

ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room A

4730 Casa Cola Way

St. Augustine, Florida

on Monday, September 10, 2018

from 4:00 p.m. to 4:55 p.m.

* * * * *

BOARD MEMBERS PRESENT:

- SUZANNE GREEN, Chairman
- RANDY BRUNSON
- BRUCE MAGUIRE
- STEVE KIRA
- VICTOR RAYMOS

* * * * *

ALSO PRESENT:

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

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

* * * * *

JANET M. BEASON, RPR, RMR, CRR
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	I N D E X	
		PAGE
1		
2		
3	PLEDGE OF ALLEGIANCE	3
4	MEETING MINUTES & FINANCIAL REPORT	3
5	AGENDA APPROVAL	4
6	EXECUTIVE DIRECTOR'S REPORT	4
7	BUSINESS PARTNER UPDATES	16
8	BUSINESS ITEMS	
9	A. Master Plan Update	22
	B. Terminal Apron Replacement Bid Award	25
10	C. Fencing & Gates Replacement Bid Award	30
	D. FBO Apron Rehabilitation Project	38
11	E. T-Hangar Engineering Services Agreements	41
12	PUBLIC COMMENT - GENERAL	none
13	AUTHORITY MEMBER COMMENTS AND REPORTS	49
14	ADJOURNMENT	55
15	REPORTER'S CERTIFICATE	56
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

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

2 CHAIRMAN GREEN: Call the meeting to order.
3 Stand for the pledge.

4 (Pledge of Allegiance.)

5 MEETING MINUTES & FINANCIAL REPORT ACCEPTANCE

6 CHAIRMAN GREEN: The first order is the
7 minutes and financial report acceptance. The
8 minutes were forwarded to the board members.
9 Anybody have any exceptions or corrections?

10 MR. RAYMOS: Are you looking at the financials
11 or the budget or --

12 CHAIRMAN GREEN: I'll start with just the
13 minutes to begin with --

14 MR. RAYMOS: Oh, okay. No.

15 CHAIRMAN GREEN: -- start with just our
16 regular minute meetings from the last time. I
17 think you attended --

18 MR. RAYMOS: Right.

19 CHAIRMAN GREEN: -- by phone. So, any
20 exceptions to the minutes?

21 MR. BRUNSON: I have none.

22 MR. MAGUIRE: None.

23 CHAIRMAN GREEN: Okay. Then they'll be
24 accepted as reported, and then the financial
25 reports.

1 MR. MAGUIRE: None.

2 CHAIRMAN GREEN: Mr. Maguire?

3 MR. KIRA: None.

4 CHAIRMAN GREEN: Okay. They'll be accepted as
5 reported, also.

6 AGENDA APPROVAL

7 CHAIRMAN GREEN: Then we have our agenda,
8 which is full today, so I'm sure everyone got it
9 ahead of time to look at. So we'll accept the
10 agenda as approved or as presented.

11 MR. BRUNSON: I accept it.

12 CHAIRMAN GREEN: Any exceptions? Okay.

13 MR. KIRA: Same.

14 MR. MAGUIRE: Yeah.

15 CHAIRMAN GREEN: All right. Mr. Wuellner?

16 EXECUTIVE DIRECTOR'S REPORT

17 MR. WUELLNER: Just a quick reminder. If we
18 don't conclude the business part of the regular
19 public meeting, it will be adjourned -- not
20 adjourned --

21 CHAIRMAN GREEN: Suspended.

22 MR. WUELLNER: -- suspended until after the
23 public hearing.

24 MR. KIRA: Budget.

25 MR. WUELLNER: So, however you -- hopefully we

1 get through it and we won't have that problem.

2 MR. BRUNSON: Is your mic on? Now I get you.
3 I heard you.

4 MR. WUELLNER: It may not be. I may just be
5 talking loud. How about now? How about now?

6 MR. BRUNSON: That's good.

7 MR. WUELLNER: Okay. Sorry. I forgot to turn
8 it on.

9 Let me give you the operational update first
10 here. 2 -- the 2017 numbers, Mr. Maguire had
11 requested last meeting we give him a -- kind of a
12 comparison so you have it --

13 MR. MAGUIRE: Yeah.

14 MR. WUELLNER: -- so, the 2017 -- 2017 numbers
15 are in the parenthesis, so you get an idea what
16 last year's comparable numbers were. August this
17 year we had 15,369 ops for a year-to-date total of
18 108,510.

19 You can see that's significantly over --
20 almost by a full month over last year's total
21 volume in operations for this year. We are -- we
22 are tracking well north -- assuming the last few
23 months hold up, we are tracking well north of
24 150,000 operations this year. So, good solid --
25 good solid numbers.

1 Fuel's about what expected. It's pretty much
2 what last year's numbers are. I just wouldn't get
3 too bogged down in comparatives only because when
4 we take a load of fuel, it makes a huge difference
5 as to how it plugs into that. So --

6 MR. MAGUIRE: Yeah.

7 CHAIRMAN GREEN: -- you know, we just took
8 fuel in fact today, so it could easily be different
9 than what you're expecting. Either way, they're
10 solid, and I -- I have to give credit. I'm not
11 sure -- who did -- probably me, but did the
12 forecasting on the hundred low lead year-to-date
13 numbers for the FBO, but that's hard to get closer
14 than 92 gallons or whatever it is year over year.

15 Okay. A couple of items left --

16 MR. KIRA: Can I -- can I interrupt on this
17 one?

18 MR. WUELLNER: Absolutely.

19 MR. KIRA: I want to get this on the record,
20 and that has to do with air traffic volume. And I
21 asked before, but I want to make sure it gets put
22 in, that this only records the traffic that's
23 recorded by the tower.

24 MR. WUELLNER: Correct.

25 MR. KIRA: Which means it doesn't include

1 about 10 -- 5 to 10 percent more traffic that isn't
2 recorded that is beyond the tower time frame.

3 MR. WUELLNER: That is correct.

4 MR. KIRA: Okay. So the numbers are really
5 way in excess of the 150,000 we're talking about
6 right now.

7 MR. WUELLNER: The numbers you're looking at
8 reflect a 7:00 a.m. to 9:00 p.m. scenario and
9 that's it. So a 14-hour day.

10 CHAIRMAN GREEN: But they're consistent with
11 last year's, too, because they report the same.

12 MR. KIRA: No, no. But I was --

13 MR. WUELLNER: The window's the same.

14 CHAIRMAN GREEN: Yeah, the window's the same.

15 MR. KIRA: But we're talking about when we
16 report to the FAA --

17 CHAIRMAN GREEN: Yeah.

18 MR. KIRA: -- certain numbers, we have the
19 tower numbers and then we can actually inflate it
20 by --

21 MR. WUELLNER: Uh-huh.

22 MR. KIRA: -- 5 percent legally logically
23 because we can prove it.

24 MR. WUELLNER: Yeah. Logically, what they
25 don't like to do is blend guess with -- with

1 actual --

2 MR. KIRA: Okay.

3 MR. WUELLNER: -- which is -- so they'll take
4 the actual numbers. To the point if we could come
5 up with a way to track real numbers between
6 9:00 a.m. and 7:00 a.m. -- or 9:00 p.m. and 7:00
7 a.m., you could absolutely augment those numbers.

8 MR. KIRA: Okay.

9 MR. WUELLNER: I think -- I think just FAA
10 gets a little squirrely when you try to blend the
11 two types. They're totally fine with lighter GA
12 airports just estimating the numbers, but they
13 won't take that with hard count, which I
14 understand.

15 MR. KIRA: That's it. Thank you.

16 MR. WUELLNER: Okay. A couple of items.

17 One I wanted to let the board know that, you
18 know, if you recall, it was about a year ago,
19 probably a little more than that, that we came to
20 you and asked for your support or authorization to
21 write a letter when it was time to the IATA,
22 International Air Transport Association, who is in
23 charge of the metro codes for airports worldwide in
24 support of if you recall merging -- or not merging,
25 but including the St. Augustine area into the

1 Jacksonville metro code. You -- you were fully in
2 support of that.

3 It finally moved forward with the airline
4 requests necessary to get that started. So I just
5 wanted to let you know that we did draft and sign
6 and send to IATA that letter of support. Hopefully
7 that will track pretty quickly. It does need I
8 would guess three months or more before any
9 decision would come out of IATA, because one the
10 letters are received, IATA goes and outreaches to
11 all the airlines at both airports for letters of
12 support.

13 They do not have to write a letter of support.
14 What they're really looking to make sure is a
15 majority of airlines at both airports don't object
16 to -- to the request. It doesn't seem to be in
17 anyone's business interest to object from an
18 airline point of view. And a no response is not
19 considered a rejection; it's just simply a --
20 considered supporting. So that's in process.
21 Hopefully maybe by the first of the year or some --
22 sometime after that we'll know whether we're being
23 included in that.

24 I wanted to make you aware -- can you give me
25 the next slide? You know, I just want to make the

1 public aware as well as the board aware of a
2 scenario that's -- potentially could develop here,
3 so that nobody gets the wrong idea when something
4 happens out there.

5 And by that, I mean this is the boundary of
6 what is now -- what is the FBO's apron rehab
7 project, so you have an idea where it is. Running
8 through about the middle of it, you can see
9 Runway 2/20 right there next to it.

10 That project, we received the grant from FAA
11 about 10 days ago roughly. That will be off and
12 running here I would think by the end of the month
13 at the latest by the time we get through the
14 contract documents and have the required meetings
15 ahead of construction and get the contractor
16 mobilized.

17 In addition to that, you probably are aware we
18 mentioned at the last meeting that we -- we put in
19 two applications -- we were out to bid last month
20 on two projects for some supplemental money that
21 FAA had appropriated from Congress for airports
22 sort of such as ours. We fit the very definition
23 of those, the airports they were looking to provide
24 additional capital support. If you can give me the
25 next slide.

1 The red area represents one of the two
2 projects that we submitted to FAA. You can see
3 that that comes right up next to the edge of 2/20,
4 also. And there's a strong possibility if this
5 thing comes under grant, which we expect to know
6 within the next about 10 days, that both of those
7 areas would be in construction at the same time.

8 In the event they're in construction at the
9 same time, there's obviously a significant impact
10 on 2/20 for a -- for a period of time while these
11 are under construction. And there's a
12 possibility -- a probability, I would say, if not a
13 likelihood, that 2/20 will need to be closed for --
14 for a period of time while those construction
15 efforts conclude.

16 The purplish area, the blue area, whatever you
17 want to call it, is due to be completed and in fact
18 contractually will be completed prior to TPC. So I
19 would tell you the -- kind of the outside date of
20 closure is about TPC. TPC also normally we close
21 2/20 for not quite a week during that time to park
22 airplanes.

23 So 2/20 very likely will become a stopgap
24 aircraft parking area, additional maneuvering area,
25 and the like once construction starts over there

1 for extended periods of time during that -- during
2 the -- I would say from October 1st potentially
3 until -- until the first week of March at the
4 latest.

5 So I want to make everybody aware of that so
6 that when suddenly that runway is closed and I
7 start hearing about how I led everybody astray and,
8 you know, we always intended to close the runway
9 and all that, I want to get that out publicly now.
10 It's strictly related to construction. When that
11 construction is over, 2/20 will reopen and be
12 business as usual. So...

13 CHAIRMAN GREEN: How much longer for in the
14 red?

15 MR. WUELLNER: The red has a similar time
16 frame. If it gets -- if we get word on the grant
17 in the next few days, the person doing the
18 concrete -- actually, the same primary contractor
19 is low bidder on both jobs.

20 So that would actually be a good thing. We'd
21 be able to get this all done and out of here by
22 the -- by the March time line and have it all done.
23 But we need FAA to kind of get through the award
24 process here with the -- pretty soon, which we
25 are -- we are expecting to hear one way or the

1 other.

2 And I'll update you a little bit further. One
3 of your other agenda items deals with -- or
4 actually two of them deal with those two projects,
5 so I'll give you a little more meat on the bone.
6 But I just wanted to make sure this got out there.

7 Okay. That's all I've got for you unless
8 you -- anyone has questions.

9 MR. BRUNSON: Ed, may I ask a question? With
10 all this going on, and we talk about this all the
11 time, our limited parking in this area --

12 MR. WUELLNER: Vehicle or aircraft?

13 MR. BRUNSON: Pardon?

14 MR. WUELLNER: Vehicle or aircraft?

15 MR. BRUNSON: Vehicle.

16 MR. WUELLNER: Okay.

17 MR. BRUNSON: Have we given any thought to --
18 if the FBO's served well with the parking and
19 the -- and the rental car people are served well
20 and the office space is served well and if we get a
21 restaurant, do we -- can we help them with that and
22 just as a -- but we just have that fence down there
23 and there's not much room to -- to put things.

24 MR. WUELLNER: True. The -- the fence along
25 the access road, particularly back to the airline

1 terminal is -- is pretty close.

2 I do want to remind -- and I don't have a
3 graphic unfortunately to really support this, but
4 the -- where the airline terminal parking is --

5 MR. BRUNSON: Uh-huh.

6 MR. WUELLNER: -- if you look from that
7 parking lot toward Grumman, you'll see that they're
8 using a significant area for vehicle parking, also.

9 I will remind the Authority that that is
10 airport property that is in the lease and there are
11 vehicles available to get that -- pardon the pun
12 there, to get that property back to the airport in
13 the event we ultimately need it.

14 I do want to point out we do have a few
15 projects beginning to cook that would help at least
16 in the maintenance side of the parking in those
17 areas.

18 We are -- we are looking at a stand-alone
19 grant that we're going to -- we are submitting to
20 FDOT for the queue, so that will be out a few years
21 for that. There are also some repair and
22 maintenance kind of projects that we're looking --
23 if you -- we haven't gotten that far in this.

24 We did a preliminary in the last budget
25 presentation about some money that needed to be

1 spent by this time next year from DOT that are
2 terminal area improvements. We are looking at some
3 allocation out of that \$700,000 to do some overlay
4 and -- and cleanup work in that terminal area.

5 But we're looking at a much larger project in
6 the GA vehicle parking area that would hopefully
7 involve eventually putting a light there, moving --
8 closing the entrance that Grumman has slightly up
9 the road there that's a non-signalized intersection,
10 moving that through property that we lease from
11 them, and creating a -- a good intersection and
12 much better traffic flow.

13 There is no signalized exit in or out of the
14 airport along that -- that boundary, but it has
15 become the site of several fatalities over the
16 year -- over the years, and this would be a way to
17 improve that overall vehicle flow in a permanent
18 and hopefully much safer way than where it's
19 heading now for people just randomly pulling out
20 some U.S. 1.

21 MR. BRUNSON: Well, the airport's not alone in
22 their problems with parking --

23 MR. WUELLNER: No.

24 MR. BRUNSON: -- but I'm glad you're looking
25 ahead.

1 MR. WUELLNER: Yeah, we are. Absolutely.
2 Anything else?

3 (None.)

4 BUSINESS PARTNER UPDATES

5 CHAIRMAN GREEN: Hearing nothing from the
6 board, I don't see Mr. Dean. Is there anyone from
7 the county? I don't see anyone from the county
8 commissioners. Okay. Vinny?

9 MR. BEYERS: No, we're good.

10 CHAIRMAN GREEN: Okay. Reba, are you SAAPA
11 today? Okay.

12 MS. LUDLOW: Is it on? Is it on? Okay. Just
13 wanted to be sure it's on.

14 Okay. I'm -- Galin was trying to make it, but
15 he couldn't get out from under the cowling of his
16 plane, so he probably will show up. And I know he
17 was going to mention two things, and one is the
18 horrible condition of the port-a-ports (sic).
19 Because you cannot go -- I mean, you can smell them
20 from two hangar rows over. They are not being
21 cleaned properly. They're out of toilet tissue.
22 They're nasty. They are not being cleaned
23 properly.

24 I do tell them to call Cindy because Cindy
25 says I get charged for them every week and if you

1 don't tell me they're not clean, then how am I
2 going to know? But they definitely aren't being
3 cleaned and I know a lot of people probably have
4 been calling you. No? Well, they will.

5 And we're definitely looking forward to the
6 new hangars, right, Ed?

7 MR. WUELLNER: We're working on it.

8 MS. LUDLOW: By Christmas, possibly?

9 MR. WUELLNER: No.

10 MS. LUDLOW: No?

11 MR. WUELLNER: No.

12 MS. LUDLOW: Okay. Well, the -- are you going
13 to talk about this later? Because we see the
14 wiring is going in and you tell us -- give us the
15 status --

16 MR. WUELLNER: Oh.

17 MS. LUDLOW: -- of the underground --

18 MR. WUELLNER: That has absolutely nothing to
19 do with us, what you're seeing. That is -- FAA has
20 contracted with AT&T to provide a fiber line to the
21 tower.

22 MS. LUDLOW: The tower?

23 MR. WUELLNER: So that work going along on the
24 right-of-way has nothing to do with --

25 MS. LUDLOW: Okay. Does that mean that

1 hangars will get WiFi, also?

2 MR. WUELLNER: It has nothing to do with --
3 it's --

4 MS. LUDLOW: It's a fiberoptic thing, okay.

5 MR. WUELLNER: And it's data related to FAA
6 operations. It has nothing to do with public
7 access.

8 MS. LUDLOW: Nothing else. Well, I guess we
9 don't have to worry about the tower not letting us
10 use Runway 2/20 anymore, right?

