

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, February 23, 2018

from 4:00 p.m. to 5:20 p.m.

* * * * *

BOARD MEMBERS PRESENT:

SUZANNE GREEN, Chairman
BRUCE MAGUIRE
STEVE KIRA
VICTOR RAYMOS

BOARD MEMBERS ABSENT:

RANDY BRUNSON

* * * * *

ALSO PRESENT:

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

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

* * * * *

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

2 CHAIRMAN GREEN: Let's call to order the
3 meeting of the Airport Authority. Pledge to the
4 flag, please.

5 (Pledge of Allegiance.)

6 MEETING MINUTES & FINANCIAL REPORT

7 CHAIRMAN GREEN: Okay. Our first item of
8 business is the minutes that were provided to us
9 and the financial report acceptance. Any
10 exceptions or clarifications on the minutes?

11 MR. MAGUIRE: None.

12 MR. KIRA: None.

13 CHAIRMAN GREEN: None? Okay. We'll accept
14 them as presented. And the financial report?

15 MR. MAGUIRE: None.

16 MR. KIRA: None.

17 CHAIRMAN GREEN: Okay. Mr. Raymos?

18 MR. RAYMOS: Pardon me?

19 CHAIRMAN GREEN: Financial report?

20 MR. RAYMOS: Financial report?

21 CHAIRMAN GREEN: Yeah. It was presented. Are
22 you going to accept it?

23 MR. RAYMOS: Yes.

24 CHAIRMAN GREEN: Okay.

25 MR. KIRA: Move ahead.

1 AGENDA APPROVAL

2 CHAIRMAN GREEN: The agenda approval, we have
3 the agenda that was provided to all of us and we'll
4 go forward with that. Any exceptions?

5 (None.)

6 CHAIRMAN GREEN: And, Mr. Wuellner, your
7 report.

8 EXECUTIVE DIRECTOR'S REPORT

9 MR. WUELLNER: Yes, ma'am. A couple of items.

10 I wanted to let you know that we do -- we have
11 received now all T-hangar lease agreements are
12 signed and executed, so that's -- that part of it's
13 behind us.

14 January enplanements look to be about -- look
15 to be 185. Self-service, it's a little over 16,000
16 gallons, Jet A a little over -- well, just under
17 95,000 gallons for the month, and FBO hundred low
18 lead was at 8,200 gallons. Is Tammy here?

19 CHAIRMAN GREEN: Yeah.

20 MR. WUELLNER: Perfect. We'll let her handle
21 that.

22 And nothing new to report on the restaurant
23 situation. We still -- we have been in contact
24 with one who is still interested, but their --
25 their moving forward is contingent on getting a

1 signed contract that they've been working on with
2 NetJets for the catering side of it. So if that
3 comes through here, as soon as that does, I expect
4 we'll be talking to them to get something ramped up
5 there.

6 That's all I have under this. I've
7 consolidated a number of items under a separate
8 agenda item, so I'd defer to that if you're willing
9 to.

10 BUSINESS PARTNER UPDATES

11 CHAIRMAN GREEN: Okay. All right. Then our
12 business partner updates. Northrop?

13 (Not present.)

14 CHAIRMAN GREEN: No?

15 COMMISSIONER DEAN: Am I up?

16 CHAIRMAN GREEN: Yep, you can come up,
17 Mr. Dean.

18 COMMISSIONER DEAN: Good afternoon. Hope
19 everybody's doing fine. I don't have a lot to
20 update you on, unless there are questions.

21 I'll say briefly that one thing that we are
22 taking up at the commission, we discussed it last
23 Tuesday, is a review and adjustments in our impact
24 fees. And we continue to have a tremendous
25 residential boom, I would call it, in our county.

1 Last week, for example, we had 125 residential
2 building permits issued. That comes out to
3 somewhere between 5- and 6,000 a year. That would
4 be a new record. Our -- last year in 2017, it was
5 around 4,000, which is about twice as many as those
6 issued in Duval County last year in 2017.

7 What we have discussed, and I had a discussion
8 with Suzanne and others last week when we met with
9 the chamber board of advisers, that I think there's
10 a consensus among all five commissioners that we
11 really want to try to boost our commercial and
12 business interests in this county. We seem to lag
13 behind.

14 And so, I think most of us, if not all of us,
15 intend to not raise the impact fees on commercial
16 and business activity, and we are even discussing
17 eliminating concurrency for just non-residential
18 business activity. Because right now, for those
19 who may not know, this county is about 87 percent
20 residential rooftops when it comes to ad valorem
21 revenue and about 13 percent commercial business,
22 and the state average is about 65/35, 65 being
23 residential.

