, the -- the blue are existing
12 buildings.

13 Grumman property's going to be over here, so
14 that's the Number 12 buildings. You can't see it
15 here, but 13 is the top of the terminal. 14 and
16 15, that's the -- the Area 51 hangar and bulk
17 hangar. And they then you've got the shade hangar,
18 the PGA hangar and attached offices, and then the
19 FBO building.

20 So you can see right here. So one of the main
21 purposes of this project is to provide a straight
22 realigned roadway from U.S. 1 to the terminal with
23 a line of sight. And so, in order to do that
24 there's a couple of modifications to existing
25 facilities and boundary lines that need to be made.

1 So Grumman, the property line kind of in this
2 middle area is where you've got to make some
3 adjustments. It has to be shifted, the fence line,
4 and then also these Buildings 14 and 15 would have
5 to be removed to make way for this realigned
6 roadway.

7 Anything else?

8 MR. WUELLNER: No.

9 MR. SINGLETARY: Okay. All right. So then
10 the second plan we have here from the ALP set --

11 MR. WUELLNER: Is that --

12 MR. SINGLETARY: Yeah, this is what you were
13 referring.

14 MR. WUELLNER: This -- this is the realignment
15 we were referring to. The current road dips down
16 into here and comes up, cuts off all this property
17 for development.

18 CHAIRMAN MAGUIRE: And Highway 1 is down here
19 in the corner.

20 MR. WUELLNER: And Highway 1 runs kind of like
21 this.

22 CHAIRMAN MAGUIRE: Yeah.

23 MR. WUELLNER: It's on -- as I said, it was on
24 this slide. This should do it. It shows it. Go
25 ahead, Matt. I'm sorry.

1 MR. SINGLETARY: Not a problem.

2 So this is just to show you this is a second
3 sheet that highlights this project we're talking
4 about. This plan in general is just to show
5 different roadway development alternatives,
6 possible -- in various areas of the airport.

7 But this one right here, this on the top
8 right, that's the main terminal area again. This
9 view is actually flipped 180 degrees from the last
10 one we were looking at, so U.S. 1 is on the top,
11 the terminal's on the bottom, and north is to the
12 right.

13 But then, once again here, we've just got a
14 blowup for you to kind of show you a little more
15 clearly what this plan showed in relation to this
16 project. It's kind of all the same exact layout
17 pretty much here.

18 It does show and depict some of the
19 improvements that are needed on U.S. 1 itself.
20 Proposing a new signalized intersection and then
21 also associated -- associated with that would be
22 some changes to the medians and turn lanes.

23 And then also as part of the master plan, as I
24 mentioned, it's the -- the drawings have the ALP
25 and then also there's a report. Chapter 5 covers

1 airport development alternatives. And what this
2 chapter of the report does, it identifies projects
3 which meet aviation needs and development goals and
4 then it screens these projects based on criteria
5 and rates them on this criteria 1 through 5. So
6 based on that, this project rated pretty highly.
7 It's a viable project for that screening criteria.

8 A couple of the major benefits is the category
9 of operations. It was identified as a major
10 operational benefit, this project. And then also
11 to -- a major benefit to business and airfield
12 strategies for -- related to long-term goals of the
13 airport. So -- okay. Moving on. So that -- that
14 covers how this relates to the master plan and kind
15 of ties it in to the past planning that's already
16 been done.

17 And then moving forward, kind of the goals,
18 the major goals of this project. Improved traffic
19 safety is right up at the top. And this includes
20 consolidating three existing access points into one
21 access point. We're talking about connections to
22 U.S. 1 when I say that.

23 And so, this drawing is just an aerial view of
24 these three access points I'm referring to. We've
25 got the FBO right here. North is to the left. So

1 the three access points are, so the first, the main
2 airport FBO access on the right side. And then you
3 have a terminal access or connection to the road
4 that leads back to the terminal building. And then
5 over here, you've got the Northrop Grumman south
6 property access.

7 So, one of the main things we're trying to do
8 is you've got these three connections. They're in
9 a relatively short distance, about 700 feet, which
10 creates a little bit of a safety issue, doesn't
11 meet current FDOT standards. We're trying to take
12 these three and combine them into one, which would
13 be the location of our new access road, new and
14 improved with signalization.

15 And then also besides the driveway
16 connections, there's also a median opening. So
17 you'd have a median opening associated with this
18 access point and you'll also have a median opening
19 associated with the Grumman access points. So
20 we're going to take those two, close both of those,
21 and have one new opening right here.

22 So what all that does really is improve the
23 safety you have. When you have closely-spaced
24 access points, it -- you have more potential for
25 accidents, for conflict. So that'll bring it up to

1 more standard design and really improve the safety.

2 The second point to make here on safety, we
3 want to, related to what I was just talking about,
4 eliminate one of the access points, being the main
5 airport FBO entrance which we're referring to as a
6 pinchpoint.

7 You can kind of see pretty well what we mean
8 by that on this aerial. You've got a situation
9 here where the buildings that are existing kind of
10 jut down closer to U.S. 1 at this location. And
11 then you've also got right at that spot this access
12 point, which any normal kind of potential conflict
13 in traffic you would have is exacerbated by that
14 less space being available and people having to
15 make decisions quicker and that sort of thing. And
16 so, we've just drawn right here with the arrows and
17 the lines to kind of give you an idea of all the
18 different turning movements that happen right in
19 this area.

20 Then on top of that, you've also got this fire
21 lane and kind of dropoff point which people park
22 in, and that even makes the situation worse. So
23 that's another safety improvement we're looking at
24 here.

25 Secondly for major goals of the project,

1 improved traffic access and circulation for all
2 airport users including Northrop Grumman, FBO,
3 terminal users, tenants and businesses.

4 And part of this improved roadway corridor,
5 we'll be able to do all of this by improving the
6 signage to get everyone where they're going
7 properly and then also improve the visibility,
8 which we kind of touched on a minute ago, but this
9 picture right here kind of underscores that point
10 with the existing condition. When you look back
11 towards the terminal from U.S. 1, it's not ideal --
12 if you're not familiar with the airport, you
13 probably are questioning if you're going the right
14 way.

15 So, here's another photo farther down the
16 road. Kind of shows you the same thing, the
17 existing condition's not ideal. Right when you get
18 back to the hangars, you're kind of in a little bit
19 sort of what you think of as an alley. And there
20 is some signage, but if you aren't -- if you're not
21 familiar, you're probably going to be questioning
22 if you're going the right way.