11 MR. WUELLNER: For a couple of months, yes,
12 that's true.

13 MS. LUDLOW: Okay. When are we going to have
14 another master plan meeting?

15 MR. WUELLNER: He'll be up in a minute and you
16 can ask him.

17 MS. LUDLOW: I know. I cut in front of him.

18 MR. WUELLNER: Okay.

19 MS. LUDLOW: That's -- that's really all I can
20 think of. Everything is going well.

21 We did -- did not have a First Friday or
22 Second Saturday because it was after Labor Day and
23 so many of the group for the next weekend took off
24 to South Carolina for Triple Tree. And they had a
25 record number up there. Thank goodness this year

1 there were no hurricanes like last year. And I
2 didn't break my hand this year, either, like I did
3 that year.

4 But it's a wonderful place to go. It's 7,000
5 feet turf runway that is smoother than a putting
6 green.

7 MR. BRUNSON: Where is this, Reba?

8 MS. LUDLOW: South Carolina, just south of
9 Greenville/Spartanburg.

10 MR. BRUNSON: Rock -- Rock Hill?

11 MS. LUDLOW: I don't know. I'm not good at
12 geography.

13 MR. WUELLNER: No, that's -- that's south of
14 Charlotte. South of Charlotte.

15 MS. LUDLOW: It's near Greenville/Spartanburg.

16 MR. BRUNSON: It doesn't matter, I'll find
17 out.

18 MR. WUELLNER: Is that Greenland area?

19 MS. LUDLOW: Yeah.

20 MR. BRUNSON: I'll find out.

21 MS. LUDLOW: Yeah. But it is growing and
22 growing and growing. They don't have an air show,
23 which people are so happy about, and they have
24 southern hospitality. They have breakfast, you
25 know, in the mornings on one end of the runway, and

1 entertainment and steaks or dinner, different
2 dinners in the evening. And everybody really loves
3 it.

4 It's very reasonable, you know. It's just --
5 I don't even think Sun 'n Fun was ever this much
6 fun before it became big Sun 'n Fun. So if you
7 ever get a chance even to drive by, they do -- it's
8 wonderful. And that's all I can think of till
9 Galin gets here.

10 CHAIRMAN GREEN: Okay. Thank you, Reba. I
11 don't -- is anyone from Northrop?

12 (None.)

13 CHAIRMAN GREEN: No? And, Ed, you gave the
14 tower, so Mr. Burnett.

15 MR. BURNETT: Sure. I guess one -- one quick
16 update just so you're aware of it.

17 There's a couple of sections of roadway -- I
18 was just pulling it up. Every so often as the
19 airport's acquired property in the area, we've gone
20 through the process of filing to vacate sections of
21 roadway that aren't being used by the public or
22 aren't easily accessible to the public so the
23 airport can continue its operations.

24 And so a small portion of Casa Cola and a
25 small portion of Estrella, we filed a petition to

1 vacate with the county. And in connection with
2 that, the county has an application fee, it's not a
3 large one, but I've asked the county to waive the
4 application fee. It's not entirely unusual for
5 them to do that for another government entity. We
6 may wind up having to pay the application fee, but
7 we've got a file that's in process, so we'll keep
8 you posted as it goes through as far as when we
9 ultimately get a hearing date. But we've done this
10 before and it hasn't been a problem.

11 MR. WUELLNER: And to add to that, both --
12 both sections are in support of the fencing and
13 gate project and also the T-hangar project. So
14 both allow us to relocate some fence and gates and
15 do some roadway access improvements in support of
16 those projects.

17 CHAIRMAN GREEN: What about the Oak Tree?

18 MR. BURNETT: Oh. Oak -- Oak Tree was pulled
19 from the agenda. The Oak Tree PUD north of the
20 airport property was pulled from the Board of
21 County Commissioners agenda. It was never actually
22 put on the agenda. I was there that day in case it
23 did come up. I was there on something else, so it
24 was pretty convenient.

25 And it's sitting for right now. There's no

1 new hearing date -- in fact I just looked it up
2 from my computer. There's no new hearing date
3 that's been scheduled. There's no activity, no
4 resubmittal, so I'm not sure what their plan is,
5 but we'll -- we'll see.

6 CHAIRMAN GREEN: Okay. Thank you. Next is
7 Mr. Holesko, master plan update.

8 MASTER PLAN UPDATE

9 MR. HOLESKO: Okay. Good afternoon.

10 First item with -- involving Passero is just
11 a -- is a quick update on the airport master plan
12 update.

13 Previous meetings we've had a longer
14 discussion and discussed some technical issues.
15 Today's discussion is really focused on where it's
16 heading and what's going to happen next. Not a lot
17 of technical presentation for today.

18 We've been working on the preferred
19 alternative. Got a lot of input from you at our
20 last meeting re -- regarding the different
21 components, moving around all the functional areas
22 of the airport. So we are creating the technical
23 side of drawings that takes all those ideas and all
24 those decisions and creates a set of airport layout
25 plan drawings based on the preferred alternative,

1 the input from the advisory committee, and input
2 from you.

3 Second, we're working on the environmental
4 overview chapter, about 20 different environmental
5 impact categories, taking the environmental
6 information on and surrounding the airport, taking
7 the preferred alternative, overlaying that on the
8 environmental category surrounding the airport. It
9 will have an entire chapter to itself to look at
10 any environmental impacts so that we can plan in
11 the future how to minimize and permit the future
12 development of the airport.

13 The third item is the capital improvement
14 program, the CIP, the long-term CIP. We're taking
15 every single project listed inside the airport
16 master plan, assigning it either a year or a period
17 of years, a total project cost, and then the
18 logical grant funding sources from the federal
19 government, state government, and other programs to
20 figure out where that money may be able to come
21 from from now all the way to the end of the
22 planning period.

23 The financial plan section will identify
24 airport revenues to fund the airport's share of the
25 capital improvement program and look at revenue

1 expenses of the airport for the planning period.

2 And then our next TAC meeting we're planning
3 on November. I'll come to you in October and give
4 you more of an update on that. There's numerous
5 consultants working on -- on the team with Passero
6 working for you, and we'll know more and be able to
7 identify that date in October.

8 I can't tell you what it is right now.
9 There's a lot of -- a lot of -- a lot of different
10 firms doing a lot of different things. But when
11 you have your meeting in October, we'll come and
12 we'll try and establish that date. We're expecting
13 it to be in the month of November.

14 That's our quick master plan update and that's
15 where we are today.

16 CHAIRMAN GREEN: Board discussion? Any
17 comments?

18 (None.)

19 CHAIRMAN GREEN: Reba, you -- do you want to
20 comment?

21 MS. LUDLOW: No comment. Thanks.

22 CHAIRMAN GREEN: Okay. All right. Thank you,
23 I'm sure the next one's going to be a big one,
24 so...

25 MR. HOLESKO: It is. It is.

1 CHAIRMAN GREEN: Yeah. All right. Thank you,
2 Mr. Holesko. Okay. The next agenda item is the
3 terminal apron replacement.

4 TERMINAL APRON REPLACEMENT

5 MR. WUELLNER: Yeah, two -- the next two
6 projects or next two items are -- as -- are
7 projects affiliated with what I had mentioned
8 earlier about the FAA supplemental funds
9 appropriated by Congress late -- late second -- I
10 guess late second or third quarter of this year.

11 It's my understanding we're highly competitive
12 for these. There were very few grant applications
13 a -- or airports able to get projects to the point
14 necessary with FAA to be competing for this current
15 year funding.

16 We have two projects in the -- that we have
17 submitted grant applications, which -- which
18 culminates in the final step, if you will, before
19 FAA gives a yes or a no.

20 It's a little bit of uncharted water. This is
21 not a normal occurrence with FAA. I've been doing
22 this nearly 30 years and have never seen FAA come
23 up with additional money or be given additional
24 money. It's usually quite the opposite.

25 To that end, this first project is the

1 terminal apron replacement. If you remember in the
2 slide earlier, I believe it was the reddish area,
3 the reddish area is the apron proposed here.

4 The engineering project or the project was bid
5 primarily all through the month of August. We
6 opened bids a few days ago, the end of last week.
7 We received three bids for that work. Our
8 recommendation for award is to Halifax Paving, who
9 was also the bidder on the -- the low bidder on the
10 FBO apron prong.

11 The total project cost would be \$3,219,437.
12 We would recommend approval, but these being
13 subject entirely -- the approval be subject
14 entirely to receipt of the appropriate FAA and FDOT
15 grants associated with this.

16 We -- as I said, we should be hearing
17 something, basing on -- on what little intel we
18 have on this, but they need to be making the awards
19 by the end of September. Indications are with as
20 few grant applications that were awarded -- excuse
21 me, that were submitted for this -- for these
22 projects, that I would expect within the next 10
23 days to know definitively whether -- whether we've
24 been awarded these grants and we can move forward
25 based on that. But just keep the award -- if you

1 wouldn't, the award being contingent upon receipt
2 of the grants.

3 MR. KIRA: Do they come together, the FAA
4 comes at the same time the FDOT comes?

5 MR. WUELLNER: FDOT will almost assuredly wait
6 on this. I -- I have not spoken directly with DOT,
7 but my guess is they were caught completely unaware
8 of this appropriation because of how it happened.

9 So they will be scrambling to find the money
10 earmarked across the state budget to -- for
11 airports to -- to be able to match grant these
12 projects. But I suspect it will happen, it's just
13 going to -- don't be surprised if it just takes a
14 little time. We're at very little risk --

15 MR. KIRA: Have they --

16 MR. WUELLNER: -- with DOT. It's only a
17 5 percent share.

18 MR. KIRA: Yeah. Have they ever not --

19 MR. WUELLNER: DOT? No.

20 MR. KIRA: -- yeah, come on board when this
21 happens?

22 MR. WUELLNER: No. It's just a --
23 unfortunately it's a slower process, which is not
24 necessarily a good thing for us in this case.

25 MR. KIRA: That won't delay our beginning the

1 project.

2 MR. WUELLNER: No.

3 MR. KIRA: So we can --

4 MR. WUELLNER: It may -- it may cut into the
5 amount we ultimately get out of DOT, but we won't
6 wait on them.

7 MR. KIRA: Okay.

8 CHAIRMAN GREEN: But you're only talking
9 5 percent.

10 MR. WUELLNER: Yes. You might only realize
11 3 percent of it.

12 MR. KIRA: I hear you.

13 MR. WUELLNER: Because unfortunately the -- I
14 don't want to get into the weeds, but the DOT
15 grants, you cannot incur expenses until which time
16 the date is on the grant. On the FAA side, they
17 don't care. They'll let you go backwards to the
18 beginning of the project and recoup your money.
19 FDOT does not allow that at this point.

20 CHAIRMAN GREEN: Uh-huh.

21 MR. WUELLNER: So that's why there's some
22 risk.

23 CHAIRMAN GREEN: That's the why the 3 to
24 5 percent.

25 MR. WUELLNER: That's why there's some risk in

1 the total dollars.

2 When they're -- when they're properly
3 programmed and planned, when we know these are
4 coming, we always get the DOT, FDOT grant ahead of
5 this so that it's all sitting there waiting to --
6 in fact we typically do it ahead of even doing the
7 design so we can keep that eligible. Just not the
8 case.

9 Did you want to do these separately or
10 together?

11 CHAIRMAN GREEN: We can do them
12 simultaneously.

13 MR. WUELLNER: It's the exact same
14 procedurally.

15 CHAIRMAN GREEN: If that's okay with the
16 board.

17 MR. BRUNSON: Let's do them together.

18 MR. WUELLNER: Okay.

19 CHAIRMAN GREEN: Is that all right?

20 MR. WUELLNER: So we can do one motion?

21 MR. BRUNSON: We've got 2018 and 6 and 5, is
22 that the two?

23 MR. WUELLNER: No. You're thinking --

24 MR. BURNETT: That -- that's for
25 the hearing --

1 CHAIRMAN GREEN: We're doing the terminal
2 apron replacement and --

3 MR. BRUNSON: Oh, okay.

4 CHAIRMAN GREEN: -- the security fence, which
5 comes together.

6 MR. BRUNSON: I got you.

7 FENCING & GATES REPLACEMENT, SECURITY RADAR

8 MR. WUELLNER: Okay. Then the next grant
9 application we submitted to FAA is for two pieces,
10 two project pieces. They were bid to allow
11 contractors or vendors to bid each independently or
12 together so that we could take advantage of the
13 best price in each category. If you notice,
14 they're -- they're a bit dissimilar in terms of
15 work. You can move to the next slide, Cindy, when
16 you get a chance. A little bit different
17 categories here.

18 We received four bids for the fencing and gate
19 component of this, which is a project that in very
20 simple terms we replace all the perimeter fence of
21 the airport, some of which is in pretty rough
22 shape, particularly on the north and -- border
23 along U.S. 1, with grand new chain link, which is
24 an eight-foot chain link fence compared to the six
25 that's in place. That's the preference of -- of

1 TSA these days, is an eight-foot.

2 Also replaces all gates and all gate operators
3 in the -- on the entire airport. Allows us to
4 reconfigure the gate location up near our office to
5 allow an enhanced access experience for -- for our
6 tenants.

7 We'll -- we'll be having the ability to put
8 two access two lanes into the airport. It will
9 allow us the flexibility should a gate fail at that
10 location to also activate an additional one as an
11 exit. So we -- you know, typically we shouldn't
12 have all three of them down at any one time or even
13 two. So it should provide a much better scenario
14 for us.

15 The last piece is this a -- yeah, a ground
16 radar system. It includes two locations on the
17 airport, both of which are interior to the airport.
18 You -- if you've been following the bouncing ball
19 for a couple of years, TSA does not like the fact
20 and has been leaning on us to solve the east border
21 issue of the airport where there is no fencing,
22 where it abuts the marsh.

23 The current -- well, the previous FSD was on
24 us continually about that location because there's
25 no fencing. And frankly, it's a very bad place to

1 try and put fence, to be -- to be kind.

2 This product which is now out on the market
3 allows a continual scanning and differentiation
4 between targets, for lack of better terms.
5 Anything trying to enter the property, especially
6 along the east border, it will be able to identify
7 that as animal, human, whether it's a -- a boat or
8 something entering the area at high speed that
9 shouldn't be.

10 You -- it -- the software differentiates
11 between all of these things, and depending on what
12 it identifies, provides notice to us to respond
13 from a security standpoint or -- or
14 Sheriff's Office.

15 MR. BRUNSON: Does this have to be monitored,
16 then?

17 MR. WUELLNER: It is continuously monitored by
18 itself. But during airline operations, you're able
19 to see the display, so that TSA has a high level of
20 comfort that they don't -- they don't have an issue
21 along the east border during actual airline
22 operations. It's about a \$490,000 for -- that's
23 both locations all integrated together for us.

24 We -- we had a demo of the system on the
25 airport about six weeks ago probably. Very

1 impressive. Very -- very surprised where that
2 technology has gone now for -- for public.

3 I do emphasize that these projects would be
4 under one grant should we get it from FAA. Same
5 conditions. We don't know what we're going to get
6 or if we're going to get it. But if it shows up,
7 it's under one grant application and it would be
8 one grant. And again, we would recommend award,
9 but again contingent on FDOT and FAA actual receipt
10 of those grants.

11 CHAIRMAN GREEN: I know when we were speaking
12 before with the monitoring, that the staff doesn't
13 have to monitor at 2:00 in the morning or --

14 MR. WUELLNER: Correct.

15 CHAIRMAN GREEN: -- 3:00 in the morning when
16 we don't have flight operations.

17 MR. WUELLNER: The system will actually
18 contact us at those hours if there's something
19 worth knowing.

20 CHAIRMAN GREEN: Were they able -- when we
21 discussed about -- it might be beyond what security
22 radar was able to do at the time, they were talking
23 about putting in some kind of high-pitched -- so if
24 it was a coyote or something, it would scare away
25 versus contacting you-all and saying we have a

1 rabbit there or a --

2 MR. WUELLNER: It -- it sees the difference,
3 but I do not know if it tries to do anything to --

4 CHAIRMAN GREEN: Deter.

5 MR. WUELLNER: -- shoo it away. I have not
6 heard that piece of it. Great idea, though.
7 Certain weapons you could bounce at the system and
8 probably -- that's -- I'm not suggesting we do.

9 CHAIRMAN GREEN: I was thinking the frequency
10 thing.

11 MR. WUELLNER: Just seems very --

12 MR. BRUNSON: Bruce Maguire loves that.

13 MR. WUELLNER: He perked right up with that
14 idea.

15 MR. MAGUIRE: Caught my attention on that one.

16 CHAIRMAN GREEN: Okay. Any more board
17 comments?

18 MR. BRUNSON: I've got.

19 CHAIRMAN GREEN: Yeah.

20 MR. BRUNSON: That's interesting. I -- I
21 don't know enough about it to ask intelligent
22 questions, but that will be a miracle if that does
23 everything they say it can do.