24 So, we -- we, I think I can tell you on behalf
25 of all five commissioners, really would like to see

1 business and industry, clean industry and business
2 commercial activity expand. And of course it is in
3 some ways. I mean, most of you are probably aware
4 of the Durbin Creek shopping center that's going to
5 be -- that's probably going to challenge the Town
6 Center in Duval County as far as size and different
7 activities.

8 So we have a lot going on. We're still
9 working FEMA on our both Matthew and Irma hurricane
10 recovery. And a couple of us are going up to
11 Washington in a couple of weeks and meet with the
12 Army Corps of Engineers headquarters about getting
13 a substantial amount of funding for beach
14 restoration.

15 So, those are some of the things going on at
16 the county level. If there are any questions, I'll
17 be happy to try to address them.

18 MR. WUELLNER: Commissioner, do you know if
19 the impact fee ordinance with the revisions you're
20 discussing, do they include modifications that
21 we've requested relative to the airport?

22 COMMISSIONER DEAN: To the --

23 MR. WUELLNER: We -- we've been working with
24 staff for five years to -- we have a problem -- the
25 Airport Authority has a problem paying impact fees

1 to the county the way the ordinance is currently
2 drafted. Ever since getting off the ad valorem tax
3 rolls, we're no longer allowed to pay impact fees
4 the way that ordinance is currently written.

5 COMMISSIONER DEAN: Okay. Well, let me
6 suggest this.

7 Since we're taking this up at our next meeting
8 March 6th, which is only a week from tomorrow, why
9 don't you and I talk this week about that issue.
10 I -- I'm not aware of it, so I need to get briefed
11 and I'll be happy to address it, but --

12 MR. WUELLNER: Great.

13 COMMISSIONER DEAN: -- I'm sort of a little
14 bit unencumbered by the facts as I stand here
15 today.

16 MR. WUELLNER: Fair enough.

17 COMMISSIONER DEAN: But I'd like to get
18 educated and I'd like to work with you.

19 MR. WUELLNER: Sounds good. Thank you.

20 COMMISSIONER DEAN: All right. Any other
21 questions?

22 MR. MAGUIRE: No.

23 CHAIRMAN GREEN: Okay. Thank you. Yes, I
24 can't remember who on staff have we been working
25 with on that? Attorney?

1 MR. WUELLNER: Well, we have worked with --
2 yeah. I just --

3 MR. BURNETT: McCormack.

4 CHAIRMAN GREEN: Pat.

5 MR. BURNETT: The county attorney.

6 MR. WUELLNER: Pat McCormack. We've worked
7 with Darrell Locklear. With the head -- Howard
8 White.

9 COMMISSIONER DEAN: Okay.

10 MR. WUELLNER: These -- these guys are all
11 aware of the problem.

12 COMMISSIONER DEAN: Okay.

13 MR. WUELLNER: Yeah. And in fact we're --
14 we've been waiting to pay the impact fees that we
15 owe them for the airline terminal but can't pay
16 them in the current form. So we're just sitting on
17 a deferment right now waiting on a fix that allows
18 us to help.

19 COMMISSIONER DEAN: Well, I'll talk to Darrell
20 tomorrow and why don't you and I talk tomorrow or
21 Wednesday --

22 MR. WUELLNER: Perfect.

23 COMMISSIONER DEAN: -- okay?

24 MR. WUELLNER: Sounds good. Thank you, sir.

25 COMMISSIONER DEAN: All right. Thanks, guys.

1 CHAIRMAN GREEN: Thanks.

2 COMMISSIONER DEAN: See you tomorrow night.

3 MR. RAYMOS: You bet.

4 CHAIRMAN GREEN: Okay. Atlantic Aviation?

5 (Not present.)

6 CHAIRMAN GREEN: Reba, are you here for SAAPA?

7 MS. LUDLOW: Oh, yeah. Okay. Just pretend
8 I'm Galin. We look alike. Reba Ludlow, say
9 president of SAAPA, and we have at least 200
10 members now.

11 I will be attending the master plan because we
12 have so many questions on 2/20 and, you know, we'd
13 like to use that more often. We'll meet with Ed
14 tomorrow regarding the layout of the clubhouse,
15 some suggestions he'll give us.

16 We -- oh, we will have First Friday. We were
17 going to have First Friday on Wednesday so we could
18 have a party for Babs, but Babs is working
19 Wednesday night, and -- too loud?

20 CHAIRMAN GREEN: No, can't hear you.

21 MS. LUDLOW: Oh, I can always fix that. Okay.
22 You want me to start over? I'm not, I'm not.

23 Anyway, we do have 200 members, and First
24 Friday we were going to have it on Wednesday so
25 that we could have a party for Babs because she's

1 leaving on Thursday is her last day. But then Babs
2 is working Wednesday night. And we can't do it on
3 Thursday, and she's working Tuesday night, so I
4 don't know what we're going to do about a party.
5 It's in Tammy's hands, I think. How many years has
6 she been there, Tammy?