23 And then also, this project provided improved
24 traffic flow for all of the users. And one thing
25 we want to point out here, so this is a photo

1 looking at the Northrop Grumman south property
2 access. And so, basically the point of -- here is
3 they have a couple of peak-hour traffic times in
4 the morning and then even more so in the afternoon.

5 So compared to other spots along U.S. 1 where
6 you've got similar, you know, tough situations
7 turning out, you've got even more traffic at one
8 time in this location. So it gets even a little
9 less ideal, less safe, and the cars can back up and
10 make that worse. So, this new -- new intersection,
11 we would move all this traffic to our new
12 signalized intersection, which would be a big
13 improvement.

14 And then, also you have a similar-type issue
15 when you have commercial service. When planes
16 arrive, everyone's leaving at the same time, you
17 have a similar, somewhat unsafe situation. I mean,
18 you can see out here, too, just point out that
19 there's -- you know, the cars are trying to -- are
20 getting out here in the middle and there's traffic
21 going both ways. So signalization --

22 MR. WUELLNER: Yeah. And it's a
23 55-mile-an-hour speed limit section right there.
24 Currently, anyway.

25 MR. SINGLETARY: And finally on the goals we

1 want to point out, this is not included in this
2 project as far as a big increase in parking, but
3 this paves the way for future parking improvements
4 on the northwest side of -- well, just northwest of
5 where the terminal building and where there's
6 existing parking now for commercial service and for
7 Grumman. That's a spot that could be improved in
8 the future, and this project lends -- lends itself
9 to doing that in the future if the demand is there.

10 So, moving on. So this I'd just mention
11 there's a good amount of work that we've put in
12 since the master plan, or separate from the
13 master plan at least, to date regarding preliminary
14 design and planning efforts.

15 One of the things we've already done is some
16 of the site investigation that's required for
17 design including a topographic survey and utility
18 survey between U.S. 1 and the terminal. So that's
19 done.

20 Also, we've spoken with the FDOT about their
21 requirements for the project, because we're
22 connecting to U.S. 1, which is a state highway, and
23 we're also making modifications to it. There's a
24 good amount of coordination and permitting involved
25 with that.

1 So we've had that initial meeting. We have
2 laid out for them what -- what the property
3 consists of and gotten their input on what their
4 process and permitting steps are.

5 And then, after that, we've also -- related to
6 that same topic, we've been in consultation with a
7 traffic engineer to even further be able to define
8 the scope of what's required with the permitting
9 and FDOT -- with the FDOT design, traffic
10 engineering design, the signalization design, that
11 whole process, so that we could properly scope it.

12 And then also, we have met with
13 Northrop Grumman a couple of times, most recently
14 before the holidays. There's really nothing to
15 report there, just that we're on the same page;
16 there's no real hurdles we see working between the
17 two of us, the Airport Authority and
18 Northrop Grumman.

19 Then also, we have talked to the FBO area
20 tenants and tried to inquire what their parking
21 needs are exactly so that when we do these layouts
22 for the new project, we make sure we're meeting
23 everyone's needs. And then -- so we have done
24 multiple access and parking layouts and reviewed
25 these with the Airport Authority to arrive at --

1 this concept plan is where we're at today.

2 So, once again, this is a -- north is to the
3 left. U.S. 1 terminal building. We've looked
4 at -- so the corridor of the aligned -- realigned
5 roadway goes through an existing parking area. So
6 that was one of the hurdles and things we were
7 trying to figure out, these spots that were in that
8 area, how do we put them back in the project
9 somewhere else. So we went through iterations on
10 that.

11 This is one location where we're showing some
12 new parking. Mainly more for not customers, but
13 tenant employees. Then also some -- we're really
14 targeting more this space in front of the buildings
15 to be for customers and then the spots away from
16 that area for employees of tenants and businesses.

17 Another thing to point out, we have another
18 access point -- I didn't touch on this before --
19 but kind of similar to what we have today. So this
20 is where that existing main FBO entrance is.
21 There's a kind of a loop circulation exists today.
22 So we're providing something farther spaced, so a
23 safer distance, but also still provide that kind of
24 loop circulation so that we don't lose that.

25 That's kind of -- just point out again this is

1 that future parking garage back there in the back.
2 That's basically it. Did you want to say anything
3 else about it? No? Okay.

4 Okay. So the schedule. Design, permitting,
5 and bidding we're estimating to be 10 to 12 months,
6 including the traffic signalization design and
7 permitting. And then construction, we don't have a
8 real firm schedule, the number of months to give
9 you on that right now. But once design gets
10 underway, we'd keep you updated on what the
11 estimated duration of construction is.

12 And it's good to point out that it would --
13 there's some kind of complicated phasing that
14 probably needs to be done, since we can't close
15 down the airport and we have to work -- work in
16 that roadway area, which is an access for -- for
17 lots of airport users.

18 And then last point here is obviously before
19 we move into construction and executing any
20 construction contracts, obviously that would come
21 back to the board.

22 The funding, I think Ed pretty much already
23 covered this, but it's 50/50 FDOT grant funding.
24 You've already pointed out that it's -- it's
25 multimodal funds, not aviation. So we're not

1 taking away from some other airfield project or
2 hangar project we might do.

3 Total project cost today is \$2.94 million
4 including all the years that are allocated. And
5 then we'll keep you updated during design of cost
6 estimation and where we think the construction
7 dollars are based on any changes made in the
8 design.

9 And that's -- that's all I've got. Do you
10 have any questions or input, comment?

11 CHAIRMAN MAGUIRE: Questions? Yes?

12 MR. OLSON: Do you -- are -- have you
13 completed the concept design? So when you're
14 saying the next step is design, is that more
15 construction document preparation?

16 MR. SINGLETARY: Well, it would include
17 construction document preparation in the full
18 permitting with FDOT, Water Management District.
19 So we would get any input from those agencies and
20 make --

21 MR. OLSON: Right. So the concept design is
22 completed. That's what you're showing us.

23 MR. SINGLETARY: Yeah, you could refer to it
24 as concept design, or I'm calling it prelimin --
25 it's one of the preliminary design --

1 MR. OLSON: Okay. I just wanted to make a
2 comment, but I'm sure everyone's seen.

3 This project, the terminal access project that
4 you're showing us, really helps image making for
5 the airport for commercial air service. I mean,
6 it's obvious and you're -- you're describing that.

7 So I think it goes beyond safety. I know we
8 have to probably say safety to FDOT, but that's a
9 real important factor. And in making that comment,
10 I wanted to ask, will the project include a really
11 nice new sort of with-it looking monument entrance
12 sign for the terminal?