24 MR. WUELLNER: When it -- assuming it's funded
25 and installed, we'll make sure we get a field trip

1 together so we can all --

2 MR. MAGUIRE: Yeah, uh-huh.

3 MR. WUELLNER: -- demo what that is, because
4 it's very impressive. I went in there very
5 pessimistic and walked away going --

6 MR. BRUNSON: But you answered my question.
7 At least somebody's looking into the river.

8 MR. WUELLNER: Yeah.

9 MR. BRUNSON: I can't take my little boat over
10 there now and walk.

11 MR. WUELLNER: It's -- it was really
12 impressive. I could tell the difference in the
13 angle of something coming toward the airport. You
14 set the parameters on relative speed, so if it's,
15 you know, moving like a dolphin, it is a dolphin
16 kind of thing. But if it's a boat coming at a high
17 rate of speed in the seaplane basin, then
18 somebody's going to know about it.

19 And -- and it's paired with, wrong term,
20 infrared camera capability so that it actually is
21 monitoring, it stays attached to that target once
22 it -- once it acquires it so that you have
23 information of what happened rather than -- okay.
24 So it's back to you.

25 CHAIRMAN GREEN: I need public comment. Reba,

1 you were the only one.

2 MS. LUDLOW: Yes. I'm sorry -- Reba Ludlow.
3 I'm sorry. I didn't want to waste your time, but
4 I -- I am interested in what that's going to look
5 like. I mean, is it going to be like a border? Is
6 it all going to be underground or what is this?

7 MR. WUELLNER: It looks -- physically it's
8 compared, I would say about what a wind cone looks
9 like physically.

10 MS. LUDLOW: A wind --

11 MR. WUELLNER: One of the wind socks out --

12 MS. LUDLOW: Oh.

13 MR. WUELLNER: It's not a big facility of any
14 type. It's just --

15 MS. LUDLOW: Oh, so it doesn't go all the way
16 around the borders.

17 MR. WUELLNER: No, no, no.

18 MS. LUDLOW: Oh, okay. That's fine.

19 MR. WUELLNER: A fixed location.

20 MS. LUDLOW: Okay. And the other thing is,
21 you know, we have two -- I mean, we have one
22 airline coming in a week and -- so that's like four
23 hours possibly. So does TSA adjust their -- their
24 participation according to -- and their rules and
25 regulations according to how many commercial

1 airlines we have come in?

2 MR. WUELLNER: There are some adjustments that
3 they can make. There are different categories of
4 review at TSA based on the level of activity. We
5 are in the second to lowest, I believe, tier
6 requirements, lack of better words.

7 MS. LUDLOW: Okay. We can probably look that
8 up online. I forgot about that. Okay. Thank you.

9 MR. WUELLNER: Uh-huh.

10 CHAIRMAN GREEN: Thank you. Okay. Back to
11 the board. We have action, which we have combined
12 the two agenda items. So I need a motion from the
13 board with regards to agenda item -- with regard to
14 terminal apron replacement and the fence
15 gate/radar.

16 MR. MAGUIRE: I make a motion to pass both.

17 MR. RAYMOS: Second.

18 CHAIRMAN GREEN: Do you want to accept staff's
19 recommendation?

20 MR. MAGUIRE: Yep.

21 MR. WUELLNER: On both?

22 CHAIRMAN GREEN: Oh both?

23 MR. MAGUIRE: On both.

24 MR. RAYMOS: Second.

25 CHAIRMAN GREEN: Got a first and a second.

1 Any further board discussion?

2 MR. BRUNSON: And this without -- contingent
3 on the grant.

4 MR. WUELLNER: Yes.

5 CHAIRMAN GREEN: I think staff's
6 recommendation says subject to FAA and FDOT grants.

7 MR. MAGUIRE: Yes.

8 MR. BRUNSON: I'll -- I'll go along with that.

9 CHAIRMAN GREEN: Okay. So that's a first and
10 a second.

11 MR. RAYMOS: Yes.

12 CHAIRMAN GREEN: Any further board discussion?

13 (None.)

14 CHAIRMAN GREEN: All in favor?

15 MR. BRUNSON: Aye.

16 MR. MAGUIRE: Aye.

17 MR. KIRA: Aye.

18 MR. RAYMOS: Aye.

19 CHAIRMAN GREEN: Aye. Any opposed?

20 (None.)

21 CHAIRMAN GREEN: Okay. Both passed. Okay.

22 Next is the apron rehabilitation.

23 FBO APRON REHABILITATION PROJECT

24 MR. WUELLNER: Okay. This is spend some money
25 time, pain -- painful as it feels.

1 I want to point out at the beginning that
2 everything you're looking at on the supplemental
3 agreements for both items are already included in
4 the grants and in the grant budget. So these
5 aren't new -- new dollars in any project.
6 They're -- they're already in budgets and in
7 grants.

8 Engineering services related to the FBO apron,
9 there are two agreements involved. One -- the
10 first one, which is the Supplemental Agreement
11 18-75 Alpha, has to do with the inspection
12 services, testing services, quality assurance,
13 bidding services as it related to -- not bidding
14 services, but the grant administration as it
15 relates to the FBO apron project. So this is
16 already funded by FAA and these numbers are already
17 included.

18 The other supplemental, which is 18-75 Romeo
19 or R, is the additional work required way back if
20 you remember in January/February to explore all the
21 alternatives in order to get FAA to buy off on the
22 concrete apron area proposal that we had suggested
23 for the larger airplane footprints in the FBO area.
24 So it was additional design services to do that at
25 that point.

1 This is additional work. You had a separate
2 grant for the majority of this project, which is
3 now closed with FAA. So it's included with the
4 construction budget at this point.

5 Again, accommodated in the grant. Nothing --
6 this is normal stuff that would be in the grant.
7 So it's not -- nothing unusual other than the
8 values of the agreements require that the
9 Airport Authority approve them in a -- in a formal
10 sense.

11 So our recommendation is that you approve
12 18-75A and 18-75R supplemental agreements with
13 Passero Associates; A in the amount of \$325,000 and
14 R in the amount of \$100- -- \$125,000.

15 CHAIRMAN GREEN: Board discussion? Just to be
16 clear, both of these were included in grants.

17 MR. WUELLNER: Yes, ma'am.

18 CHAIRMAN GREEN: So nothing out of pocket
19 above and beyond what we've already budgeted.

20 MR. WUELLNER: Other than our 5 percent, yes.
21 Which is not new money, it's already budgeted.

22 CHAIRMAN GREEN: That -- I just wanted --

23 MR. WUELLNER: Yes.

24 CHAIRMAN GREEN: Public discussion?

25 (None.)

1 and grant administration at \$137,000. These are
2 also included in the FDOT grant funding the brand
3 new two T-hangars. So this is in that budget and
4 in the grant amounts, and our recommendation of
5 course is approval.

6 CHAIRMAN GREEN: Board discussion?

7 (None.)

8 CHAIRMAN GREEN: Public discussion? Reba,
9 come on. You can't say yes, thank you?

10 MS. LUDLOW: No, I'm not going there.

11 CHAIRMAN GREEN: Okay.

12 MS. LUDLOW: I'm very calm today.

13 CHAIRMAN GREEN: You are.

14 MR. WUELLNER: Yes.

15 CHAIRMAN GREEN: I'm very proud. All right.

16 And seeing no public discussion, any further board
17 discussion?

18 (None.)

19 CHAIRMAN GREEN: If not, I need a motion with
20 regards to the T-hangar replacement.

21 MR. KIRA: Motion to accept Agreement 18-81R
22 as -- as proposed by the administration.

23 MR. RAYMOS: Second.

24 CHAIRMAN GREEN: Any further board discussion?

25 (None.)

1 CHAIRMAN GREEN: I have a first and a second.
2 All in favor?

3 MR. BRUNSON: Aye.

4 MR. MAGUIRE: Aye.

5 MR. KIRA: Aye.

6 MR. RAYMOS: Aye.

7 CHAIRMAN GREEN: Aye. Any opposed?

8 (None.)

9 CHAIRMAN GREEN: Nope. Okay.

10 MR. WUELLNER: Since -- since we have a
11 minute, if you'd indulge me, I just want to bring
12 everybody up to speed on the hangar replacement
13 because I think we all expected this to be in
14 construction seriously by this point.

15 To speak to the delay, when we got to the DRC
16 with this project, the county has apparently begun
17 in earnest enforcing a water flow requirement
18 related to fire hydrants in the vicinity of any
19 project countywide now.

20 The lines the city provides down
21 Estrella Avenue and also some on Casa Cola are
22 not -- do not perform to the level required to
23 allow the buildings to be built at the way
24 designed, with minimal fire and no sprinklers
25 required for the buildings.

1 We have asked the city and they have done some
2 of -- I think two out of seven tests requested for
3 fire flow on those lines. The second reading that
4 was done was much better than the first. It
5 allowed us to move from a -- how do we -- we are
6 going to have to look at upsizing water lines or
7 water capability in that -- along in the
8 neighborhood there, it'd allow us to move out of
9 that into the area of being able to substitute at
10 some point a additional firewall into each of the
11 two brand new T-hangars in order to meet the
12 requirements.

13 We're still hopeful that some of the other
14 fire flow tests will allow -- will allow us to not
15 do the firewall, which -- firewall, which is an
16 upcharge of like \$50,000 to add an additional
17 firewall.

18 Also slowed down the release of shop drawings
19 for the T-hangar manufacturer because they need to
20 know how to do the guts, if you will, of the
21 building, all of which -- and then not having the
22 DRC clearance sheet has prevented any site work
23 from going on.

24 We believe we've resolved the issue -- we
25 don't know formally yet, but we believe we've

1 resolved the issue, allowing us to get going with
2 the site work, to tentatively say we're going to do
3 the firewall with the hope that we won't have to
4 and that the -- that the fire flow tests as they
5 continue to happen will allow us to not spend that
6 money.

7 But in an effort to get this thing back moving
8 construction-wise, we've -- we made a couple of
9 I'll call it field adjustments, one being we'll
10 just consider putting the firewall in. That gets
11 it off DRC, allows the site -- has no impact on the
12 site, get that work going and get -- allow the
13 building manufacturer to get going, also.

14 So we're probably still looking at at this
15 point I would tell you February, maybe even early
16 March till those first two units are ready to go --
17 two buildings based on the delays we've had.

18 Not something we foresaw. We've built how
19 many buildings down Estrella Avenue with none of
20 these impacts or problems, and to have this kind of
21 come out of nowhere at this time has -- it's been
22 entirely frustrating I know for the engineering
23 team because I'm on them like white on rice to get
24 this thing going, but --

25 CHAIRMAN GREEN: Did this come about because

1 we just have more buildings there now or --

2 MR. WUELLNER: They really don't have an
3 explanation at the city yet.

4 And frankly the city's been -- I'm a little
5 frustrated with the city on utilities kinds of
6 issues in the last few months, not to mention the
7 last week or so, two weeks, with a sewage-related
8 issue on the north end of the airport.

9 Just "This is really your problem" kind of
10 attitude and, you know, as it turns out, it really
11 wasn't. But they have now realized that and are --
12 have solved their problem on the sewage side, but I
13 don't know what the long-term solution is with
14 water flow.

15 One of the suggestions that's been thrown out
16 there is perhaps another line needs to be run under
17 U.S. 1 to the 14- or 16-inch line that runs next
18 to -- next to U.S. 1 and T off of that. We're
19 doing all of this with a six- or eight-inch water
20 line on our side. But it's -- and it's missing the
21 flows. We're -- we're about 300 gallons per minute
22 or hour, I'm not sure which metric it is, but it
23 doesn't -- it must be hour.

24 MR. KIRA: Couldn't that be fixed with a water
25 tower?

1 MR. WUELLNER: That would -- if it were a
2 pressure issue, but it's a flow issue. But, yes, I
3 think you can get there with a tower, but -- but
4 towers and airports usually aren't real friends.

5 MR. KIRA: Yeah, but it doesn't have to be on
6 airport. It could be like right on the edge.

7 MR. WUELLNER: Well, it appears the water
8 pressure's there on the other side of U.S. 1 and
9 it's just an upsize issue, but --

10 MR. KIRA: But a tower also gives --

11 MR. WUELLNER: -- of course the argument is
12 who's big paying for what.

13 CHAIRMAN GREEN: Right.

14 MR. WUELLNER: And, you know, I think it's
15 something to consider depending on where the
16 numbers run.

17 I have asked Passero to get us an idea of what
18 the scope of a project like that would look like so
19 that if it's something we want to move forward, we
20 can put it in the five-year work program with DOT
21 down the road so that future development will at
22 least have an option to get the infrastructure in
23 place ahead of building more T-hangars or other
24 development.

25 MR. BRUNSON: Good.

1 MR. WUELLNER: At least get it --

2 CHAIRMAN GREEN: Yeah, that's my concern, is
3 if we start --

4 MR. WUELLNER: I still don't understand how
5 putting those lines in or -- you know, would be our
6 problem but, you know, the city has another point
7 of view on it. They're -- I don't know what the
8 point of dedicating assets to them as required at
9 the end of projects to have them go "Well, it's
10 your problem." Wait a minute. You own it with
11 a -- we went through this bill of sale issue.

12 MR. KIRA: Are we on a city footprint or a
13 county footprint?

14 MR. WUELLNER: We are on the city for purposes
15 of utility, but we are in the county for every
16 other purpose. We are not in the city other than
17 for utilities. Maybe that's a better way to say
18 it.

19 MR. KIRA: So if we -- in the future we put
20 our own utilities in, we could separate.

21 MR. WUELLNER: In theory, yes.

22 CHAIRMAN GREEN: Okay. We have a few minutes
23 and we have one person registered for public
24 comment. Ms. Ludlow?

25 MS. LUDLOW: No, no comment.

1 CHAIRMAN GREEN: Okay.

2 MR. BRUNSON: Ms. Chairman, I've got --

3 CHAIRMAN GREEN: Yes.

4 MR. BRUNSON: -- just one quick thing and, Ed,
5 I know you've thought about this already. But
6 we've got this first hurricane, I think coming in.

7 MR. WUELLNER: Oh. Don't do that to me.
8 Another one?

9 MR. BRUNSON: Who knows?

10 MR. WUELLNER: Yeah.

11 MR. BRUNSON: But to protect our assets, is
12 there anything you need that maybe we need to go to
13 our reserve funds to stockpile or do anything?

14 MR. WUELLNER: No, sir. We're in good shape.

15 MR. BRUNSON: Okay. Okay.

16 CHAIRMAN GREEN: Well, we can follow it up.
17 We'll do member -- authority member comments.
18 Mr. Maguire?

19 AUTHORITY MEMBER COMMENTS

20 MR. MAGUIRE: The -- this morning we had a --
21 we hosted at the chocolate store downtown a
22 one-hour meeting with the Governor and we had just
23 under a hundred people attend. Had a really nice
24 reception and good presentation.

25 MR. WUELLNER: That is --

1 MR. MAGUIRE: Other than that --

2 CHAIRMAN GREEN: Excellent.

3 MR. MAGUIRE: Yeah.

4 CHAIRMAN GREEN: Mr. Kira?

5 MR. KIRA: I'd like to add to that. I got the
6 notice at about 12:30 today.

7 MR. MAGUIRE: Did you?

8 MR. KIRA: Yeah. So I was hoping to basically
9 send it out to other people I know, but --

10 MR. MAGUIRE: Well, as it turns out, the --
11 we've known -- we've known about it for about two
12 and a half weeks but they asked us to be very
13 quiet.

14 And as we got closer, as a matter of fact, on
15 Friday they said we could invite a few people. But
16 with -- you don't know how few a few is. And then
17 Sunday night we get a text asking how many people
18 we invited, and we said, well, not really very much
19 at all. They said, well, invite some.

20 So we contacted the RAC and the Republican
21 organizations. And come to find out the reason
22 they do that is because they want to reduce the
23 number of protesters and hecklers out on the
24 street. And -- and there were two or three
25 photographers that are very much anti-Governor

1 trying to get into the building, but since it's
2 private property, they couldn't.

3 MR. BRUNSON: Isn't that the way they did it
4 at the chocolate factory a couple of years ago?

5 MR. MAGUIRE: The same thing. The same thing.

6 MR. BRUNSON: Yeah.

7 MR. KIRA: Okay. Now I continue, is that on
8 the TPO side, I'm a participant in the steering
9 committee for the 2045 Long Range Transportation
10 Plan. And that's all I have.

11 CHAIRMAN GREEN: Okay.

12 MR. MAGUIRE: Is that the state steering
13 committee or local?

14 MR. KIRA: State.

15 MR. MAGUIRE: State. Good.

16 CHAIRMAN GREEN: Mr. Brunson, do you have
17 anything else to add?

18 MR. BRUNSON: The only thing I have is I've
19 been invited to attend a committee called the
20 Harbor Safety Committee, the -- what do you call
21 the guy that runs up the city marina, the yacht
22 basin director and so forth?

23 MR. KIRA: Commodore.

24 MR. BRUNSON: Carl Blow will be there and FIND
25 and just different things talking about the

1 waterways and so forth.

2 And I think they approached me because they
3 thought we had a dock out here that we might -- we
4 might could do something with and the water and so
5 forth. But I'll be learning what they're wanting
6 to know and I'll report to -- if I need to.

7 CHAIRMAN GREEN: Excellent.

8 MR. WUELLNER: Following the dock made me
9 think. Last week they installed the replacement
10 dock following the hurricane. So the seaplane dock
11 is back in place as of Thursday or Friday last
12 week. There's my go-to guy and I'm looking right
13 over him.