7 MS. ALBIN: Here? Longer than I have. I've
8 been here over 11, so...

9 MS. LUDLOW: So over 11.

10 MS. ALBIN: She's been with our company about
11 22 years.

12 MS. LUDLOW: Well, that means we'll have our
13 normal First Friday at the clubhouse, and I'm sure
14 it will be a St. Patrick's Day theme because we're
15 closed.

16 And then our second Saturday meeting, you
17 know, is our general meeting, and it's going to be
18 really cute and interesting because it's going to
19 have Trey Brewer and Shiloh talk about their
20 upcoming trip to Alaska in a taildragger. So --
21 and they might not be back for three months, you
22 know, who knows, so...

23 I think that's all I have on that. I didn't
24 hear from Galin today, so I'm sure everything's
25 fine with him. That's all.

1 CHAIRMAN GREEN: Thank you. Okay. Next we
2 have Northrop and I didn't see anybody.

3 MR. WUELLNER: I -- I don't think there's
4 anyone here, but I -- hoping this is on.

5 I did want to make mention we did hear from
6 Dan Nehring, who normally attends the meeting. Let
7 you know that it will be at least March until
8 they're able to make any kind of presentation back
9 to you, as requested. So far he has yet to get any
10 approval to do anything on it, just so you know
11 that. And he'll update us going into next month's
12 meeting.

13 CHAIRMAN GREEN: Tower, Tammy?

14 MS. ALBIN: Tammy Albin, St. Augustine Tower.

15 I did not bring my official exact numbers for
16 the month of January, but we're back on track.

17 We have had some very slow weather days with
18 the fog, but then again as soon as the fog clears
19 and everybody's out -- one day last week we had
20 over 700 -- about 752 operations one day, and then
21 the three days leading up to that were 600-plus,
22 more like 650 or so. So we've been -- we're pretty
23 much back on -- on track.

24 I did, however, get the official numbers for
25 the last fiscal year from the FAA's contract that

1 they have put out, the official numbers and crunch
2 all the numbers for them.

3 St. Augustine finished -- for the federal
4 contract tower system, there's 253 federal contract
5 towers in the United States. We finished Number 6.
6 Even with our -- we were down 5 1/2 percent in
7 traffic. We still ended up Number 6.

8 Out of 517 total contract towers in the entire
9 United States including the FAA, we are Number 90
10 out of 517 for traffic count. So everybody that
11 thinks this is a sleepy hollow airport would be
12 extremely wrong. And a good portion of that is
13 flight schools.

14 CHAIRMAN GREEN: Sure.

15 MS. ALBIN: For the fiscal year that this
16 was -- this report was on, we had officially 3 --
17 1,000 -- or, I'm sorry, 132,651 operations, so...

18 We also had our Runway Safety Action Team
19 and/Wildlife Team meeting last week. Very
20 successful. Turned out really well. Had about 30
21 or so attendees. Something we did this year that
22 we didn't done in years past is we opened it up for
23 the FAA safety team, the FAAS team WINGS Pilot
24 Proficiency Team. So if they attend the runway
25 safety meeting, then they get points towards their

1 proficiency for the year.

2 We've also opened up Operation Raincheck
3 that's -- we've made for -- opened to everybody,
4 but starting April, first April and Wednesday up
5 here it will be 6:00 to 8:00, and it's going to be
6 open to everybody and that way they can earn points
7 also for their WINGS program.

8 So that way it kind of keeps the educational
9 atmosphere going also for not just the student
10 pilots and the flight schools, but for anybody who
11 wants to come and just kind of educate themselves
12 on how we work at St. Augustine.

13 And since we're having it every month, then
14 I'll probably -- I'm going to get some information
15 from Jacksonville approach control and some of the
16 other areas and maybe have people come in and
17 answer questions or present their information also
18 for them.

19 So that way -- and then some nights we may
20 just open it up as a general sit-down
21 question-and-answer kind of time. So if any
22 students or anybody just had any questions of how
23 we do things, just to kind of keep the ties for
24 communication open.

25 CHAIRMAN GREEN: Can you let St. Augustine

1 High know about all that, their Aerospace Academy
2 in case any students might be interested, just to
3 contact Katie Maltby over there?

4 MS. ALBIN: Okay. Yeah, we can include them
5 in it. Okay.

6 CHAIRMAN GREEN: As long as they know about
7 it, then they can disseminate it as they --

8 MS. ALBIN: Okay. And we're going to do it
9 pretty much every month unless they're -- we've
10 located a couple of conflicts on the calendar, but
11 other than that, it will the first Wednesday
12 starting in April of every month from 6:00 to 8:00.
13 So everybody's invited.