13 I really think -- I mean, my view is that that
14 would really really be good. The one that's there
15 now is probably -- you know, it looks sort of 1970.
16 So I think that would really be a good thing to
17 include in the project.

18 MR. SINGLETARY: Yeah. I mean, definitely in
19 my opinion, there is signage included in the
20 project. So, I don't know if, Ed, you have any
21 specific comment on the signage, but --

22 MR. WUELLNER: It can be, yeah.

23 MR. OLSON: Thank you.

24 MR. SINGLETARY: Sure. Yes?

25 MS. GREEN: Does that signal take place of the

1 one at Grumman or are we going to have two signals
2 back-to-back?

3 MR. SINGLETARY: Right. So if signalization's
4 installed here, I don't know the exact distance,
5 but you've got the one at the north -- northern end
6 of Grumman --

7 MS. GREEN: Uh-huh.

8 MR. SINGLETARY: -- property access.

9 MR. WUELLNER: So it would be additional.

10 MR. SINGLETARY: It would be additional, yes.

11 MS. GREEN: Okay.

12 CHAIRMAN MAGUIRE: That southern point, is
13 that going to be a right-out-only because it
14 doesn't line up with --

15 MR. SINGLETARY: That's right. This is --
16 this would intended -- be proposed as
17 right-in/right-out-only, not the full access and
18 median opening and all of that.

19 CHAIRMAN MAGUIRE: Okay.

20 MS. LUDLOW: Yeah. Doesn't Northrop Grumman
21 have two work entrances?

22 MR. SINGLETARY: Yes.

23 MS. LUDLOW: Will they be using this same --
24 the work people going to their place, are they
25 going to be using the same thing?

1 MR. SINGLETARY: That's the idea, yeah. This
2 new -- this new access point, it would --

3 MS. LUDLOW: So we're going to get caught in
4 the traffic at 7:00 and 3:00 --

5 MR. WUELLNER: A percentage --

6 MS. LUDLOW: -- backup?

7 MR. WUELLNER: A percentage of the -- the --
8 right currently, anyway, the smallest percentage of
9 Grumman employees use that --

10 MR. MIRGEAUX: South exit.

11 MR. WUELLNER: -- that south exit. Most of
12 them are up at the north where the traffic signal
13 currently exists.

14 MS. LUDLOW: It sure looked -- they sure drew
15 in a lot of cars on that plan.

16 MR. WUELLNER: Well, currently they're darting
17 out into the middle of 55-mile-an-hour traffic
18 trying to unload at that gate. This would provide
19 a signal.

20 MS. LUDLOW: So where is the -- is the flight
21 school there and is there parking for the flight
22 school?

23 MR. WUELLNER: Uh-huh.

24 MS. LUDLOW: So everybody will use --
25 Northrop Grumman, the workers, the flight school,

1 Atlantic Aviation, everything.

2 What else are you going to have to take down
3 on -- on the right -- on the airport side?

4 MR. MIRGEAUX: If you could back it up a
5 couple of slides.

6 MS. LUDLOW: How much are you going to have to
7 take down?

8 MR. MIRGEAUX: You're losing a corporate
9 hangar and --

10 MR. WUELLNER: Yeah, there's a 40- to
11 50-year-old bulk hangar that comes down.

12 MR. MIRGEAUX: So Building 15 and Building 14?

13 MR. WUELLNER: Just 15.

14 MR. MIRGEAUX: Just 15. What is 14? Is that
15 a building?

16 MR. WUELLNER: 14 I think's identifying
17 pavement out there originally.

18 MR. MIRGEAUX: Okay.

19 MR. SINGLETARY: I think it is pointing to --
20 they've just got it off to the side so it doesn't
21 cover.

22 MR. WUELLNER: Oh, okay.

23 MR. SINGLETARY: Yeah, so those two hangars
24 that are connected.

25 MS. LUDLOW: Those are the --

1 MR. SINGLETARY: There's like a little vault
2 building over here that's got to be moved for
3 Grumman. And like I said, the fence, the security
4 fence between Grumman and Airport property's got to
5 be adjusted. But those are the main things I think
6 that have to be moved or removed.

7 CHAIRMAN MAGUIRE: Any other questions?

8 MS. LUDLOW: No. But I really don't like the
9 idea of sharing a road to commercial, \$3 million
10 commercial terminal with traffic at 3:00 and
11 7:00 -- I mean, yeah, at 7 a.m. and 3 p.m., because
12 we've all been there and you know what it's like
13 going out there. It's a lot of traffic coming from
14 Grumman.

15 MR. MIRGEAUX: You mentioned you spoke with
16 Northrop before the holiday.

17 MR. SINGLETARY: Uh-huh.

18 MR. MIRGEAUX: So talk to me about their
19 opinion on losing their south access eventually
20 permanently. But at some point during the
21 construction, they're going to lose that because
22 you're blocking off their -- their left turn exit.

23 MR. SINGLETARY: Yeah. I mean, as far as the
24 phasing, we're going to have to figure out exactly
25 how we're going to do that, but that's going to be

1 a construction phasing.

2 MR. MIRGEAUX: I mean, eventually it's going
3 to be business as usual for them. They're going to
4 have to figure out some way to -- as Reba was
5 mentioning, they're going to be --

6 MR. WUELLNER: They will be closing that
7 entrance. That's their intent, is to close their
8 south entrance.

9 They do want to preserve a gate location there
10 because it is possible -- they talked about on
11 occasion needing to move a fully-assembled radar
12 dome up to their test site up off of --

13 MR. BURNETT: 210. IGP Golf.

14 MR. WUELLNER: -- off of I-Golf up there.

15 MR. SINGLETARY: But the intent is that most
16 of their traffic, as far as deliveries, instead of
17 coming in this south property access we're talking
18 about --

19 MR. WUELLNER: Would just come right in.

20 MR. SINGLETARY: -- would come right in and go
21 through here. That would be their main gate
22 access. And then for staff parking back in their
23 parking area, they would come out of an access back
24 here. And the details of that would be figured
25 out.