14 MR. HARVEY: Thursday.

15 MR. WUELLNER: Thursday. Thank you.

16 CHAIRMAN GREEN: All right. Mr. Raymos?

17 MR. RAYMOS: Yes. The -- the next meeting of
18 the -- of the academy, Aerospace Academy, is
19 September 26th. That's what I have on my calendar.
20 That will be the first meeting of the new year for
21 that.

22 The chamber, we have the annual chamber event,
23 which is a -- going to be a breakfast and that's on
24 October 18th. Going to have a noted speaker there
25 that the Jaguars helped bring to the meetings. So

1 it should be an interesting meeting, an interesting
2 discussion.

3 And the chamber and the -- another group
4 called the St. Johns Volunteers, a nonprofit
5 organization started by Flagler Hospital, they've
6 both been housed in The Record building under a
7 lease and that was coming to an end. I'm happy to
8 report that they got a one-year new lease for one
9 year, so they'll be staying in the same position --
10 or the same building for another year. So that's
11 all I have.

12 CHAIRMAN GREEN: Okay.

13 MR. BRUNSON: Where -- where is the -- the --
14 the event on the 18th, the luncheon or --

15 MR. RAYMOS: It's a breakfast.

16 MR. BRUNSON: Breakfast? Where is that?

17 MR. RAYMOS: It's going to be at the
18 World Golf Village.

19 MR. BRUNSON: Okay.

20 CHAIRMAN GREEN: The normal Renaissance?

21 MR. RAYMOS: Yes, uh-huh.

22 CHAIRMAN GREEN: And I have nothing to report.

23 I'm just glad everybody's together with
24 working on the budget and the agenda items we had
25 to take care of. It's kind of a busy time of year

1 for us, so...

2 All right. Then for now our next meeting then
3 if we -- I think everyone has given -- was asked
4 for dates. Mr. Raymos?

5 MR. RAYMOS: Yeah, I was just going to add
6 that the Governor was here and went to Solar Stik,
7 a new company on King Street, and he came to
8 announce the number of jobs that were -- had been
9 created. And that was a good event that was held
10 and there were probably 50 or 60 people there. The
11 Governor did a great job.

12 CHAIRMAN GREEN: Super.

13 Okay. So, for sure next Monday we have our
14 subsequent public hearing. And then the proposed
15 meetings I think which were circulated was
16 October 22, December 17th, and January 14th. So
17 absent hearing anything other than that, those will
18 be our meetings. And then for right now we'll be
19 adjourned for about seven minutes until 5:01 to do
20 our budget.

21 MR. BURNETT: Madam -- Madam Chair, if I might
22 real quick, since you brought up the meetings. Is
23 everyone able to attend the meeting on the 17th? I
24 just want to make sure. Next week.

25 CHAIRMAN GREEN: I think we circulated --

1 MR. BURNETT: I just want to make sure we're
2 going to have a quorum.

3 MR. KIRA: Yeah.

4 MR. MAGUIRE: I -- I may not.

5 MR. BRUNSON: I don't know. Are you asking
6 for a reason?

7 MR. MAGUIRE: I may not be able to be here
8 because we are scheduled to go on Sunday to
9 Portland for a -- Portland, Oregon for a chocolate
10 convention, but we've been holding off to see what
11 the hurricane's going to do. So we may cancel, we
12 may not. But we'll be gone for --

13 MR. KIRA: I want to go. I want to go.

14 MR. BURNETT: That's what my thoughts were.

15 CHAIRMAN GREEN: All right. We'll briefly
16 adjourn.

17 (Meeting adjourned at 4:55 p.m.)

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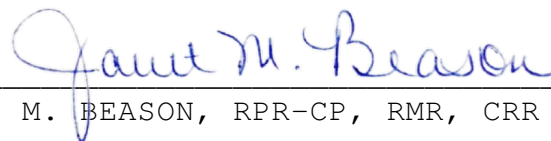
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REPORTER'S CERTIFICATE

STATE OF FLORIDA)
COUNTY OF ST. JOHNS)

I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I was authorized to and did stenographically report the foregoing proceedings and that the transcript is a true record of my stenographic notes.

Dated this 28th day of September, 2018.



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

CHAIRMAN GREEN: [91] MR. BEYERS: [1] 16/8 MR. BRUNSON: [45] 3/20 4/10 5/1 5/5 13/8 13/12 13/14 13/16 14/4 15/20 15/23 19/6 19/9 19/15 19/19 29/16 29/20 30/2 30/5 32/14 34/11 34/17 34/19 35/5 35/8 38/1 38/7 38/14 41/2 41/11 43/2 47/24 49/1 49/3 49/8 49/10 49/14 51/2 51/5 51/17 51/23 53/12 53/15 53/18 55/4 MR. BURNETT: [6] 20/14 21/17 29/23 54/20 54/25 55/13 MR. HARVEY: [1] 52/13 MR. HOLESKO: [2] 22/8 24/24 MR. KIRA: [38] 4/2 4/12 4/23 6/15 6/18 6/24 7/3 7/11 7/14 7/17 7/21 8/1 8/7 8/14 27/2 27/14 27/17 27/19 27/24 28/2 28/6 28/11 38/16 41/13 42/20 43/4 46/23 47/4 47/9 48/11 48/18 50/4 50/7 51/6 51/13 51/22 55/2 55/12 MR. MAGUIRE: [24] 3/21 3/25 4/13 5/12 6/5 34/14 35/1 37/15 37/19 37/22 38/6 38/15 41/12 43/3 49/19 49/25 50/2 50/6 50/9 51/4 51/11 51/14 55/3 55/6 MR. RAYMOS: [16] 3/9 3/13 3/17 37/16 37/23 38/10 38/17 41/5 41/14 42/22 43/5 52/16 53/14 53/16 53/20 54/4 MR. WUELLNER: [96] MS. LUDLOW: [28] 16/11 17/7 17/9 17/11 17/16 17/21 17/24 18/3 18/7 18/12 18/16 18/18 19/7 19/10 19/14 19/18 19/20 24/20 36/1 36/9 36/11 36/14 36/17 36/19 37/6 42/9 42/11 48/24	18-75A [2] 40/12 41/5 18-75R [2] 40/12 41/5 18-81R [1] 42/21 18th [2] 52/24 53/14 1st [1] 12/2 <hr/> 2 2/20 [6] 11/3 11/10 11/13 11/21 11/23 12/11 20 [9] 10/9 11/3 11/10 11/13 11/21 11/23 12/11 18/10 23/4 2017 [3] 5/10 5/14 5/14 2018 [3] 1/6 29/21 56/10 2045 [1] 51/9 22 [2] 2/9 54/16 25 [1] 2/9 26th [1] 52/19 28th [1] 56/10 2:00 [1] 33/13 <hr/> 3 30 [2] 2/10 25/22 300 [1] 46/21 32080 [1] 1/15 32084 [1] 1/21 38 [1] 2/10 3:00 [1] 33/15 <hr/> 4 41 [1] 2/11 4730 [1] 1/4 49 [1] 2/13 4:00 [1] 1/7 4:55 [2] 1/7 55/17 <hr/> 5 5 percent [3] 28/9 28/24 40/20 50 [1] 54/10 55 [1] 2/14 56 [1] 2/15 5:01 [1] 54/19 <hr/> 6 60 [1] 54/10 <hr/> 7 7,000 [1] 19/4 75 [2] 39/11 39/18 75A [2] 40/12 41/5 75R [2] 40/12 41/5 7:00 [3] 7/8 8/6 8/6 <hr/> 8 81R [1] 42/21 825-0570 [1] 1/21 <hr/> 9 904 [1] 1/21 92 [1] 6/14 9:00 [3] 7/8 8/6 8/6 <hr/> A A.A.E [1] 1/17 a.m [4] 7/8 8/6 8/6 8/7 ability [1] 31/7 able [12] 12/21 23/20 24/6 25/13 27/11 32/6 32/18 33/20 33/22 44/9 54/23 55/7 about [37] 5/5 5/5 6/1 7/1 7/5 7/15 8/18 10/8 10/11 11/6 11/20 12/7 13/10 14/25 17/13 18/9 19/23 21/17 23/4	25/8 31/24 32/22 32/25 33/21 33/23 34/21 35/18 36/8 37/8 45/25 46/21 49/5 50/6 50/11 50/11 51/25 54/19 above [1] 40/19 absent [1] 54/17 absolutely [4] 6/18 8/7 16/1 17/18 abuts [1] 31/22 academy [2] 52/18 52/18 accept [4] 4/9 4/11 37/18 42/21 acceptance [2] 3/5 3/7 accepted [2] 3/24 4/4 accepting [1] 41/10 access [5] 13/25 18/7 21/15 31/5 31/8 accessible [1] 20/22 accommodated [1] 40/5 according [2] 36/24 36/25 acquired [1] 20/19 acquires [1] 35/22 across [1] 27/10 action [1] 37/11 activate [1] 31/10 activity [2] 22/3 37/4 actual [4] 8/1 8/4 32/21 33/9 actually [7] 7/19 12/18 12/20 13/4 21/21 33/17 35/20 add [5] 21/11 44/16 50/5 51/17 54/5 addition [1] 10/17 additional [10] 10/24 11/24 25/23 25/23 31/10 39/19 39/24 40/1 44/10 44/16 adjourn [1] 55/16 adjourned [4] 4/19 4/20 54/19 55/17 ADJOURNMENT [1] 2/14 adjust [1] 36/23 adjustments [2] 37/2 45/9 administration [5] 39/14 41/24 41/25 42/1 42/22 advantage [1] 30/12 advisory [1] 23/1 Aerospace [1] 52/18 Aerospace Academy [1] 52/18 affiliated [1] 25/7 after [3] 4/22 9/22 18/22 afternoon [1] 22/9 again [3] 33/8 33/9 40/5 agenda [12] 2/5 4/6 4/7 4/10 13/3 21/19 21/21 21/22 25/2 37/12 37/13 53/24 ago [5] 8/18 10/11 26/6 32/25 51/4 Agreement [2] 39/10 42/21 agreements [6] 2/11 39/3 39/9 40/8 40/12 41/20 ahead [6] 4/9 10/15 15/25 29/4 29/6 47/23 air [3] 6/20 8/22 19/22 aircraft [3] 11/24 13/12 13/14 airline [7] 9/3 9/18 13/25 14/4 32/18 32/21 36/22 airlines [3] 9/11 9/15 37/1 airplane [1] 39/23 airplanes [1] 11/22 airport [27] 1/1 1/16 14/10 14/12 15/14 20/23 21/20 22/11 22/22 22/24 23/6 23/8 23/12 23/15 23/24 24/1 30/21 31/3 31/8 31/17 31/17 31/21 32/25 35/13 40/9 46/8 47/6 Airport Authority [1] 40/9 airport's [3] 15/21 20/19 23/24 airports [9] 8/12 8/23 9/11 9/15 10/21 10/23 25/13 27/11 47/4 all [43] 4/15 9/11 12/9 12/21 12/22 13/7
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13/17 23/10 24/16 31/12 34/16 36/13 38/1 38/12 38/19 39/5 41/7 41/16 42/16 42/24 43/7 43/18 44/22 Anybody [1] 3/9 anymore [1] 18/10 anyone [4] 13/8 16/6 16/7 20/11 anyone's [1] 9/17 anything [7] 16/2 32/5 34/3 49/12 49/13 51/17 54/17 apparently [1] 43/16 appears [1] 47/7 application [5] 21/2 21/4 21/6 30/9 33/7 applications [4] 10/19 25/12 25/17 26/20 approached [1] 52/2 appropriate [1] 26/14 appropriated [2] 10/21 25/9 appropriation [1] 27/8 approval [5] 2/5 4/6 26/12 26/13 42/5 approve [3] 40/9 40/11 41/3 approved [1] 4/10 apron [16] 2/9 2/10 10/6 25/3 25/4 26/1 26/3 26/10 30/2 37/14 38/22 38/23 39/8 39/15 39/22 41/18 are [54] 3/10 5/15 5/21 5/22 5/23 6/2 7/4 9/10 10/17 11/11 12/25 12/25 13/19 14/10 14/18 14/18 14/19 14/21 15/1 15/2 16/1 16/10 16/20 16/22 17/12 18/13 19/23 21/12 22/22 24/15</p>	<p>25/6 25/6 26/19 29/3 31/17 37/2 37/3 37/5 39/3 39/9 39/16 42/1 42/13 43/21 44/5 45/16 46/11 48/12 48/14 48/15 48/16 50/25 55/5 55/8 area [19] 8/25 11/1 11/16 11/16 11/24 11/24 13/11 14/8 15/2 15/4 15/6 19/18 20/19 26/2 26/3 32/8 39/22 39/23 44/9 areas [3] 11/7 14/17 22/21 aren't [5] 17/2 20/21 20/22 39/5 47/4 argument [1] 47/11 around [2] 22/21 36/16 as [33] 3/24 4/4 4/10 4/10 6/5 10/1 10/1 10/22 12/12 13/22 20/18 21/8 21/8 21/8 25/6 26/16 26/19 31/10 32/7 38/25 39/13 39/14 41/4 41/10 42/22 42/22 45/4 46/10 48/8 50/10 50/14 50/14 52/11 ask [3] 13/9 18/16 34/21 asked [7] 6/21 8/20 21/3 44/1 47/17 50/12 54/3 asking [2] 50/17 55/5 assets [2] 48/8 49/11 assigning [1] 23/16 associated [1] 26/15 Associates [1] 40/13 Association [1] 8/22 assuming [2] 5/22 34/24 assurance [1] 39/12 assuredly [1] 27/5 astray [1] 12/7 attached [1] 35/21 attend [3] 49/23 51/19 54/23 attended [1] 3/17 attention [1] 34/15 attitude [1] 46/10 Attorney [1] 1/16 augment [1] 8/7 August [2] 5/16 26/5 AUGUSTINE [6] 1/1 1/5 1/15 1/20 1/21 8/25 authority [7] 1/1 1/16 2/13 14/9 40/9 49/17 49/19 authorization [1] 8/20 authorized [1] 56/7 available [1] 14/11 Avenue [2] 43/21 45/19 award [7] 2/9 2/10 12/23 26/8 26/25 27/1 33/8 awarded [2] 26/20 26/24 awards [1] 26/18 aware [6] 9/24 10/1 10/1 10/17 12/5 20/16 away [3] 33/24 34/5 35/5 Aye [15] 38/15 38/16 38/17 38/18 38/19 41/12 41/13 41/14 41/15 41/16 43/3 43/4 43/5 43/6 43/7</p> <p>B</p> <p>back [7] 13/25 14/12 35/24 37/10 39/19 45/7 52/11 backwards [1] 28/17 bad [1] 31/25 ball [1] 31/18 based [4] 22/25 26/25 37/4 45/17 basically [1] 50/8 basin [2] 35/17 51/22 basing [1] 26/17 be [68] BEASON [3] 1/19 56/6 56/13 became [1] 20/6</p>	<p>because [19] 6/3 7/11 7/23 9/9 16/19 16/24 17/13 18/22 27/8 28/13 31/24 35/3 43/13 44/19 45/23 45/25 50/22 52/2 55/8 become [2] 11/23 15/15 been [15] 17/4 21/10 22/3 22/18 25/21 26/24 31/18 31/20 45/21 46/4 46/15 51/19 53/6 54/8 55/10 before [6] 6/21 9/8 20/6 21/10 25/18 33/12 begin [1] 3/13 beginning [4] 14/15 27/25 28/18 39/1 begun [1] 43/16 being [9] 9/22 16/20 16/22 17/2 20/21 26/12 27/1 44/9 45/9 believe [4] 26/2 37/5 44/24 44/25 best [1] 30/13 better [6] 15/12 31/13 32/4 37/6 44/4 48/17 between [3] 8/5 32/4 32/11 beyond [3] 7/2 33/21 40/19 bid [6] 2/9 2/10 10/19 26/4 30/10 30/11 bidder [3] 12/19 26/9 26/9 bidding [2] 39/13 39/13 bids [3] 26/6 26/7 30/18 big [4] 20/6 24/23 36/13 47/12 bill [1] 48/11 bit [4] 13/2 25/20 30/14 30/16 blend [2] 7/25 8/10 Blow [1] 51/24 blue [1] 11/16 board [20] 1/9 3/8 8/17 10/1 16/6 21/20 24/16 27/20 29/16 34/16 37/11 37/13 38/1 38/12 40/15 41/2 41/7 42/6 42/16 42/24 boat [3] 32/7 35/9 35/16 bogged [1] 6/3 bone [1] 13/5 border [5] 30/22 31/20 32/6 32/21 36/5 borders [1] 36/16 both [17] 9/11 9/15 11/6 12/19 21/11 21/12 21/14 31/17 32/23 37/16 37/21 37/22 37/23 38/21 39/3 40/16 53/6 Boulevard [1] 1/20 bounce [1] 34/7 bouncing [1] 31/18 boundary [2] 10/5 15/14 brand [2] 42/2 44/11 break [1] 19/2 breakfast [4] 19/24 52/23 53/15 53/16 briefly [1] 55/15 bring [2] 43/11 52/25 brought [1] 54/22 BRUCE [2] 1/11 34/12 BRUNSON [2] 1/10 51/16 budget [9] 3/11 4/24 14/24 27/10 39/4 40/4 42/3 53/24 54/20 budgeted [2] 40/19 40/21 budgets [1] 39/6 building [6] 44/21 45/13 47/23 51/1 53/6 53/10 buildings [5] 43/23 43/25 45/17 45/19 46/1 built [2] 43/23 45/18 BURNETT [2] 1/15 20/14 business [6] 2/7 2/8 4/18 9/17 12/12 16/4 busy [1] 53/25 But I [1] 7/12 buy [1] 39/21</p>
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documents [1] 10/14
 does [7] 9/7 17/25 28/19 31/19 32/15 34/22 36/23
 doesn't [7] 6/25 9/16 19/16 33/12 36/15 46/23 47/5
 doing [6] 12/17 24/10 25/21 29/6 30/1 46/19
 dollars [2] 29/1 39/5
 dolphin [2] 35/15 35/15
 don't [28] 4/18 7/25 9/15 14/2 16/6 16/7 17/1 18/9 19/11 19/22 20/5 20/11 27/13 28/14 28/17 32/20 32/20 33/5 33/16 34/21 44/25 46/2 46/13 48/4 48/7 49/7 50/16 55/5
 done [5] 12/21 12/22 21/9 44/1 44/4
 DOT [8] 15/1 27/6 27/16 27/19 28/5 28/14 29/4 47/20
 DOUGLAS [1] 1/15
 down [8] 6/3 13/22 31/12 41/19 43/20 44/18 45/19 47/21
 downtown [1] 49/21
 draft [1] 9/5
 drawings [3] 22/23 22/25 44/18
 DRC [3] 43/15 44/22 45/11
 drive [1] 20/7
 due [1] 11/17
 during [5] 11/21 12/1 12/1 32/18 32/21