1 But their main -- main gate access would be
2 moved from this location to this location. We're
3 talking about not demolishing this, but like Ed
4 said, it would be just for special --

5 MR. WUELLNER: They're very supportive of it.
6 They've had at least two fatalities at that
7 southern entrance location --

8 MR. MIRGEAUX: Right. I mean, it's not a --
9 it's definitely a hazard --

10 MR. WUELLNER: Yeah.

11 MR. MIRGEAUX: -- for sure.

12 MR. BURNETT: Part of -- if I may,
13 Mr. Chairman.

14 MR. WUELLNER: And we had several, too.

15 MR. MIRGEAUX: Yeah.

16 MR. BURNETT: If I may.

17 Part of what you get into with FDOT is they
18 have a warrant study for a traffic light and they
19 have criteria for it. And sadly, fatalities are
20 one of the things that weighs into a warrant study
21 for a traffic light.

22 You can't just show up to DOT and say "We'd
23 like to put a traffic signal up." They won't --
24 they won't allow it unless it's warranted. It
25 doesn't matter if you're paying for it; they won't

1 allow it.

2 So one of the things that you have here right
3 now is these three accesses don't meet the FDOT's
4 minimum spacing guidelines. So they want to get
5 rid of at least one of the accesses to create the
6 spacing that should be there under their
7 guidelines.

8 And then the warrant study, with these two
9 existing access points being combined into one,
10 it's going to weigh pretty heavily in getting a
11 warrant study accomplished to get that light there,
12 so...

13 And the other thing that's shown on this plan
14 which is key -- and I think, Reba, this is helpful
15 to you; it doesn't solve your problem over all --
16 but the only thing that is helpful in there,
17 they're showing two outs. And so, they have a
18 dedicated right and a dedicated left going to that
19 red light to help some of the traffic volume
20 exiting. Still isn't perfect, but...

21 MS. LUDLOW: So -- okay. So when you're in
22 line, you're going to be in line to go left or
23 right.

24 MR. BURNETT: Yes.

25 MS. LUDLOW: Everybody's not in one line. How

1 many people are -- are in one of those shift
2 changes?

3 MR. MIRGEAUX: That's a good question.

4 MR. WUELLNER: That's a good question and we
5 don't have that data. That's part of that traffic
6 study component of it.

7 I -- we can give you an idea of what total
8 employment is, but I can't tell you whether it's --
9 I can tell you the lion's share is coming out the
10 other gate because that's the access point for the
11 big building that was just constructed where the
12 majority of workers --

13 MS. LUDLOW: Are they contributing anything,
14 Northrop Grumman?

15 MR. WUELLNER: Are they what? I missed it.

16 MS. LUDLOW: Contributing anything.

17 MR. WUELLNER: At this point it's only DOT
18 with us.

19 MS. LUDLOW: Aren't we building it for them?

20 MR. WUELLNER: Actually, we're building it for
21 us with their inclusion in it.

22 The -- the long-term benefit to us is likely
23 with expansion of Northrop Grumman, because at that
24 point parking is going to have to get solved and
25 they will be a contributor in that.

1 MR. MIRGEAUX: Where do they currently park?

2 MR. WUELLNER: Actually, it's kind of the area
3 that's shaded there.

4 MR. MIRGEAUX: Yeah, the --

5 MR. WUELLNER: So that's --

6 MR. MIRGEAUX: You know, back when we had
7 passenger service, that's where you parked if you
8 were a passenger.

9 MR. WUELLNER: Well, there -- yeah, there's a
10 fence that divides what -- the commercial airline
11 side and the Grumman employee parking.

12 MR. MIRGEAUX: Yeah.

13 MR. WUELLNER: That is all parking, believe it
14 or not, that's owned or is on Airport Authority
15 property. So even their current parking over there
16 is a part of the land lease structure that dates
17 back to the -- I think it's the 80's, a ground
18 lease that was in place over there.

19 But it -- it is going to be the lynchpin,
20 because it's come up one other time already with
21 Grumman when they were attempting to bid new work
22 into the St. Augustine facility and parking was the
23 number one issue.

24 That's what sort of started the discussion
25 relative to, is there a way to maximize the use of

1 the property and the economic development component
2 of -- of Northrop Grumman's potential in this -- in
3 this town and deal with the parking issue without
4 tying up acres and acres of ground access parking
5 that is frankly too valuable to not go up on.

6 MS. LUDLOW: Okay. I'm sorry. Are you -- it
7 looks like you're adding a lot of parking like to
8 the south of -- of like Atlantic Aviation. Now you
9 have two rows there.

10 MR. SINGLETARY: Down here?

11 MS. LUDLOW: Yeah.

12 MR. SINGLETARY: We've tried to add as much as
13 we could throughout here and in spots where there's
14 a little bit of space available for some -- for
15 some extra parking spaces.

16 MS. LUDLOW: Are they still going to be able
17 to cut through on that road?

18 MR. WUELLNER: Yes. Yes.

19 MS. LUDLOW: The helicopter people?

20 MR. WUELLNER: Yeah. That doesn't close.
21 It's just not highlighted color-wise on it.

22 CHAIRMAN MAGUIRE: Okay. Any other questions,
23 comments?

24 (None.)

25 CHAIRMAN MAGUIRE: Is that it?

1 MR. SINGLETARY: That's it.

2 CHAIRMAN MAGUIRE: All right.

3 MR. SINGLETARY: Thank you.

4 MR. WUELLNER: Can you bring our old slide
5 back up for me? We'd like to be able to just get
6 them generally going on the engineering component
7 of this work.

8 CHAIRMAN MAGUIRE: Uh-huh.

9 MR. WUELLNER: To that extent, you have a
10 recommendation of a not to exceed on this of --
11 it's already been approved by DOT in terms of its
12 content, but it's \$334,815, and that's -- includes
13 all the subconsultant studies and all of the --
14 it's interesting.

15 This is about not quite 50/50 with
16 subspecialty consultants as it relates to this,
17 because you can imagine what's going on underground
18 and above ground. All the utilities run through
19 there. Electric, water, sewer, phone, and data all
20 run that -- that roadway, if you will, through the
21 property, as well as some relocations that will
22 have to occur.

23 If you're -- I think that one -- I'm not going
24 to ask him to bring it back up, but there's an
25 electric vault location, a block -- a small block

1 building that kind of sits at the corner of the
2 parking lot there in the access road that belongs
3 to Grumman.

4 And this thing has just been in the way, I
5 can't even tell you how long, it's just in the way.
6 And that would go away in this project. They don't
7 really use the building, so it allow -- it allows
8 the utility part, the overhead electrical component
9 of that, to be relocated off to the side now and
10 free that space for access now, as an example.

11 Plus they're very specialized studies on
12 the -- I like to call it the traffic study, but not
13 only the flow piece, but the design of the
14 intersections and the signalization and all that is
15 highly specialized these days because of all the
16 requirements that DOT has.

17 CHAIRMAN MAGUIRE: Okay.

18 MR. WUELLNER: I'm sorry.

19 MS. LUDLOW: Now where the commercial -- the
20 shade hangar is --

21 MR. WUELLNER: Yes.

22 MS. LUDLOW: -- you know, right there at the
23 corner. So are you going to take all the away up
24 to the flight school or what?

25 MR. WUELLNER: The shade hangar remains.

1 MS. LUDLOW: The shade hangar remains.

2 MR. WUELLNER: It doesn't get touched at all.

3 MS. LUDLOW: The front of it gets -- still has
4 their offices.

5 MR. WUELLNER: Correct. That all stays.

6 MS. LUDLOW: So that -- is that the last part
7 that remains?

8 MR. WUELLNER: Yeah. The only -- only
9 component to come down is the old bulk hangar, the
10 oldest hangar frankly on the property, probably.

11 MS. LUDLOW: Uh-huh.

12 CHAIRMAN MAGUIRE: Okay. So now, what do you
13 need, a motion from us to --

14 MR. WUELLNER: Yeah, we'd like to approve --

15 CHAIRMAN MAGUIRE: -- not to exceed, then
16 we'll have discussions?

17 MR. WUELLNER: Correct.

18 CHAIRMAN MAGUIRE: Somebody like to make a
19 motion?

20 MR. OLSON: Well, I have a question. Someone
21 else probably needs to make the motion, but there's
22 some history here that I haven't been able to be
23 here for, so if someone else wants to make a
24 motion.

25 MS. GREEN: I'll make a motion, the

1 not-to-exceed number that Ed brought up.

2 CHAIRMAN MAGUIRE: Okay. I have a motion.

3 MS. LUDLOW: Well, I'm still on discussion.

4 MS. GREEN: Well, you -- there's a motion --

5 CHAIRMAN MAGUIRE: Have to get a second.

6 MS. GREEN: -- and a second.

7 MR. WUELLNER: Then discussion.

8 CHAIRMAN MAGUIRE: The motion was made. So we
9 need a second so we can go into the discussion.
10 Okay. Somebody want to second the motion?

11 MS. LUDLOW: Well, it's only my second
12 meeting.

13 MR. MIRGEAUX: I'll second the motion.

14 CHAIRMAN MAGUIRE: Okay. We have a second.

15 MS. LUDLOW: I'm working on it.

16 CHAIRMAN MAGUIRE: Now -- go ahead, Doug.

17 MR. BURNETT: Mr. Chairman, one legal
18 clarification.

19 On the issue of the motion, is the motion to
20 take both recommendations -- recommended actions by
21 staff, to the design award to Passero Associates
22 not to exceed the \$334,815, plus to provide notice
23 to Atlantic about the bulk hangar's removal in
24 approximately 12 months out?

25 MS. LUDLOW: Well, we didn't understand the

1 motion.

2 MS. GREEN: I think we have to. I would amend
3 my motion to include both.

4 CHAIRMAN MAGUIRE: So the motion includes both
5 of those aspects.

6 MR. BURNETT: I just wanted to make sure.

7 CHAIRMAN MAGUIRE: Okay. There's a motion.
8 Justin seconded. Now we can discuss, Reba.

9 MS. LUDLOW: Okay. So what you're saying is
10 that we are giving this job to Passero, right?

11 MR. WUELLNER: The engineering component.

12 CHAIRMAN MAGUIRE: Yes.

13 MS. LUDLOW: The engineering.

14 CHAIRMAN MAGUIRE: Yes.

15 MS. LUDLOW: So, you know, I'm not sure, but
16 don't people get second bids and things like that?

17 MR. WUELLNER: They do on the construction.
18 Construction is open bid, meaning any contractor
19 can bid the physical work of doing it.

20 MS. LUDLOW: Nobody else gets to work on the
21 engineering.

22 MR. WUELLNER: Okay. The -- on the
23 engineering side, the Authority selects a general
24 consultant whose contract is good for a period of
25 five years. So engineering work can just be

1 awarded to the engineering firm during that
2 five-year period.

3 At that five-year period, we bring it up and
4 you will reselect. You can reselect who you have.
5 You can solicit proposals from anywhere, other --

6 MS. LUDLOW: How far --

7 MR. WUELLNER: -- engineering firms.

8 MS. LUDLOW: How far are they into the
9 five-year period?

10 MR. WUELLNER: I would tell you approximately
11 halfway, without looking it up here.

12 MS. LUDLOW: That's all.

13 MR. WUELLNER: Approximately.

14 MS. LUDLOW: I just -- for clarification.
15 That's all, Bruce, I'm sorry.

16 MR. BURNETT: And they -- and Passero was
17 competitively selected under the statute. So we
18 followed that process.

19 MS. LUDLOW: So it was --

20 MR. WUELLNER: There's a statute process of
21 how you select engineering firms.

22 MS. LUDLOW: Okay.

23 CHAIRMAN MAGUIRE: Okay.

24 MR. OLSON: So just -- that actually was sort
25 of a question I had. So it's not -- the motion is

1 not to select Passero, it's to authorize the
2 next --

3 MR. WUELLNER: The piece of work, the work --

4 MR. OLSON: -- piece of work.

5 MR. WUELLNER: -- part of it.

6 MR. MIRGEAUX: The not-to-exceed piece of
7 work.

8 MR. OLSON: Right. Okay.

9 MR. WUELLNER: Yeah.

10 CHAIRMAN MAGUIRE: Okay. Is that it?

11 MR. WUELLNER: Yeah. Just -- just for -- I'm
12 not trying to muddy it here, but you have the
13 ability to award multiple contracts to multiple
14 firms, in the sense that you could go through this
15 selection process and create relationships wherever
16 you want.

17 Typically, it's -- an airport this size, it's
18 just very efficient to use the same firm for the --
19 for a finite period of time. It simplifies that
20 process, because the selection process itself can
21 take three to six months before you -- from
22 solicitation to actual award of a contract.

23 MS. LUDLOW: Okay. So after they do the
24 engineering, then how do you decide on the people
25 who will do the construction? Does that go out for

1 bid?

2 MR. WUELLNER: It does.

3 The engineer, as a part of this award, will
4 create the plans and specifications for the work.
5 That will be public -- publicly bid, and any
6 contractor in the U.S. technically could bid that
7 work. Those bids will all be opened at the same
8 time and then ultimately this board awards the
9 contract to the lowest responsible bidder.