E

each [3] 30/11 30/13 44/10
 earlier [2] 25/8 26/2
 early [1] 45/15
 earmarked [1] 27/10
 earnest [1] 43/17
 easily [2] 6/8 20/22
 east [3] 31/20 32/6 32/21
 Ed [4] 13/9 17/6 20/13 49/4
 edge [2] 11/3 47/6
 EDWARD [1] 1/17
 effort [1] 45/7
 efforts [1] 11/15
 eight [3] 30/24 31/1 46/19
 eight-foot [2] 30/24 31/1
 eight-inch [1] 46/19
 either [3] 6/9 19/2 23/16
 eligible [1] 29/7
 else [4] 16/2 18/8 21/23 51/17
 emphasize [1] 33/3
 end [9] 10/12 19/25 23/21 25/25 26/6 26/19 46/8 48/9 53/7
 enforcing [1] 43/17
 engineering [6] 2/11 26/4 39/8 41/20 41/23 45/22
 enhanced [1] 31/5
 enough [1] 34/21
 enter [1] 32/5
 entering [1] 32/8
 entertainment [1] 20/1
 entire [2] 23/9 31/3
 entirely [4] 21/4 26/13 26/14 45/22
 entity [1] 21/5
 entrance [1] 15/8
 environmental [5] 23/3 23/4 23/5 23/8 23/10
 especially [1] 32/5
 Esquire [1] 1/15
 establish [1] 24/12
 estimating [1] 8/12
 Estrella [3] 20/25 43/21 45/19

Estrella Avenue [2] 43/21 45/19
 even [5] 20/5 20/7 29/6 31/12 45/15
 evening [1] 20/2
 event [5] 11/8 14/13 52/22 53/14 54/9
 eventually [1] 15/7
 ever [3] 20/5 20/7 27/18
 every [4] 16/25 20/18 23/15 48/15
 everybody [4] 12/5 12/7 20/2 43/12
 everybody's [1] 53/23
 everyone [3] 4/8 54/3 54/23
 everything [3] 18/20 34/23 39/2
 exact [1] 29/13
 Excellent [2] 50/2 52/7
 exceptions [3] 3/9 3/20 4/12
 excess [1] 7/5
 excuse [1] 26/20
 Executive [3] 1/17 2/6 4/16
 exit [2] 15/13 31/11
 expect [2] 11/5 26/22
 expected [2] 6/1 43/13
 expecting [3] 6/9 12/25 24/12
 expenses [2] 24/1 28/15
 experience [1] 31/5
 explanation [1] 46/3
 explore [1] 39/20
 extended [1] 12/1

F

FAA [23] 7/16 8/9 10/10 10/21 11/2 12/23 17/19 18/5 25/8 25/14 25/19 25/21 25/22 26/14 27/3 28/16 30/9 33/4 33/9 38/6 39/16 39/21 40/3
 facility [1] 36/13
 fact [6] 6/8 11/17 22/1 29/6 31/19 50/14
 factory [1] 51/4
 fail [1] 31/9
 far [2] 14/23 21/8
 fatalities [1] 15/15
 favor [3] 38/14 41/9 43/2
 FBO [7] 2/10 6/13 26/10 38/23 39/8 39/15 39/23
 FBO's [2] 10/6 13/18
 FDOT [9] 14/20 26/14 27/4 27/5 28/19 29/4 33/9 38/6 42/2
 February [2] 39/20 45/15
 federal [1] 23/18
 fee [3] 21/2 21/4 21/6
 feels [1] 38/25
 feet [1] 19/5
 fence [8] 13/22 13/24 21/14 30/4 30/20 30/24 32/1 37/14
 fencing [6] 2/10 21/12 30/7 30/18 31/21 31/25
 few [12] 5/22 12/17 14/14 14/20 25/12 26/6 26/20 46/6 48/22 50/15 50/16 50/16
 fiber [1] 17/20
 fiberoptic [1] 18/4
 field [2] 34/25 45/9
 figure [1] 23/20
 file [1] 21/7
 filed [1] 20/25
 filing [1] 20/20
 final [1] 25/18
 finally [1] 9/3
 financial [5] 2/4 3/5 3/7 3/24 23/23
 financials [1] 3/10
 find [5] 19/16 19/20 27/9 50/21 51/24
 fine [2] 8/11 36/18

fire [5] 43/18 43/24 44/3 44/14 45/4
 firewall [6] 44/10 44/15 44/15 44/17 45/3 45/10
 firms [1] 24/10
 first [15] 3/6 5/9 9/21 12/3 18/21 22/10 25/25 37/25 38/9 39/10 43/1 44/4 45/16 49/6 52/20
 fit [1] 10/22
 five [1] 47/20
 five-year [1] 47/20
 fixed [2] 36/19 46/24
 FL [2] 1/15 1/21
 Flagler [1] 53/5
 Flagler Hospital [1] 53/5
 flexibility [1] 31/9
 flight [1] 33/16
 Florida [2] 1/5 56/3
 flow [8] 15/12 15/17 43/17 44/3 44/14 45/4 46/14 47/2
 flows [1] 46/21
 focused [1] 22/15
 follow [1] 49/16
 following [3] 31/18 52/8 52/10
 foot [2] 30/24 31/1
 footprint [2] 48/12 48/13
 footprints [1] 39/23
 forecasting [1] 6/12
 foregoing [1] 56/8
 foresaw [1] 45/18
 forgot [2] 5/7 37/8
 formal [1] 40/9
 formally [1] 44/25
 forth [3] 51/22 52/1 52/5
 forward [4] 9/3 17/5 26/24 47/19
 forwarded [1] 3/8
 four [2] 30/18 36/22
 frame [2] 7/2 12/16
 frankly [2] 31/25 46/4
 frequency [1] 34/9
 Friday [3] 18/21 50/15 52/11
 friends [1] 47/4
 front [1] 18/17
 frustrated [1] 46/5
 frustrating [1] 45/22
 FSD [1] 31/23
 fuel [2] 6/4 6/8
 Fuel's [1] 6/1
 full [2] 4/8 5/20
 fully [1] 9/1
 fun [3] 20/5 20/6 20/6
 functional [1] 22/21
 fund [1] 23/24
 funded [2] 34/24 39/16
 funding [3] 23/18 25/15 42/2
 funds [2] 25/8 49/13
 further [6] 13/2 38/1 38/12 41/7 42/16 42/24
 future [4] 23/11 23/11 47/21 48/19

G

GA [2] 8/11 15/6
 Galin [2] 16/14 20/9
 gallons [2] 6/14 46/21
 gate [6] 21/13 30/18 31/2 31/4 31/9 37/15
 gate/radar [1] 37/15
 gates [4] 2/10 21/14 30/7 31/2
 gave [1] 20/13
 GENERAL [1] 2/12
 geography [1] 19/12

G
get [43] 5/1 5/2 5/15 6/2 6/13 6/19 9/4 10/13 10/15 12/9 12/16 12/21 12/23 13/20 14/11 14/12 16/15 16/25 18/1 20/7 21/9 25/13 28/5 28/14 29/4 30/16 33/4 33/5 33/6 34/25 39/21 45/1 45/7 45/12 45/12 45/13 45/23 47/3 47/17 47/22 48/1 50/17 51/1
gets [6] 6/21 8/10 10/3 12/16 20/9 45/10
give [8] 5/9 5/11 6/10 9/24 10/24 13/5 17/14 24/3
given [3] 13/17 25/23 54/3
gives [2] 25/19 47/10
glad [2] 15/24 53/23
go [12] 16/19 19/4 28/17 36/15 38/8 45/16 48/9 49/12 52/12 55/8 55/13 55/13
go-to [1] 52/12
goes [2] 9/10 21/8
going [33] 13/10 14/19 16/17 17/2 17/12 17/14 17/23 18/13 18/20 22/16 24/23 27/13 33/5 33/6 35/5 35/18 36/4 36/5 36/6 42/10 44/6 44/23 45/1 45/2 45/12 45/13 45/24 52/23 52/24 53/17 54/5 55/2 55/11
Golf [1] 53/18
gone [3] 20/19 33/2 55/12
good [14] 5/6 5/24 5/25 12/20 15/11 16/9 19/11 22/9 27/24 47/25 49/14 49/24 51/15 54/9
goodness [1] 18/25
got [15] 4/8 13/6 13/7 21/7 22/19 29/21 30/6 34/18 37/25 43/15 49/2 49/6 50/5 50/14 53/8
gotten [1] 14/23
government [3] 21/5 23/19 23/19
Governor [4] 49/22 50/25 54/6 54/11
grand [1] 30/23
grant [24] 10/10 11/5 12/16 14/19 23/18 25/12 25/17 26/20 27/11 28/16 29/4 30/8 33/4 33/7 33/8 38/3 39/4 39/14 40/2 40/5 40/6 42/1 42/2 42/4
grants [9] 26/15 26/24 27/2 28/15 33/10 38/6 39/4 39/7 40/16
graphic [1] 14/3
great [2] 34/6 54/11
green [2] 1/10 19/6
Greenland [1] 19/18
Greenville [2] 19/9 19/15
Greenville/Spartanburg [2] 19/9 19/15
ground [1] 31/15
group [3] 1/15 18/23 53/3
Grove [1] 1/15
growing [3] 19/21 19/22 19/22
Grumman [2] 14/7 15/8
guess [6] 7/25 9/8 18/8 20/15 25/10 27/7
guts [1] 44/20
guy [2] 51/21 52/12

H
had [16] 5/10 5/17 10/21 18/24 22/13 25/7 32/24 39/22 40/1 45/17 49/20 49/22 49/23 52/3 53/24 54/8
half [1] 50/12
Halifax [1] 26/8
hand [1] 19/2
hangar [9] 2/11 16/20 21/13 41/19 41/20 41/21 42/20 43/12 44/19

hangars [5] 17/6 18/1 42/3 44/11 47/23
happen [3] 22/16 27/12 45/5
happened [2] 27/8 35/23
happens [2] 10/4 27/21
happy [2] 19/23 53/7
Harbor [1] 51/20
hard [2] 6/13 8/13
has [21] 6/20 12/15 13/8 15/8 15/14 17/18 17/19 17/24 18/2 18/6 21/2 31/20 32/19 33/2 39/11 43/16 44/22 45/11 45/21 48/6 54/3
hasn't [1] 21/10
have [71]
haven't [1] 14/23
having [3] 21/6 31/7 44/21
he [5] 16/15 16/16 16/16 34/13 54/7
He'll [1] 18/15
heading [2] 15/19 22/16
hear [2] 12/25 28/12
heard [2] 5/3 34/6
hearing [12] 4/23 12/7 16/5 21/9 22/1 22/2 26/16 29/25 41/1 41/9 54/14 54/17
hecklers [1] 50/23
held [2] 1/3 54/9
help [2] 13/21 14/15
helped [1] 52/25
here [11] 5/10 10/2 10/12 12/21 12/24 20/9 26/3 30/17 52/3 54/6 55/7
high [4] 32/8 32/19 33/23 35/16
high-pitched [1] 33/23
highly [1] 25/11
Hill [1] 19/10
him [4] 5/11 18/16 18/17 52/13
his [1] 16/15
hold [1] 5/23
holding [1] 55/10
Holesko [2] 22/7 25/2
hope [1] 45/3
hopeful [1] 44/13
hopefully [5] 4/25 9/6 9/21 15/6 15/18
hoping [1] 50/8
horrible [1] 16/18
Hospital [1] 53/5
hospitality [1] 19/24
hosted [1] 49/21
hour [4] 7/9 46/22 46/23 49/22
hours [2] 33/18 36/23
housed [1] 53/6
how [15] 5/5 5/5 6/5 12/7 12/13 17/1 23/11 27/8 36/25 44/5 44/20 45/18 48/4 50/16 50/17
however [1] 4/25
huge [1] 6/4
huh [6] 7/21 14/5 28/20 35/2 37/9 53/21
human [1] 32/7
hundred [2] 6/12 49/23
hurricane [2] 49/6 52/10
hurricane's [1] 55/11
hurricanes [1] 19/1
hydrants [1] 43/18

I
I'd [1] 50/5
I'll [11] 3/12 13/2 13/5 19/16 19/20 24/3 38/8 38/8 45/9 52/5 52/6
I'm [20] 4/8 6/10 15/24 16/14 19/11 22/4 24/23 34/8 36/2 36/3 42/10 42/12 42/15 45/23 46/4 46/22 51/8 52/12

53/7 53/23
I've [6] 13/7 21/3 25/21 34/18 49/2 51/18
IATA [4] 8/21 9/6 9/9 9/10
idea [6] 5/15 10/3 10/7 34/6 34/14 47/17
ideas [1] 22/23
identifies [1] 32/12
identify [3] 23/23 24/7 32/6
impact [3] 11/9 23/5 45/11
impacts [2] 23/10 45/20
impressive [3] 33/1 35/4 35/12
improve [1] 15/17
improvement [2] 23/13 23/25
improvements [2] 15/2 21/15
inch [2] 46/17 46/19
include [1] 6/25
included [6] 9/23 39/3 39/17 40/3 40/16 42/2
includes [1] 31/16
including [1] 8/25
incur [1] 28/15
independently [1] 30/11
Indications [1] 26/19
indulge [1] 43/11
inflate [1] 7/19
information [2] 23/6 35/23
infrared [1] 35/20
infrastructure [1] 47/22
input [3] 22/19 23/1 23/1
inside [1] 23/15
inspection [1] 39/11
installed [2] 34/25 52/9
integrated [1] 32/23
intel [1] 26/17
intelligent [1] 34/21
intended [1] 12/8
interest [1] 9/17
interested [1] 36/4
interesting [3] 34/20 53/1 53/1
interior [1] 31/17
International [1] 8/22
interrupt [1] 6/16
intersection [2] 15/9 15/11
invite [2] 50/15 50/19
invited [2] 50/18 51/19
involve [1] 15/7
involved [1] 39/9
involving [1] 22/10
is [109]
isn't [2] 7/1 51/3
issue [9] 31/21 32/20 44/24 45/1 46/8 47/2 47/2 47/9 48/11
issues [2] 22/14 46/6
it [125]
it'd [1] 44/8
it's [56] 6/1 9/19 12/10 15/18 16/13 18/3 18/4 18/5 19/4 19/15 20/4 20/4 20/7 21/2 21/4 21/25 22/15 25/11 25/20 25/24 27/12 27/16 27/22 27/23 29/5 29/13 31/25 32/7 32/22 33/7 34/24 35/4 35/11 35/14 35/16 35/19 35/24 36/7 36/13 36/14 40/3 40/7 40/21 45/21 46/20 46/20 47/2 47/9 47/14 47/19 48/9 51/1 53/15 53/17 53/25
item [4] 22/10 23/13 25/2 37/13
items [8] 2/8 6/15 8/16 13/3 25/6 37/12 39/3 53/24
its [1] 20/23