10 MS. LUDLOW: Thank you for your patience.

11 CHAIRMAN MAGUIRE: Okay. Any other questions?
12 Public comment? Anybody want to speak on this?

13 MR. MIRGEAUX: To clarify, this -- we spent
14 most of the time talking about the terminal access
15 road just south of Northrop -- Northrop Grumman.
16 But this also includes improvements to the north
17 end of the runway as well -- or the north end of
18 the airfield as well.

19 MR. WUELLNER: It does not.

20 MR. MIRGEAUX: Oh, it doesn't?

21 MR. WUELLNER: That's a stand-alone FAA
22 project.

23 MR. MIRGEAUX: Okay.

24 MR. WUELLNER: That in theory will kick off in
25 about two years from a design -- assuming the

1 justification is accepted by FAA.

2 MR. MIRGEAUX: Okay.

3 CHAIRMAN MAGUIRE: Okay.

4 MS. GREEN: Because this is DOT.

5 MR. WUELLNER: Yeah, this is --

6 CHAIRMAN MAGUIRE: All right. Anything else
7 from the board?

8 (None.)

9 CHAIRMAN MAGUIRE: Go back to public comment.
10 Anybody?

11 (None.)

12 CHAIRMAN MAGUIRE: Okay. No public comment,
13 then let's make a motion -- I mean, make a
14 decision. All in favor?

15 MS. GREEN: Aye.

16 MR. MIRGEAUX: Aye.

17 MS. LUDLOW: Aye.

18 MR. OLSON: Aye.

19 CHAIRMAN MAGUIRE: Aye. Opposed?

20 MS. LUDLOW: Favor.

21 CHAIRMAN MAGUIRE: Pardon?

22 MS. LUDLOW: I'm in favor. I'm just slow.

23 CHAIRMAN MAGUIRE: Okay. You're late. Okay.

24 Five to zero in favor.

25 Okay. Ed, next?

1 the last couple of weeks on this opportunity.

2 It's -- it's directed toward the economic
3 development mission of the Airport Authority, and
4 it's a -- it would be a very pointed, in-depth look
5 at the feasibility how to, who, all of that,
6 everything about growing an aerospace industry
7 cluster that's airport related that would be --
8 would grow here because of the attraction of the
9 airport assets, the location, and the overall
10 growth of the industry in Florida.

11 It would -- there's a slide that we have that
12 shows how the strong presence of the aerospace
13 industry in Florida is one of the top states. The
14 defense part of the aerospace industry is even more
15 rapidly growing than the broad inclusion of all the
16 activities.

17 So, a feasibility analysis would do the things
18 that are -- work through the things that are
19 bulleted on the slide and would give us extreme
20 detail as to the possibility, the pace, who to look
21 to in the industry to work on this initiative.

22 The sort of fundamental thing is that if -- if
23 this could happen over time, it would help to
24 diversify the county's economic base from its large
25 dependence on tourism to a higher wage, less

1 cyclical industry.

2 It's a -- it's an opportunity that we have for
3 federal support through the Economic Development
4 Administration that we may not have after this
5 year.

6 EDA funds economic development work in the
7 stressed communities. St. Johns County is
8 typically not distressed. We're never on their
9 eligibility list for any of their programs, with
10 the exception of the -- what's happened in the past
11 year makes us eligible. It's a competitive grant.
12 We've been -- we've priced it in the range of
13 \$250,000 to \$300,000 based on what other such
14 industry regional cluster studies have happened.

15 This would be more focused. It would involve
16 bringing on a -- a contractor who is extremely
17 knowledgeable and works within the aerospace
18 industry, and that specialist would work through
19 the project with a steering group that would
20 include our economic development partners locally
21 and include, we would hope and expect,
22 Northrop Grumman participation in that steering
23 group because they figure very importantly.

24 Northrop Grumman has -- is a -- has a huge
25 dependence on supplier chain support for what they

1 do here, but they say that most of their suppliers
2 are out of state up in the northeast part of the
3 country.

4 Within that extensive supplier chain, part of
5 this growth here could be the relocation -- I take
6 that back. We don't use that word with this
7 agency. It could be expansion of certain suppliers
8 to collocate here based on the obvious benefit of
9 being in close proximity to the primary activity.

10 So, we are not -- the proposed -- or today is
11 a brief. It's -- the next step, if there is
12 interest in moving forward with this would be a
13 full-blown application that would be brought back
14 to this board next month for authorization to
15 submit.

16 I'm sure I left things out. Again, I've been
17 working with staff, Carol and Ed, and we've had --
18 we've had two phone conferences with the Economic
19 Development Administration.

20 CHAIRMAN MAGUIRE: You've obviously talked
21 with Ed about this. Do you see any negative or
22 downside to this?

23 MR. WUELLNER: None at all.

24 MS. GREEN: Does it require another person, a
25 salaried person? Because Mr. Olson said bringing

1 somebody on full time to work with the steering
2 committee.

3 MR. WUELLNER: It's a selection -- it's a
4 consultant contract.

5 And to your earlier question, this is not --
6 this is specialized economic development work.
7 This is not something we would award to an
8 engineering company. This is highly specialized
9 work. So a separate selection process or
10 solicitation and award process would go on for this
11 kind of a consultant --

12 MS. GREEN: Okay.

13 MR. WUELLNER: -- should we be successful with
14 a grant.

15 MS. GREEN: Well, that's what I meant. So
16 we're trying to get 250 or 300, and then how much
17 would we be spending to deal with the --

18 MR. WUELLNER: We have --

19 MS. GREEN: -- new engineering or new --

20 MR. WUELLNER: We have no internal costs other
21 than whatever match might be required ultimately in
22 the application. Which frankly, I think we -- we
23 have some potential other outside sources to help
24 there, too.

25 CHAIRMAN MAGUIRE: Yeah, I would think so.

1 MR. OLSON: Yeah.

2 CHAIRMAN MAGUIRE: -- next month.

3 MR. WUELLNER: Yeah. He's too -- he would
4 never tell you, but he is the -- a regional
5 director for this entity, so he's intimately
6 familiar with at least the general process.

7 He's extremely knowledgeable. It's a real
8 pleasure to hear him work with these guys, because
9 he -- he speaks the language --

10 CHAIRMAN MAGUIRE: He speaks the language.

11 MR. WUELLNER: -- a lot more fluent than I do.

12 CHAIRMAN MAGUIRE: Yeah, great. Good job. I
13 like that.

14 MR. OLSON: Thank you.

15 PUBLIC COMMENT - GENERAL

16 CHAIRMAN MAGUIRE: All right. Three minutes
17 per speaker. Is this for the regular public
18 comment? Then I only had two things from. Is Len
19 still here?