I	lighter [1] 8/11 like [16] 7/25 11/25 19/1 19/2 31/19 35/15 36/5 36/5 36/9 36/22 44/16 45/23 47/6 47/18 47/18 50/5 likelihood [1] 11/13 likely [1] 11/23 limited [1] 13/11 line [5] 12/22 17/20 46/16 46/17 46/20 lines [4] 43/20 44/3 44/6 48/5 link [2] 30/23 30/24 listed [1] 23/15 little [11] 8/10 8/19 13/2 13/5 25/20 26/17 27/14 27/14 30/16 35/9 46/4 load [1] 6/4 local [1] 51/13 location [4] 31/4 31/10 31/24 36/19 locations [2] 31/16 32/23 logical [1] 23/18 logically [2] 7/22 7/24 long [3] 23/14 46/13 51/9 long-term [2] 23/14 46/13 longer [2] 12/13 22/13 look [8] 4/9 14/6 23/9 23/25 36/4 37/7 44/6 47/18 looked [1] 22/1 looking [14] 3/10 7/7 9/14 10/23 14/18 14/22 15/2 15/5 15/24 17/5 35/7 39/2 45/14 52/12 looks [2] 36/7 36/8 lot [8] 14/7 17/3 22/16 22/19 24/9 24/9 24/9 24/10 loud [1] 5/5 loves [2] 20/2 34/12 low [3] 6/12 12/19 26/9 lowest [1] 37/5 Ludlow [2] 36/2 48/24 luncheon [1] 53/14	mean [5] 10/5 16/19 17/25 36/5 36/21 means [1] 6/25 meat [1] 13/5 meet [1] 44/11 meeting [19] 1/2 1/3 2/4 3/2 3/5 4/19 5/11 10/18 18/14 22/20 24/2 24/11 49/22 52/17 52/20 53/1 54/2 54/23 55/17 meetings [7] 3/16 10/14 22/13 52/25 54/15 54/18 54/22 member [4] 2/13 49/17 49/17 49/19 members [2] 1/9 3/8 mention [2] 16/17 46/6 mentioned [2] 10/18 25/7 merging [2] 8/24 8/24 metric [1] 46/22 metro [2] 8/23 9/1 mic [1] 5/2 middle [1] 10/8 might [5] 28/10 33/21 52/3 52/4 54/21 minimal [1] 43/24 minimize [1] 23/11 minute [5] 3/16 18/15 43/11 46/21 48/10 minutes [8] 2/4 3/5 3/7 3/8 3/13 3/20 48/22 54/19 miracle [1] 34/22 missing [1] 46/20 mobilized [1] 10/16 Monday [2] 1/6 54/13 money [10] 10/20 14/25 23/20 25/23 25/24 27/9 28/18 38/24 40/21 45/6 monitor [1] 33/13 monitored [2] 32/15 32/17 monitoring [2] 33/12 35/21 month [5] 5/20 10/12 10/19 24/13 26/5 months [4] 5/23 9/8 18/11 46/6 more [9] 7/1 8/19 9/8 13/5 24/4 24/6 34/16 46/1 47/23 morning [3] 33/13 33/15 49/20 mornings [1] 19/25 motion [7] 29/20 37/12 37/16 41/2 41/3 42/19 42/21 motions [1] 41/11 move [5] 26/24 30/15 44/5 44/8 47/19 moved [1] 9/3 moving [5] 15/7 15/10 22/21 35/15 45/7 Mr. [12] 4/2 4/15 5/10 16/6 20/14 22/7 25/2 49/18 50/4 51/16 52/16 54/4 Mr. Brunson [1] 51/16 Mr. Burnett [1] 20/14 Mr. Dean [1] 16/6 Mr. Holesko [2] 22/7 25/2 Mr. Kira [1] 50/4 Mr. Maguire [3] 4/2 5/10 49/18 Mr. Raymos [2] 52/16 54/4 Mr. Wuellner [1] 4/15 Ms. [2] 48/24 49/2 Ms. Chairman [1] 49/2 Ms. Ludlow [1] 48/24 much [11] 6/1 12/13 13/23 15/5 15/12 15/18 20/5 31/13 44/4 50/18 50/25 must [1] 46/23 my [12] 19/2 22/2 25/11 27/7 34/15 35/6 35/9 48/2 52/12 52/19 55/14 56/9	
J	Jacksonville [1] 9/1 Jaguars [1] 52/25 JANET [3] 1/19 56/6 56/13 January [2] 39/20 54/16 January/February [1] 39/20 job [1] 54/11 jobs [2] 12/19 54/8 JOHNS [4] 1/1 1/15 53/4 56/4 just [43] 3/12 3/15 4/17 5/4 6/2 6/7 8/9 8/12 9/4 9/19 9/25 13/6 13/22 13/22 15/19 16/12 19/8 20/4 20/16 20/18 22/1 22/10 26/25 27/12 27/13 27/22 29/7 34/11 36/14 40/15 40/22 43/11 45/10 46/1 46/9 47/9 49/4 49/22 51/25 53/23 54/5 54/24 55/1	mean [5] 10/5 16/19 17/25 36/5 36/21 means [1] 6/25 meat [1] 13/5 meet [1] 44/11 meeting [19] 1/2 1/3 2/4 3/2 3/5 4/19 5/11 10/18 18/14 22/20 24/2 24/11 49/22 52/17 52/20 53/1 54/2 54/23 55/17 meetings [7] 3/16 10/14 22/13 52/25 54/15 54/18 54/22 member [4] 2/13 49/17 49/17 49/19 members [2] 1/9 3/8 mention [2] 16/17 46/6 mentioned [2] 10/18 25/7 merging [2] 8/24 8/24 metric [1] 46/22 metro [2] 8/23 9/1 mic [1] 5/2 middle [1] 10/8 might [5] 28/10 33/21 52/3 52/4 54/21 minimal [1] 43/24 minimize [1] 23/11 minute [5] 3/16 18/15 43/11 46/21 48/10 minutes [8] 2/4 3/5 3/7 3/8 3/13 3/20 48/22 54/19 miracle [1] 34/22 missing [1] 46/20 mobilized [1] 10/16 Monday [2] 1/6 54/13 money [10] 10/20 14/25 23/20 25/23 25/24 27/9 28/18 38/24 40/21 45/6 monitor [1] 33/13 monitored [2] 32/15 32/17 monitoring [2] 33/12 35/21 month [5] 5/20 10/12 10/19 24/13 26/5 months [4] 5/23 9/8 18/11 46/6 more [9] 7/1 8/19 9/8 13/5 24/4 24/6 34/16 46/1 47/23 morning [3] 33/13 33/15 49/20 mornings [1] 19/25 motion [7] 29/20 37/12 37/16 41/2 41/3 42/19 42/21 motions [1] 41/11 move [5] 26/24 30/15 44/5 44/8 47/19 moved [1] 9/3 moving [5] 15/7 15/10 22/21 35/15 45/7 Mr. [12] 4/2 4/15 5/10 16/6 20/14 22/7 25/2 49/18 50/4 51/16 52/16 54/4 Mr. Brunson [1] 51/16 Mr. Burnett [1] 20/14 Mr. Dean [1] 16/6 Mr. Holesko [2] 22/7 25/2 Mr. Kira [1] 50/4 Mr. Maguire [3] 4/2 5/10 49/18 Mr. Raymos [2] 52/16 54/4 Mr. Wuellner [1] 4/15 Ms. [2] 48/24 49/2 Ms. Chairman [1] 49/2 Ms. Ludlow [1] 48/24 much [11] 6/1 12/13 13/23 15/5 15/12 15/18 20/5 31/13 44/4 50/18 50/25 must [1] 46/23 my [12] 19/2 22/2 25/11 27/7 34/15 35/6 35/9 48/2 52/12 52/19 55/14 56/9	
K	keep [3] 21/7 26/25 29/7 kind [10] 5/11 11/19 12/23 14/22 32/1 33/23 35/16 45/20 46/9 53/25 kinds [1] 46/5 King [1] 54/7 King Street [1] 54/7 KIRA [2] 1/11 50/4 know [40] 6/7 8/17 8/18 9/5 9/22 9/25 11/5 12/8 16/16 17/2 17/3 18/17 19/11 19/25 20/4 24/6 26/23 29/3 31/11 33/5 33/11 34/3 34/21 35/15 35/18 36/21 44/20 44/25 45/22 46/10 46/13 47/14 48/5 48/6 48/7 49/5 50/9 50/16 52/6 55/5 knowing [1] 33/19 known [2] 50/11 50/11 knows [1] 49/9	long [3] 23/14 46/13 51/9 long-term [2] 23/14 46/13 longer [2] 12/13 22/13 look [8] 4/9 14/6 23/9 23/25 36/4 37/7 44/6 47/18 looked [1] 22/1 looking [14] 3/10 7/7 9/14 10/23 14/18 14/22 15/2 15/5 15/24 17/5 35/7 39/2 45/14 52/12 looks [2] 36/7 36/8 lot [8] 14/7 17/3 22/16 22/19 24/9 24/9 24/9 24/10 loud [1] 5/5 loves [2] 20/2 34/12 low [3] 6/12 12/19 26/9 lowest [1] 37/5 Ludlow [2] 36/2 48/24 luncheon [1] 53/14	more [9] 7/1 8/19 9/8 13/5 24/4 24/6 34/16 46/1 47/23 morning [3] 33/13 33/15 49/20 mornings [1] 19/25 motion [7] 29/20 37/12 37/16 41/2 41/3 42/19 42/21 motions [1] 41/11 move [5] 26/24 30/15 44/5 44/8 47/19 moved [1] 9/3 moving [5] 15/7 15/10 22/21 35/15 45/7 Mr. [12] 4/2 4/15 5/10 16/6 20/14 22/7 25/2 49/18 50/4 51/16 52/16 54/4 Mr. Brunson [1] 51/16 Mr. Burnett [1] 20/14 Mr. Dean [1] 16/6 Mr. Holesko [2] 22/7 25/2 Mr. Kira [1] 50/4 Mr. Maguire [3] 4/2 5/10 49/18 Mr. Raymos [2] 52/16 54/4 Mr. Wuellner [1] 4/15 Ms. [2] 48/24 49/2 Ms. Chairman [1] 49/2 Ms. Ludlow [1] 48/24 much [11] 6/1 12/13 13/23 15/5 15/12 15/18 20/5 31/13 44/4 50/18 50/25 must [1] 46/23 my [12] 19/2 22/2 25/11 27/7 34/15 35/6 35/9 48/2 52/12 52/19 55/14 56/9
L	ma'am [1] 40/17 Madam [2] 54/21 54/21 made [2] 45/8 52/8 MAGUIRE [5] 1/11 4/2 5/10 34/12 49/18 Main [1] 1/15 maintenance [2] 14/16 14/22 majority [2] 9/15 40/2 make [13] 6/21 9/14 9/24 9/25 12/5 13/6 16/14 34/25 37/3 37/16 41/3 54/24 55/1 makes [1] 6/4 making [1] 26/18 maneuvering [1] 11/24 manufacturer [2] 44/19 45/13 many [4] 18/23 36/25 45/19 50/17 March [3] 12/3 12/22 45/16 marina [1] 51/21 market [1] 32/2 marsh [1] 31/22 master [7] 2/9 18/14 22/7 22/8 22/11 23/16 24/14 master plan [5] 18/14 22/7 22/11 23/16 24/14 match [1] 27/11 matter [2] 19/16 50/14 may [11] 5/4 5/4 13/9 21/6 23/20 28/4 28/4 55/4 55/7 55/11 55/12 maybe [4] 9/21 45/15 48/17 49/12 me [10] 5/9 6/11 9/24 10/24 17/1 26/21 43/11 49/7 52/2 52/8	M ma'am [1] 40/17 Madam [2] 54/21 54/21 made [2] 45/8 52/8 MAGUIRE [5] 1/11 4/2 5/10 34/12 49/18 Main [1] 1/15 maintenance [2] 14/16 14/22 majority [2] 9/15 40/2 make [13] 6/21 9/14 9/24 9/25 12/5 13/6 16/14 34/25 37/3 37/16 41/3 54/24 55/1 makes [1] 6/4 making [1] 26/18 maneuvering [1] 11/24 manufacturer [2] 44/19 45/13 many [4] 18/23 36/25 45/19 50/17 March [3] 12/3 12/22 45/16 marina [1] 51/21 market [1] 32/2 marsh [1] 31/22 master [7] 2/9 18/14 22/7 22/8 22/11 23/16 24/14 master plan [5] 18/14 22/7 22/11 23/16 24/14 match [1] 27/11 matter [2] 19/16 50/14 may [11] 5/4 5/4 13/9 21/6 23/20 28/4 28/4 55/4 55/7 55/11 55/12 maybe [4] 9/21 45/15 48/17 49/12 me [10] 5/9 6/11 9/24 10/24 17/1 26/21 43/11 49/7 52/2 52/8	N nasty [1] 16/22 near [2] 19/15 31/4 nearly [1] 25/22

N

necessarily [1] 27/24
 necessary [2] 9/4 25/14
 need [13] 9/7 11/13 12/23 14/13 26/18
 35/25 37/12 41/2 42/19 44/19 49/12
 49/12 52/6
 needed [1] 14/25
 needs [1] 46/16
 neighborhood [1] 44/8
 never [2] 21/21 25/22
 new [12] 17/6 22/1 22/2 30/23 39/5
 39/5 40/21 42/3 44/11 52/20 53/8 54/7
 next [25] 9/25 10/9 10/25 11/3 11/6
 12/17 15/1 18/23 22/6 22/16 24/2
 24/23 25/2 25/5 25/6 26/22 30/8 30/15
 38/22 46/17 46/18 52/17 54/2 54/13
 54/24
 nice [1] 49/23
 night [1] 50/17
 no [37] 3/14 7/12 7/12 9/18 15/13
 15/23 16/9 17/4 17/9 17/10 17/11 19/1
 19/13 20/13 21/25 22/2 22/3 22/3
 24/21 25/19 27/19 27/22 28/2 29/23
 31/21 31/25 36/17 36/17 36/17 41/18
 42/10 42/16 43/24 45/11 48/25 48/25
 49/14
 nobody [1] 10/3
 non [1] 15/9
 non-signaled [1] 15/9
 none [20] 2/12 3/21 3/22 4/1 4/3 16/3
 20/12 24/18 38/13 38/20 40/25 41/1
 41/8 41/9 41/17 42/7 42/18 42/25 43/8
 45/19
 nonprofit [1] 53/4
 Nope [1] 43/9
 normal [3] 25/21 40/6 53/20
 normally [1] 11/20
 north [5] 5/22 5/23 21/19 30/22 46/8
 Northrop [1] 20/11
 not [49] 4/19 5/4 6/10 8/24 9/13 9/18
 11/12 11/21 13/23 15/21 16/20 16/22
 17/1 18/9 18/21 19/11 21/2 21/4 22/4
 22/16 25/21 27/6 27/18 27/23 28/19
 29/7 31/19 34/3 34/5 34/8 36/13 39/13
 40/7 40/21 42/10 42/19 43/22 43/22
 44/14 44/21 45/5 45/18 46/6 46/22
 48/16 50/18 55/4 55/7 55/12
 noted [1] 52/24
 notes [1] 56/9
 nothing [10] 16/5 17/18 17/24 18/2 18/6
 18/8 40/5 40/7 40/18 53/22
 notice [3] 30/13 32/12 50/6
 November [2] 24/3 24/13
 now [20] 5/2 5/5 5/5 7/6 10/6 12/9
 15/19 21/25 23/21 24/8 32/2 33/2
 35/10 40/3 43/19 46/1 46/11 51/7 54/2
 54/18
 nowhere [1] 45/21
 number [3] 18/25 50/23 54/8
 numbers [16] 5/10 5/14 5/16 5/25 6/2
 6/13 7/4 7/7 7/18 7/19 8/4 8/5 8/7 8/12
 39/16 47/16
 numerous [1] 24/4

O

Oak [4] 21/17 21/18 21/18 21/19
 object [2] 9/15 9/17
 observation [1] 41/25
 obviously [1] 11/9
 occurrence [1] 25/21

October [6] 12/2 24/3 24/7 24/11 52/24
 54/16
 off [6] 10/11 18/23 39/21 45/11 46/18
 55/10
 office [3] 13/20 31/4 32/14
 often [1] 20/18
 Oh [9] 3/14 17/16 21/18 30/3 36/12
 36/15 36/18 37/22 49/7
 okay [56] 3/14 3/23 4/4 4/12 5/7 6/15
 7/4 8/2 8/8 8/16 13/7 13/16 16/8 16/10
 16/11 16/12 16/14 17/12 17/25 18/4
 18/13 18/18 20/10 22/6 22/9 24/22
 25/2 28/7 29/15 29/18 30/3 30/8 34/16
 35/23 36/18 36/20 37/7 37/8 37/10
 38/9 38/21 38/21 38/24 41/1 41/18
 42/11 43/9 48/22 49/1 49/15 49/15
 51/7 51/11 53/12 53/19 54/13
 once [3] 11/25 35/21 35/22
 one [32] 6/17 8/17 9/9 11/1 12/25 13/2
 16/17 19/25 20/15 20/15 21/3 24/23
 29/20 31/10 31/12 33/4 33/7 33/8
 34/15 36/1 36/11 36/21 39/9 39/10
 45/9 46/15 48/23 49/4 49/8 49/22 53/8
 53/8
 one's [1] 24/23
 one-hour [1] 49/22
 one-year [1] 53/8
 online [1] 37/8
 only [7] 6/3 6/22 27/16 28/8 28/10 36/1
 51/18
 opened [1] 26/6
 operational [1] 5/9
 operations [7] 5/21 5/24 18/6 20/23
 32/18 32/22 33/16
 operators [1] 31/2
 opposed [3] 38/19 41/16 43/7
 opposite [1] 25/24
 ops [1] 5/17
 option [1] 47/22
 order [4] 3/2 3/6 39/21 44/11
 Oregon [1] 55/9
 organization [1] 53/5
 organizations [1] 50/21
 other [15] 13/1 13/3 23/19 36/20 39/18
 40/7 40/20 44/13 47/8 47/23 48/16
 48/16 50/1 50/9 54/17
 our [22] 3/15 4/7 13/11 22/19 24/2
 24/14 26/7 27/25 31/4 31/5 40/11
 40/20 42/4 46/20 48/5 48/20 49/11
 49/13 54/2 54/13 54/18 54/20
 ours [1] 10/22
 out [31] 9/9 10/4 10/19 12/9 12/21 13/6
 14/14 14/20 15/3 15/13 15/19 16/15
 16/21 19/17 19/20 23/20 28/5 32/2
 36/11 39/1 40/18 44/2 44/8 45/21
 46/10 46/15 50/9 50/10 50/21 50/23
 52/3
 outreaches [1] 9/10
 outside [1] 11/19
 over [10] 5/19 5/20 6/14 11/25 12/11
 15/15 15/16 16/20 35/9 52/13
 overall [1] 15/17
 overlay [1] 15/3
 overlaying [1] 23/7
 overview [1] 23/4
 own [2] 48/10 48/20

P

p.m [5] 1/7 1/7 7/8 8/6 55/17
 PAGE [1] 2/2

pain [1] 38/25
 painful [1] 38/25
 paired [1] 35/19
 parameters [1] 35/14
 pardon [2] 13/13 14/11
 parenthesis [1] 5/15
 park [1] 11/21
 parking [9] 11/24 13/11 13/18 14/4
 14/7 14/8 14/16 15/6 15/22
 part [1] 4/18
 participant [1] 51/8
 participation [1] 36/24
 particularly [2] 13/25 30/22
 PARTNER [2] 2/7 16/4
 pass [1] 37/16
 passed [1] 38/21
 Passero [4] 22/10 24/5 40/13 47/17
 Paving [1] 26/8
 pay [1] 21/6
 paying [1] 47/12
 people [9] 13/19 15/19 17/3 19/23
 49/23 50/9 50/15 50/17 54/10
 per [1] 46/21
 percent [7] 7/1 7/22 27/17 28/9 28/11
 28/24 40/20
 perform [1] 43/22
 perhaps [1] 46/16
 perimeter [1] 30/20
 period [5] 11/10 11/14 23/16 23/22
 24/1
 periodic [1] 41/25
 periods [1] 12/1
 perked [1] 34/13
 permanent [1] 15/17
 permit [1] 23/11
 person [2] 12/17 48/23
 pessimistic [1] 35/5
 petition [1] 20/25
 phone [1] 3/19
 photographers [1] 50/25
 physically [2] 36/7 36/9
 piece [2] 31/15 34/6
 pieces [2] 30/9 30/10
 pitched [1] 33/23
 place [5] 19/4 30/25 31/25 47/23 52/11
 plan [12] 2/9 18/14 22/4 22/7 22/8
 22/11 22/25 23/10 23/16 23/23 24/14
 51/10
 plane [1] 16/16
 planned [1] 29/3
 planning [3] 23/22 24/1 24/2
 pledge [3] 2/3 3/3 3/4
 plugs [1] 6/5
 pocket [1] 40/18
 point [13] 8/4 9/18 14/14 25/13 28/19
 39/1 39/25 40/4 43/14 44/10 45/15
 48/6 48/8
 Ponce [1] 1/20
 port [1] 16/18
 port-a-ports [1] 16/18
 portion [2] 20/24 20/25
 Portland [2] 55/9 55/9
 ports [1] 16/18
 position [1] 53/9
 possibility [2] 11/4 11/12
 possibly [2] 17/8 36/23
 posted [1] 21/8
 potentially [2] 10/2 12/2
 preference [1] 30/25
 preferred [3] 22/18 22/25 23/7

P
preliminary [1] 14/24
PRESENT [2] 1/9 1/14
presentation [3] 14/25 22/17 49/24
presented [3] 4/10 41/4 41/10
pressure [1] 47/2
pressure's [1] 47/8
pretty [6] 6/1 9/7 12/24 14/1 21/24 30/21
prevented [1] 44/22
previous [2] 22/13 31/23
price [1] 30/13
primarily [1] 26/5
primary [1] 12/18
prior [1] 11/18
private [1] 51/2
probability [1] 11/12
probably [10] 6/11 8/19 10/17 16/16 17/3 32/25 34/8 37/7 45/14 54/10
problem [6] 5/1 21/10 46/9 46/12 48/6 48/10
problems [2] 15/22 45/20
procedurally [1] 29/14
proceedings [1] 56/8
process [5] 9/20 12/24 20/20 21/7 27/23
product [1] 32/2
program [3] 23/14 23/25 47/20
programmed [1] 29/3
programs [1] 23/19
project [23] 2/10 10/7 10/10 15/5 21/13 21/13 23/15 23/17 25/25 26/4 26/4 26/11 28/1 28/18 30/10 30/19 38/23 39/5 39/15 40/2 43/16 43/19 47/18
projects [14] 10/20 11/2 13/4 14/15 14/22 21/16 25/6 25/7 25/13 25/16 26/22 27/12 33/3 48/9
prong [1] 26/10
properly [3] 16/21 16/23 29/2
property [7] 14/10 14/12 15/10 20/19 21/20 32/5 51/2
proposal [1] 39/22
proposed [3] 26/3 42/22 54/14
protect [1] 49/11
protesters [1] 50/23
proud [1] 42/15
prove [1] 7/23
provide [3] 10/23 17/20 31/13
provides [2] 32/12 43/20
public [14] 2/12 4/19 4/23 10/1 18/6 20/21 20/22 33/2 35/25 40/24 42/8 42/16 48/23 54/14
publicly [1] 12/9
PUD [1] 21/19
pulled [2] 21/18 21/20
pulling [2] 15/19 20/18
pun [1] 14/11
purplish [1] 11/16
purpose [1] 48/16
purposes [1] 48/14
put [8] 6/21 10/18 13/23 21/22 31/7 32/1 47/20 48/19
putting [5] 15/7 19/5 33/23 45/10 48/5

Q
quality [1] 39/12
quarter [1] 25/10
question [2] 13/9 35/6
questions [2] 13/8 34/22
queue [1] 14/20

quick [6] 4/17 20/15 22/11 24/14 49/4 54/22
quickly [1] 9/7
quiet [1] 50/13
quite [2] 11/21 25/24
quorum [1] 55/2
R
rabbit [1] 34/1
RAC [1] 50/20
radar [4] 30/7 31/16 33/22 37/15
randomly [1] 15/19
RANDY [1] 1/10
Range [1] 51/9
rate [1] 35/17
rather [1] 35/23
RAYMOS [3] 1/12 52/16 54/4
re [1] 22/20
reading [1] 44/3
ready [1] 45/16
real [3] 8/5 47/4 54/22
realize [1] 28/10
realized [1] 46/11
really [12] 7/4 9/14 14/3 18/19 20/2 22/15 35/11 46/2 46/9 46/10 49/23 50/18
reason [2] 50/21 55/6
reasonable [1] 20/4
Reba [7] 16/10 19/7 20/10 24/19 35/25 36/2 42/8
recall [2] 8/18 8/24
receipt [3] 26/14 27/1 33/9
received [4] 9/10 10/10 26/7 30/18
reception [1] 49/24
recommend [2] 26/12 33/8
recommendation [6] 26/8 37/19 38/6 40/11 41/10 42/4
reconfigure [1] 31/4
record [4] 6/19 18/25 53/6 56/9
recorded [2] 6/23 7/2
records [1] 6/22
recoup [1] 28/18
red [3] 11/1 12/14 12/15
reddish [2] 26/2 26/3
reduce [1] 50/22
reflect [1] 7/8
regard [1] 37/13
regarding [1] 22/20
regards [2] 37/13 42/20
registered [1] 48/23
regular [3] 1/2 3/16 4/18
regulations [1] 36/25
rehab [1] 10/6
rehabilitation [3] 2/10 38/22 38/23
rejection [1] 9/19
related [6] 12/10 18/5 39/8 39/13 43/18 46/7
relates [1] 39/15
relative [1] 35/14
release [1] 44/18
relocate [1] 21/14
remember [2] 26/1 39/20
remind [2] 14/2 14/9
reminder [1] 4/17
Renaissance [1] 53/20
rental [1] 13/19
reopen [1] 12/11
repair [1] 14/21
replace [1] 30/20
replacement [13] 2/9 2/10 25/3 25/4

26/1 30/2 30/7 37/14 41/19 41/21 42/20 43/12 52/9
replaces [1] 31/2
report [11] 2/4 2/6 3/5 3/7 4/16 7/11 7/16 52/6 53/8 53/22 56/7
reported [2] 3/24 4/5
REPORTER'S [2] 2/15 56/1
Reporters [1] 1/20
reports [2] 2/13 3/25
represents [1] 11/1
Republican [1] 50/20
request [1] 9/16
requested [2] 5/11 44/2
requests [1] 9/4
require [1] 40/8
required [5] 10/14 39/19 43/22 43/25 48/8
requirement [1] 43/17
requirements [2] 37/6 44/12
reserve [1] 49/13
resolved [2] 44/24 45/1
respond [1] 32/12
response [1] 9/18
restaurant [1] 13/21
resubmittal [1] 22/4
revenue [1] 23/25
revenues [1] 23/24
review [1] 37/4
rice [1] 45/23
right [22] 3/18 4/15 7/6 10/9 11/3 17/6 17/24 18/10 21/25 24/8 24/22 25/1 29/19 34/13 42/15 47/6 47/13 52/12 52/16 54/2 54/18 55/15
right-of-way has [1] 17/24
risk [3] 27/14 28/22 28/25
river [1] 35/7
RMR [3] 1/19 56/6 56/13
road [3] 13/25 15/9 47/21
roadway [3] 20/17 20/21 21/15
Rock [2] 19/10 19/10
Romeo [1] 39/18
room [2] 1/3 13/23
rough [1] 30/21
roughly [1] 10/11
rows [1] 16/20
RPR [3] 1/19 56/6 56/13
RPR-CP [2] 56/6 56/13
rules [1] 36/24
run [2] 46/16 47/16
running [2] 10/7 10/12
runs [2] 46/17 51/21
runway [6] 10/9 12/6 12/8 18/10 19/5 19/25
Runway 2/20 [2] 10/9 18/10

S
SAAPA [1] 16/10
safer [1] 15/18
Safety [1] 51/20
said [4] 26/16 50/15 50/18 50/19
sale [1] 48/11
same [14] 4/13 7/11 7/13 7/14 11/7 11/9 12/18 27/4 29/13 33/4 51/5 51/5 53/9 53/10
Saturday [1] 18/22
say [7] 11/12 12/2 34/23 36/8 42/9 45/2 48/17
saying [1] 33/25
says [2] 16/25 38/6
scanning [1] 32/3

<p>S</p> <p>scare [1] 33/24</p> <p>scenario [3] 7/8 10/2 31/13</p> <p>scheduled [2] 22/3 55/8</p> <p>scope [1] 47/18</p> <p>scrambling [1] 27/9</p> <p>Sea [1] 1/15</p> <p>seaplane [2] 35/17 52/10</p> <p>second [13] 18/22 23/3 25/9 25/10 37/5 37/17 37/24 37/25 38/10 41/6 42/23 43/1 44/3</p> <p>section [1] 23/23</p> <p>sections [3] 20/17 20/20 21/12</p> <p>security [4] 30/4 30/7 32/13 33/21</p> <p>see [10] 5/19 10/8 11/2 14/7 16/6 16/7 17/13 22/5 32/19 55/10</p> <p>seeing [2] 17/19 42/16</p> <p>seem [1] 9/16</p> <p>seems [1] 34/11</p> <p>seen [1] 25/22</p> <p>sees [1] 34/2</p> <p>send [2] 9/6 50/9</p> <p>sense [1] 40/10</p> <p>separate [2] 40/1 48/20</p> <p>separately [1] 29/9</p> <p>September [4] 1/6 26/19 52/19 56/10</p> <p>seriously [1] 43/14</p> <p>served [3] 13/18 13/19 13/20</p> <p>services [9] 2/11 39/8 39/12 39/12 39/13 39/14 39/24 41/20 41/23</p> <p>set [2] 22/24 35/14</p> <p>seven [2] 44/2 54/19</p> <p>several [1] 15/15</p> <p>sewage [2] 46/7 46/12</p> <p>sewage-related [1] 46/7</p> <p>shape [2] 30/22 49/14</p> <p>share [2] 23/24 27/17</p> <p>sheet [1] 44/22</p> <p>Sheriff's [1] 32/14</p> <p>Sheriff's Office [1] 32/14</p> <p>shoo [1] 34/5</p> <p>shop [1] 44/18</p> <p>should [5] 26/16 31/9 31/13 33/4 53/1</p> <p>shouldn't [2] 31/11 32/9</p> <p>show [2] 16/16 19/22</p> <p>shows [1] 33/6</p> <p>sic [1] 16/18</p> <p>side [7] 14/16 22/23 28/16 46/12 46/20 47/8 51/8</p> <p>sign [1] 9/5</p> <p>signaled [1] 15/9</p> <p>signalized [1] 15/13</p> <p>significant [2] 11/9 14/8</p> <p>significantly [1] 5/19</p> <p>similar [3] 12/15 41/22 41/22</p> <p>simple [1] 30/20</p> <p>simply [1] 9/19</p> <p>simultaneously [1] 29/12</p> <p>since [4] 43/10 43/10 51/1 54/22</p> <p>single [1] 23/15</p> <p>sir [1] 49/14</p> <p>site [5] 15/15 44/22 45/2 45/11 45/12</p> <p>sitting [2] 21/25 29/5</p> <p>six [3] 30/24 32/25 46/19</p> <p>slide [4] 9/25 10/25 26/2 30/15</p> <p>slightly [1] 15/8</p> <p>slowed [1] 44/18</p> <p>slower [1] 27/23</p> <p>small [2] 20/24 20/25</p> <p>smell [1] 16/19</p>	<p>smoother [1] 19/5</p> <p>so [89]</p> <p>socks [1] 36/11</p> <p>software [1] 32/10</p> <p>Solar [1] 54/6</p> <p>solid [3] 5/24 5/25 6/10</p> <p>solution [1] 46/13</p> <p>solve [1] 31/20</p> <p>solved [1] 46/12</p> <p>some [21] 9/21 10/20 14/21 14/25 15/2 15/3 15/20 21/14 21/15 22/14 28/21 28/25 30/21 33/23 37/2 38/24 43/21 44/1 44/10 44/13 50/19</p> <p>somebody's [2] 35/7 35/18</p> <p>something [11] 10/3 21/23 26/17 32/8 33/18 33/24 35/13 45/18 47/15 47/19 52/4</p> <p>sometime [1] 9/22</p> <p>soon [1] 12/24</p> <p>sorry [3] 5/7 36/2 36/3</p> <p>sort [1] 10/22</p> <p>sources [1] 23/18</p> <p>south [5] 18/24 19/8 19/8 19/13 19/14</p> <p>South Carolina [2] 18/24 19/8</p> <p>southern [1] 19/24</p> <p>space [1] 13/20</p> <p>Spartanburg [2] 19/9 19/15</p> <p>speak [1] 43/15</p> <p>speaker [1] 52/24</p> <p>speaking [1] 33/11</p> <p>speed [4] 32/8 35/14 35/17 43/12</p> <p>spend [2] 38/24 45/5</p> <p>spent [1] 15/1</p> <p>spoken [1] 27/6</p> <p>sprinklers [1] 43/24</p> <p>squirrely [1] 8/10</p> <p>ST [8] 1/1 1/1 1/5 1/15 1/15 1/20 1/21 56/4</p> <p>St. [2] 8/25 53/4</p> <p>St. Augustine [1] 8/25</p> <p>St. Johns [1] 53/4</p> <p>staff [1] 33/12</p> <p>staff's [3] 37/18 38/5 41/10</p> <p>stand [2] 3/3 14/18</p> <p>stand-alone [1] 14/18</p> <p>standpoint [1] 32/13</p> <p>start [4] 3/12 3/15 12/7 48/3</p> <p>started [2] 9/4 53/5</p> <p>starts [1] 11/25</p> <p>state [6] 23/19 27/10 51/12 51/14 51/15 56/3</p> <p>status [1] 17/15</p> <p>staying [1] 53/9</p> <p>stays [1] 35/21</p> <p>steaks [1] 20/1</p> <p>steering [2] 51/8 51/12</p> <p>stenographic [1] 56/9</p> <p>stenographically [1] 56/7</p> <p>step [1] 25/18</p> <p>STEVE [1] 1/11</p> <p>Stik [1] 54/6</p> <p>still [3] 44/13 45/14 48/4</p> <p>stockpile [1] 49/13</p> <p>stopgap [1] 11/23</p> <p>store [1] 49/21</p> <p>street [3] 1/15 50/24 54/7</p> <p>strictly [1] 12/10</p> <p>strong [1] 11/4</p> <p>stuff [1] 40/6</p> <p>subject [3] 26/13 26/13 38/6</p>	<p>submitted [4] 11/2 25/17 26/21 30/9</p> <p>submitting [1] 14/19</p> <p>subsequent [1] 54/14</p> <p>substitute [1] 44/9</p> <p>such [1] 10/22</p> <p>suddenly [1] 12/6</p> <p>suggested [1] 39/22</p> <p>suggesting [1] 34/8</p> <p>suggestions [1] 46/15</p> <p>Sun [2] 20/5 20/6</p> <p>Sunday [2] 50/17 55/8</p> <p>Super [1] 54/12</p> <p>supplemental [6] 10/20 25/8 39/2 39/10 39/18 40/12</p> <p>support [10] 8/20 8/24 9/2 9/6 9/12 9/13 10/24 14/3 21/12 21/15</p> <p>supporting [1] 9/20</p> <p>sure [14] 4/8 6/11 6/21 9/14 13/6 16/13 20/15 22/4 24/23 34/25 46/22 54/13 54/24 55/1</p> <p>surprised [2] 27/13 33/1</p> <p>surrounding [2] 23/6 23/8</p> <p>suspect [1] 27/12</p> <p>suspended [2] 4/21 4/22</p> <p>SUZANNE [1] 1/10</p> <p>system [4] 31/16 32/24 33/17 34/7</p> <hr/> <p>T</p> <p>T-Hangar [7] 2/11 21/13 41/19 41/20 41/21 42/20 44/19</p> <p>T-hangars [3] 42/3 44/11 47/23</p> <p>TAC [1] 24/2</p> <p>take [6] 6/4 8/3 8/13 30/12 35/9 53/25</p> <p>takes [2] 22/23 27/13</p> <p>taking [3] 23/5 23/6 23/14</p> <p>talk [2] 13/10 17/13</p> <p>talking [6] 5/5 7/5 7/15 28/8 33/22 51/25</p> <p>target [1] 35/21</p> <p>targets [1] 32/4</p> <p>team [2] 24/5 45/23</p> <p>technical [3] 22/14 22/17 22/22</p> <p>technology [1] 33/2</p> <p>tell [7] 11/19 16/24 17/1 17/14 24/8 35/12 45/15</p> <p>tenants [1] 31/6</p> <p>tentatively [1] 45/2</p> <p>term [3] 23/14 35/19 46/13</p> <p>terminal [10] 2/9 14/1 14/4 15/2 15/4 25/3 25/4 26/1 30/1 37/14</p> <p>terms [3] 30/14 30/20 32/4</p> <p>testing [1] 39/12</p> <p>tests [3] 44/2 44/14 45/4</p> <p>text [1] 50/17</p> <p>than [12] 6/9 6/14 8/19 15/18 19/5 35/23 40/7 40/20 44/4 48/16 50/1 54/17</p> <p>thank [10] 8/15 18/25 20/10 22/6 24/22 25/1 37/8 37/10 42/9 52/15</p> <p>Thanks [1] 24/21</p> <p>that [177]</p> <p>that's [42] 5/6 5/19 6/13 6/22 7/9 8/15 9/20 10/2 13/7 15/9 18/12 18/19 18/19 19/13 19/13 20/8 21/7 22/3 24/14 24/14 28/21 28/23 28/25 29/15 29/24 30/25 30/25 32/22 34/8 34/20 36/4 36/18 36/22 38/9 46/15 48/2 48/17 51/10 52/19 52/23 53/10 55/14</p> <p>the hearing [1] 29/25</p> <p>their [6] 15/22 22/4 36/23 36/23 36/24</p>
---	--	--