20 MR. TUCKER: Yeah.

21 CHAIRMAN MAGUIRE: You're number one.

22 MR. TUCKER: Yeah, Len Tucker.

23 I had written a letter to the board on Friday,
24 Thursday or Friday I believe, concerning the live
25 streaming, and I don't know whether there was any

1 feedback that we needed to take, but there was some
2 items that we wanted to try to proceed with.

3 One was, to improve the quality of the
4 process, we would like to be able to tap into your
5 audio feed and also be able to tap into the video
6 feed of these documents so they can be put up in
7 better resolution so we can see the documents and
8 see them online, rather than just having a camera
9 that shoots a picture of it, which is completely
10 illegible.

11 So there's several items like that that we had
12 addressed, and I didn't know if you wanted to try
13 to make it something that we could just meet with
14 staff on, which I would think would be preferable,
15 or whether you wanted to take that up for any
16 concerns you might have.

17 CHAIRMAN MAGUIRE: Okay. Any questions,
18 comments from anybody on this issue? This was
19 brought up last time --

20 MS. GREEN: It was.

21 CHAIRMAN MAGUIRE: -- okay? And I think the
22 biggest question that I had was the legality of
23 making sure that we were not going to be liable for
24 something that might be thrown out on your -- your
25 system. Is -- do you have any comments, Doug?

1 MR. BURNETT: You know, the quick -- the quick
2 answer on this --

3 MR. WUELLNER: I think your mic's dying there.

4 MR. BURNETT: Yeah, I'll just speak loud.

5 The quick answer on this -- I'll go to a
6 microphone. The quick answer on this is the public
7 is allowed to audiotape or videotape these
8 meetings --

9 CHAIRMAN MAGUIRE: Yes.

10 MR. BURNETT: -- so long as -- under the
11 statute it talks about so long as it's not
12 disruptive.

13 The only issue that we have here is they want
14 to live broadcast it and they want to have some
15 coordination of the Airport Authority's facilities.

16 So the question about that is, and I don't
17 think you solved that here, I think that takes some
18 technical knowledge of whatever the folks that
19 Mr. Tucker's brought with him tonight figures out
20 how that would function here.

21 And then the question is, is that practical
22 for the Airport Authority to say, yeah, okay, move
23 forward with it, or is it one of those things where
24 whatever system they have, they are to broadcast
25 their -- on their own or they could video it and

1 then upload it and whoever wants to see it later,
2 can see it and it might not be in real time.

3 Those things are all for your consideration.
4 But as far as I don't know that which microphone
5 cord is going to plug in between here and there is
6 something you want to deal with.

7 I think the overall big picture is exactly
8 where I think you were headed and I think the rest
9 of the board would be headed. The big picture can
10 be worked out with staff on the issue of -- or the
11 minutia can be worked out with staff on how these
12 would function together.

13 One question that -- one question I saw in
14 there was the WiFi connection and the other one was
15 the actual microphone, how that works.

16 MR. WUELLNER: And the video.

17 MR. BURNETT: As far as the overall policy
18 decision on whether or not you want to facilitate
19 that, that's obviously for the board.

20 CHAIRMAN MAGUIRE: All right. And the video
21 system, too. Because he brought up earlier that
22 camera over there doesn't pick up the video very
23 well, so they would like to be able to tie into the
24 video and to the audio, and -- and that doesn't
25 bother me. Being open and exposed doesn't bother

1 me.

2 My only concern was for the board, that we
3 don't get a liability aspect facing us down the
4 road, number one. And once you get into the
5 system, if John Doe Corporation comes in and says I
6 want to do the same thing, now are we into a
7 situation where multiple people want to tie in and
8 create problems? So -- and that's --

9 MR. TUCKER: Well, I believe that's why it
10 would be up to your approval in order to --

11 CHAIRMAN MAGUIRE: Right.

12 MR. TUCKER: -- provide that access.

13 Of course our whole goal here is not to be
14 obtrusive at all. So we would not have anything
15 that would actually interfere with any of your
16 operation, you know. So that's just a matter of
17 you wanting to control who you approve or who you
18 don't approve to do that.

19 You know, we're perfectly willing to leave it
20 as is. It's just I think in order to give a better
21 quality product to the public and make it to where
22 they can see what's going on and understand it
23 better, I think those would be the improvements
24 we're requesting.

25 CHAIRMAN MAGUIRE: Anybody not agree with this

1 or have any concerns from the board?

2 MR. MIRGEAUX: I mean, I think we should err
3 on the side of transparency for sure.

4 CHAIRMAN MAGUIRE: Well, yes.

5 MR. MIRGEAUX: But then I think the point that
6 you brought up, I didn't hear if it was officially
7 addressed yet or not, which I think is valid is,
8 you know, the official record of the meeting is --
9 are the meeting minutes and -- and, you know, what
10 we do --

11 MR. WUELLNER: Correct.

12 MR. MIRGEAUX: -- and what the support staff
13 do.

14 So, to the extent that Len and his team can
15 tie in and we can give them a quality product or
16 give them access to a quality product, maybe they
17 can disclaim it, you know, this isn't an official
18 record. But everybody knows that --

19 MR. TUCKER: Yes. We'll be happy to work with
20 whatever disclaimer --

21 MR. MIRGEAUX: Sure.

22 MR. TUCKER: -- Doug wants to come up with
23 that we have to advertise on that particular site.

24 MS. GREEN: Right.

25 MR. MIRGEAUX: Just so your --

1 MS. GREEN: Things aren't altered and -- or
2 changed and --

3 MR. MIRGEAUX: Right. Your stakeholders know
4 that, you know, it really is to create greater
5 transparency, which is what we want to do, but also
6 to know that the official record is what the work
7 of the staff do.

8 MR. TUCKER: Sure.

9 CHAIRMAN MAGUIRE: Okay.

10 MR. BURNETT: Mr. Chair, if I might comment?

11 CHAIRMAN MAGUIRE: Yes.

12 MR. BURNETT: The only -- the only added thing
13 was I think very easily we can come up with some
14 disclosure language for their web site if they
15 intend to rebroadcast this or save it to their
16 web site to where viewers could click on it later
17 and watch it. We can easily provide the disclosure
18 language.

19 And then the only other thought I had coming
20 into tonight was it appears that everything's going
21 to be portable and they're not asking to
22 permanently affix anything in this room.