T
their... [1] 46/12
them [15] 13/4 13/21 15/11 16/19
16/24 16/25 21/5 28/6 29/11 29/17
31/12 40/9 45/23 48/8 48/9
then [17] 3/23 3/24 4/7 7/19 17/1 23/17
24/2 30/8 32/16 35/17 41/1 44/21
50/16 54/2 54/2 54/14 54/18
theory [1] 48/21
there [37] 10/4 10/9 11/25 13/6 13/22
14/10 14/12 14/21 15/7 15/9 15/13
16/6 18/25 19/1 21/22 21/23 25/12
29/5 31/21 34/1 35/4 35/10 37/2 37/3
39/9 42/10 44/8 46/1 46/16 47/3 47/8
49/12 50/24 51/24 52/24 54/10 54/10
there's [15] 11/4 11/9 11/11 13/23
20/17 21/25 22/2 22/3 24/4 24/9 28/21
28/25 31/24 33/18 52/12
these [16] 11/10 25/12 26/12 26/21
26/24 27/11 29/3 29/9 31/1 32/11 33/3
39/4 39/16 40/16 42/1 45/20
they [44] 7/11 7/24 8/12 9/13 10/23
16/20 16/22 17/2 17/4 18/24 19/22
19/23 19/24 20/7 26/18 27/3 27/7 27/9
27/15 27/18 28/16 30/10 32/20 32/20
33/20 33/22 34/23 37/3 44/1 44/19
45/4 46/2 46/11 50/12 50/15 50/19
50/22 50/22 51/2 51/3 52/2 52/2 52/9
53/8
they'll [5] 3/23 4/4 8/3 28/17 53/9
they're [17] 6/9 7/10 8/11 9/14 11/8
14/7 16/21 16/22 17/1 29/2 29/2 30/14
30/14 39/6 39/6 48/7 52/5
they've [1] 53/5
thing [14] 11/5 12/20 18/4 27/24 34/10
35/16 36/20 41/22 45/7 45/24 49/4
51/5 51/5 51/18
things [5] 13/23 16/17 24/10 32/11
51/25
think [18] 3/17 8/9 8/9 10/12 18/20 20/5
20/8 38/5 43/13 44/2 47/3 47/14 49/6
52/2 52/9 54/3 54/15 54/25
thinking [2] 29/23 34/9
third [2] 23/13 25/10
this [67]
those [15] 8/7 10/23 11/6 11/14 13/4
14/16 21/16 22/23 22/24 33/10 33/18
44/3 45/16 48/5 54/17
though [1] 34/6
thought [3] 13/17 49/5 52/3
thoughts [1] 55/14
three [4] 9/8 26/7 31/12 50/24
through [9] 5/1 10/8 10/13 12/23 15/10
20/20 21/8 26/5 48/11
thrown [1] 46/15
Thursday [3] 52/11 52/14 52/15
tier [1] 37/5
till [2] 20/8 45/16
time [24] 3/16 4/9 7/2 8/21 10/13 11/7
11/9 11/10 11/14 11/21 12/1 12/15
12/22 13/11 15/1 27/4 27/14 28/15
31/12 33/22 36/3 38/25 45/21 53/25
tissue [1] 16/21
to pass [1] 37/16
today [7] 4/8 6/8 16/11 22/17 24/15
42/12 50/6
Today's [1] 22/15
together [8] 27/3 29/10 29/17 30/5
30/12 32/23 35/1 53/23
toilet [1] 16/21

too [2] 6/3 7/11
took [2] 6/7 18/23
total [6] 5/17 5/20 23/17 26/11 29/1
41/4
total dollars [1] 29/1
totally [1] 8/11
toward [2] 14/7 35/13
tower [10] 6/23 7/2 7/19 17/21 17/22
18/9 20/14 46/25 47/3 47/10
tower also [1] 47/10
towers [1] 47/4
TPC [3] 11/18 11/20 11/20
TPO [1] 51/8
track [2] 8/5 9/7
tracking [2] 5/22 5/23
traffic [4] 6/20 6/22 7/1 15/12
transcript [1] 56/8
Transport [1] 8/22
Transportation [1] 51/9
Tree [4] 18/24 21/17 21/18 21/19
tries [1] 34/3
trip [1] 34/25
Triple [1] 18/24
true [3] 13/24 18/12 56/8
try [3] 8/10 24/12 32/1
trying [3] 16/14 32/5 51/1
TSA [5] 31/1 31/19 32/19 36/23 37/4
turf [1] 19/5
turn [1] 5/7
turns [2] 46/10 50/10
two [31] 8/11 10/19 10/20 11/1 13/4
13/4 16/17 16/20 25/5 25/5 25/6 25/16
29/22 30/9 30/10 31/8 31/8 31/13
31/16 36/21 37/12 39/9 41/11 42/3
44/2 44/11 45/16 45/17 46/7 50/11
50/24
type [1] 36/14
types [1] 8/11
typically [2] 29/6 31/11

U
U.S. [5] 15/20 30/23 46/17 46/18 47/8
U.S. 1 [5] 15/20 30/23 46/17 46/18
47/8
uh [6] 7/21 14/5 28/20 35/2 37/9 53/21
uh-huh [6] 7/21 14/5 28/20 35/2 37/9
53/21
ultimately [3] 14/13 21/9 28/5
unaware [1] 27/7
uncharted [1] 25/20
under [9] 11/5 11/11 16/15 33/4 33/7
41/23 46/16 49/23 53/6
underground [2] 17/17 36/6
understand [2] 8/14 48/4
understanding [1] 25/11
unfortunately [3] 14/3 27/23 28/13
units [1] 45/16
unless [1] 13/7
until [5] 4/22 12/3 12/3 28/15 54/19
unusual [2] 21/4 40/7
up [20] 5/23 8/5 11/3 15/8 16/16 18/15
18/25 20/18 21/6 21/23 22/1 25/23
31/4 33/6 34/13 37/8 43/12 49/16
51/21 54/22
upcharge [1] 44/16
update [10] 2/9 5/9 13/2 20/16 22/7
22/8 22/11 22/12 24/4 24/14
UPDATES [2] 2/7 16/4
upon [1] 27/1
upsized [1] 47/9

upsizing [1] 44/6
us [22] 17/14 17/14 17/19 18/9 21/14
27/24 31/3 31/9 31/14 31/20 31/24
32/12 32/23 33/18 44/5 44/8 44/14
45/1 45/5 47/17 50/12 54/1
use [1] 18/10
used [1] 20/21
using [1] 14/8
usual [1] 12/12
usually [2] 25/24 47/4
utilities [3] 46/5 48/17 48/20
utility [1] 48/15

V
vacate [2] 20/20 21/1
values [1] 40/8
vehicle [6] 13/12 13/14 13/15 14/8 15/6
15/17
vehicles [1] 14/11
vendors [1] 30/11
versus [1] 33/25
very [18] 10/22 11/23 20/4 25/12 27/14
30/19 31/25 32/25 33/1 33/1 34/11
35/4 35/4 42/12 42/15 50/12 50/18
50/25
vicinity [1] 43/18
VICTOR [1] 1/12
view [2] 9/18 48/7
Village [1] 53/18
Vinny [1] 16/8
volume [2] 5/21 6/20
Volunteers [1] 53/4

W
wait [3] 27/5 28/6 48/10
waiting [1] 29/5
waive [1] 21/3
walk [1] 35/10
walked [1] 35/5
want [21] 6/19 6/21 9/25 11/17 12/5
12/9 14/2 14/14 24/19 28/14 29/9 36/3
37/18 39/1 43/11 47/19 50/22 54/24
55/1 55/13 55/13
wanted [6] 8/17 9/5 9/24 13/6 16/13
40/22
wanting [1] 52/5
was [34] 7/12 8/18 8/21 16/14 16/17
18/22 20/5 20/18 21/18 21/20 21/21
21/22 21/23 21/24 26/2 26/4 26/9
31/23 33/22 33/24 34/9 35/11 39/24
44/4 44/4 50/8 53/7 54/3 54/5 54/6
54/9 54/9 54/15 56/7
wasn't [1] 46/11
waste [1] 36/3
water [9] 25/20 43/17 44/6 44/7 46/14
46/19 46/24 47/7 52/4
waterways [1] 52/1
way [14] 1/4 6/9 7/5 8/5 12/25 15/16
15/18 17/24 23/21 36/15 39/19 43/23
48/17 51/3
we [153]
We'd [1] 12/20
we'll [16] 4/9 9/22 21/7 22/5 22/5 24/6
24/11 24/12 31/7 31/7 34/25 45/9
49/17 54/18 55/12 55/15
we're [27] 7/5 7/15 9/22 14/19 14/22
15/5 16/9 17/5 17/7 23/3 23/14 24/2
24/12 25/11 27/14 30/1 33/5 33/6
41/18 44/13 45/2 45/14 46/18 46/21
46/21 49/14 55/1

W

we've [17] 20/19 21/7 21/9 22/13 22/18
 26/23 29/21 40/19 44/24 44/25 45/8
 45/17 45/18 49/6 50/11 50/11 55/10
 weapons [1] 34/7
 weeds [1] 28/14
 week [9] 11/21 12/3 16/25 26/6 36/22
 46/7 52/9 52/12 54/24
 weekend [1] 18/23
 weeks [3] 32/25 46/7 50/12
 well [18] 5/22 5/23 10/1 13/18 13/19
 13/20 15/21 17/4 17/12 18/8 18/20
 31/23 47/7 48/9 49/16 50/10 50/18
 50/19
 went [3] 35/4 48/11 54/6
 were [22] 3/8 5/16 9/1 10/19 10/23
 19/1 25/12 26/20 26/21 27/7 30/10
 33/11 33/20 33/22 36/1 40/16 47/1
 50/24 54/8 54/10 54/15 55/14
 what [32] 5/15 6/1 6/2 6/9 7/24 9/14
 10/6 10/6 17/19 21/17 22/4 24/8 25/7
 26/17 32/11 33/5 33/21 35/3 35/23
 36/4 36/6 36/8 40/19 46/13 47/12
 47/17 48/7 51/20 52/5 52/19 55/10
 55/14
 what's [1] 22/16
 whatever [2] 6/14 11/16
 when [20] 6/3 7/15 8/10 8/21 10/3 12/6
 12/10 18/13 21/8 24/10 27/20 29/2
 29/2 29/3 30/15 33/11 33/15 33/20
 34/24 43/15
 where [14] 10/7 14/4 15/18 19/7 22/15
 23/20 24/15 31/21 31/22 33/1 47/15
 53/13 53/13 53/16
 whether [4] 9/22 26/23 26/23 32/7
 which [28] 4/8 6/25 8/3 8/13 11/5 12/24
 19/23 25/17 25/17 27/23 28/15 30/4
 30/19 30/21 30/23 31/17 32/2 37/11
 39/10 39/18 40/2 40/21 44/15 44/15
 44/21 46/22 52/23 54/15
 while [2] 11/10 11/14
 white [1] 45/23
 who [4] 6/11 8/22 26/8 49/9
 who's [1] 47/12
 why [3] 28/21 28/23 28/25
 WiFi [1] 18/1
 will [30] 4/19 9/7 10/11 11/13 11/18
 11/23 12/11 14/9 14/20 16/16 17/4
 18/1 23/9 23/23 25/18 27/5 27/9 27/12
 31/8 32/6 33/17 34/22 44/14 44/14
 44/20 45/5 47/21 51/24 52/20 54/17
 wind [4] 21/6 36/8 36/10 36/11
 window's [2] 7/13 7/14
 wiring [1] 17/14
 wise [1] 45/8
 within [2] 11/6 26/22
 without [1] 38/2
 won't [5] 5/1 8/13 27/25 28/5 45/3
 wonderful [2] 19/4 20/8
 word [1] 12/16
 words [1] 37/6
 work [10] 15/4 17/23 26/7 30/15 39/19
 40/1 44/22 45/2 45/12 47/20
 working [6] 17/7 22/18 23/3 24/5 24/6
 53/24
 World [1] 53/18
 World Golf [1] 53/18
 worldwide [1] 8/23
 worry [1] 18/9
 worth [1] 33/19

would [24] 9/8 9/9 10/12 11/7 11/12
 11/19 12/2 12/20 14/15 15/6 15/16
 26/11 26/12 26/22 33/3 33/7 33/8
 33/24 36/8 40/6 45/15 47/1 47/18 48/5
 wouldn't [2] 6/2 27/1
 write [2] 8/21 9/13
 wrong [2] 10/3 35/19
 WUELLNER [2] 1/17 4/15

Y

yacht [1] 51/21
 yeah [25] 4/14 5/13 6/6 7/14 7/17 7/24
 16/1 19/19 19/21 25/1 25/5 27/18
 27/20 31/15 34/19 35/2 35/8 47/5 48/2
 49/10 50/3 50/8 51/6 54/5 55/3
 year [24] 5/17 5/17 5/21 5/24 6/12 6/14
 6/14 8/18 9/21 15/1 15/16 18/25 19/1
 19/2 19/3 23/16 25/10 25/15 47/20
 52/20 53/8 53/9 53/10 53/25
 year's [4] 5/16 5/20 6/2 7/11
 year-to-date [2] 5/17 6/12
 years [6] 14/20 15/16 23/17 25/22
 31/19 51/4
 Yep [1] 37/20
 yes [17] 18/11 25/19 28/10 36/2 38/4
 38/7 38/11 40/17 40/20 40/23 42/9
 42/14 47/2 48/21 49/3 52/17 53/21
 yet [2] 44/25 46/3
 you [112]
 you'd [1] 43/11
 you'll [1] 14/7
 you're [9] 6/9 7/7 15/24 17/19 20/16
 28/8 29/23 32/18 39/2
 you've [2] 31/18 49/5
 you-all [1] 33/25
 your [8] 5/2 8/20 13/3 24/11 28/18 36/3
 46/9 48/10