23 If they're asking to permanently affix
24 something in this room, we need to make sure that
25 the airport staff can absolutely know that it's off

1 when a meeting's not going on in this room.
2 Because it's only able to be used during the
3 official meeting, not when this room is being used
4 for other purposes by third parties that aren't
5 part of the board.

6 CHAIRMAN MAGUIRE: Good point.

7 MR. TUCKER: Yeah, it would be completely out
8 of here at the end of every meeting.

9 CHAIRMAN MAGUIRE: All right. So you want a
10 consensus that they can proceed to try to set
11 something up --

12 MR. WUELLNER: For sure.

13 CHAIRMAN MAGUIRE: -- into the system, and
14 coordinate with the staff and Ed to see what can be
15 done.

16 MR. TUCKER: All right. Thank you.

17 CHAIRMAN MAGUIRE: Okay. All right. Next one
18 is Tony Sherbert.

19 MR. SHERBERT: Hi. Good afternoon. Tony
20 Sherbert with Atlantic Aviation.

21 I just wanted to take a few minutes this
22 afternoon to raise a safety concern that's come to
23 my attention related to our operations on the FBO
24 ramp.

25 We have -- for those of you not familiar with

1 the layout over there, we have a pretty awkward
2 layout as far as the ramp is concerned. It's
3 asymmetrical. There's a number of pinchpoints.

4 Because of our need to accommodate and desire
5 to accommodate the flight school, the only place
6 that we had room for tie-downs was right in the
7 middle of the ramp, which really reduces our
8 ability and options for parking. A large portion
9 of our ramp is in the safety zone for Runway 2/20,
10 which again limits that portion of the ramp for
11 parking.

12 So we have a number of, again, just inherent
13 limitations and challenges, operationally speaking,
14 with this ramp. And that creates during a certain
15 time of the year -- i.e. right now, during peak
16 operations -- some real safety concerns and real
17 safety hazards when a ramp gets to a heavy
18 concentration of activity.

19 Notoriously, this ramp in St. Augustine, we've
20 had challenges over the years with flight school
21 operators, for example, getting themselves into
22 trouble. It's an awkward ramp. It's challenging.
23 And when that ramp gets congested, obviously those
24 issues are exacerbated; it becomes very challenging
25 to work on that.

1 CHAIRMAN MAGUIRE: Talk to staff.

2 MR. SHERBERT: I -- I've tried.

3 CHAIRMAN MAGUIRE: Okay. All right. Any
4 other public comment that didn't submit anything?

5 (None.)

6 MEMBER COMMENTS AND REPORTS

7 CHAIRMAN MAGUIRE: All right. Ms. Reba
8 Ludlow, you're next.

9 MS. LUDLOW: Oh goody.

10 Okay. I get to report on TPO. I'm on the TPO
11 committee and we have not had a meeting. It will
12 be Thursday and it will be Zoom.

13 But I had a wonderful two-hour Zoom meeting
14 with Jeff Sheffield, the head of the TPO, and with
15 Carol because she's on the advisory board. And,
16 you know, I -- I was able to get the workings,
17 learn the workings that the advisory board meets
18 first and then they decide what goes to the TPO
19 board.

20 And it was -- it was quite interesting.
21 Aviation is such a small part in TPO, but boy, talk
22 about our sidewalks and our roads, we -- we need to
23 know about that because we are the airport. So
24 anyway, the next meeting, it will be Thursday by
25 Zoom and I'm looking so forward to that.

1 And then our Aerospace Academy, I look forward
2 to that. It's -- I already forgot when it was.

3 MR. WUELLNER: End of the month some time.

4 MS. LUDLOW: It is -- I forgot.

5 MS. SAVIAK: The 24th.

6 MS. LUDLOW: I've got too many notes.

7 MS. SAVIAK: The 24th.

8 MR. WUELLNER: The 24th?

9 MS. LUDLOW: Okay. February 24th at 6 p.m.

10 CHAIRMAN MAGUIRE: Okay. Good. Mr. Olson?

11 MR. OLSON: Nothing, thank you.

12 CHAIRMAN MAGUIRE: Ms. Green?

13 MS. GREEN: I have nothing, either. Thank
14 you.

15 CHAIRMAN MAGUIRE: Okay. It's up to you.

16 MR. MIRGEAUX: Nothing further.

17 CHAIRMAN MAGUIRE: The -- the only thing I
18 have is to the two new people, thank you very much.
19 You don't know a whole lot and you're learning
20 about what -- how things operate.

21 Your suggestion on this EDA is fantastic. We
22 encourage all the board members to be proactive,
23 bring things in, ask a lot of questions. It
24 doesn't do any good to sit back and sort of nod
25 your head. So get involved.

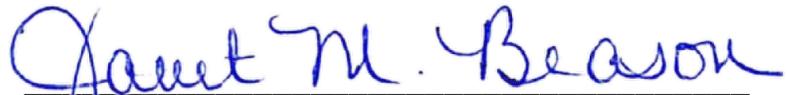
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REPORTER'S CERTIFICATE

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 26th day of February, 2021.



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

<p>CHAIRMAN MAGUIRE: [145] COMMISSIONER DEAN: [8] 21/8 24/11 24/19 24/21 24/23 25/1 25/3 25/11</p> <p>MR. BEYERS: [1] 25/17</p> <p>MR. BURNETT: [15] 32/14 33/12 69/13 70/12 70/16 71/24 78/17 79/6 80/16 92/1 92/4 92/10 93/17 96/10 96/12</p> <p>MR. MIRGEAUX: [57] 3/11 5/1 13/25 14/3 14/12 19/10 19/13 19/18 20/9 20/11 20/13 20/15 44/12 44/16 44/20 45/8 45/11 45/14 45/18 45/21 45/23 46/5 46/11 46/14 46/22 47/8 66/10 67/4 67/8 67/12 67/14 67/18 68/15 68/18 69/2 70/8 70/11 70/15 72/3 73/1 73/4 73/6 73/12 78/13 81/6 82/13 82/20 82/23 83/2 83/16 95/2 95/5 95/12 95/21 95/25 96/3 101/16</p> <p>MR. OLSON: [29] 4/23 5/3 12/7 12/16 13/2 13/6 13/8 30/12 30/22 30/24 31/11 32/4 63/12 63/21 64/1 64/23 77/20 80/24 81/4 81/8 83/18 84/9 84/12 84/14 84/23 84/25 90/1 90/14 101/11</p> <p>MR. SHERBERT: [2] 97/19 100/2</p> <p>MR. 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