14 MS. LUDLOW: P.M.

15 MS. ALBIN: Yes, please p.m. Any other
16 questions or anything?

17 CHAIRMAN GREEN: I guess not.

18 MS. ALBIN: Okay.

19 CHAIRMAN GREEN: Thank you. Mr. Burnett?

20 MR. BURNETT: Nothing particular to report
21 this month.

22 CHAIRMAN GREEN: All right. Then Mr. Holesko?

23 AIRPORT MASTER PLAN UPDATE

24 MR. HOLESKO: Good afternoon. Andrew Holesko,
25 program manager with Passero Associates providing a

1 monthly update for the airport master planning
2 process. We are getting into some I guess I'll say
3 more fun and more interesting components. We've
4 been compiling a lot of data --

5 MR. WUELLNER: They're not hearing you,
6 Andrew.

7 MR. HOLESKO: That's not normally an issue for
8 me, but -- better? Just say over here. That's
9 fine. Good?

10 CHAIRMAN GREEN: No.

11 MR. HOLESKO: No?

12 CHAIRMAN GREEN: She's still not hearing you.

13 MR. WUELLNER: Is it on?

14 MR. KIRA: See if it's on.

15 CHAIRMAN GREEN: Yep.

16 MR. HOLESKO: Good? Good.

17 CHAIRMAN GREEN: There you go.

18 MR. HARVEY: Better.

19 CHAIRMAN GREEN: Okay. The airport
20 master planning process. Just a few quick slides
21 for you.

22 We are crossing the 50 percent completion for
23 the planning study and we're using all of the data
24 we've been gathering for months and months and at
25 least now getting into some -- some physical layout

1 and some options that really begin to let people
2 know, you know, the things that we want to improve
3 on the airport and the additional development
4 proposed for the future.

5 The facility section is complete. We had
6 master plan advisory committee three meeting last
7 month. The alternatives analysis are underway.
8 It's coming up for impact four. That will be
9 sometime in the next one to two months.

10 We're really breaking down those alternatives
11 into two different functional areas. There's the
12 airport and the airside and really everything
13 that's occurring east of U.S. 1, and then there's
14 the airport landside improvements on U.S. 1, and
15 then what's going to happen with the airport land
16 west of U.S. 1. So lots of interesting things are
17 going to be occurring.

18 To give you a little background on what we're
19 going to look at for the different alternative
20 comparisons. Every project that we're going to
21 propose as an alternative for the advisory
22 committee and the board to consider is going to
23 have a review of alternative factors.

24 The aviation factors for every single project
25 are going to be FAA and Florida DOT design

1 standards, impact to airport operations, cost,
2 environmental, and anything that has a strategic
3 value to it. Is it something that the airport is
4 trying to achieve from the aviation perspective?

5 The second set are business-related factors
6 and they are return on investment, job creation,
7 community value, and other strategic opportunities.
8 So you're going to see a very -- a very large
9 detailed grid and table for every single
10 alternative to say should we do X or should we do Y
11 based on those nine or ten factors.

12 So it's -- it's going to be a lot of data, but
13 when you break them down into small pieces, the way
14 the alternatives section will lay out is that it
15 will pretty much be a menu for the airport to
16 decide. Do we want to do this Option Number 2?
17 This Option Number 3, this option we might not do
18 at all.

19 So there's going to be a lot of decisions
20 coming up in the alternatives section. There will
21 be different graphics for each of the alternatives,
22 some narrative, and again a review of the different
23 alternative comparison factors.

24 Concurrent with that we're going to be
25 conducting a SWOT analysis. We're going to have a

1 SWOT envisioning workshop. Ed and I are discussing
2 some possible dates for -- for that right now.

3 That's really related to the -- to the
4 business planning factors and really looking at a
5 different perspective, again, for a business plan
6 for the airport, coming up with a vision
7 specifically focused on economic development and
8 job creation. Very much focused on the available
9 land east of U.S. 1 and west of U.S. 1.

10 So that's where we're at right now.

11 Questions?

12 MR. MAGUIRE: Yeah. The -- I went through
13 this whole document the other day. I'm very
14 pleased to hear you say that you're looking at the
15 vision, because that's one thing I completely could
16 not find in there at all, a vision.

17 I also haven't found a business plan yet and I
18 was told we're going to have one in here. When do
19 you expect to produce a -- a business plan
20 recommendation?

21 MR. HOLESKO: Actually that's very much going
22 to be a core part of the alternatives. So you're
23 going to see all -- the foundation of all that in
24 the SWOT analysis and the business planning factors
25 for the alternatives. So all of that's going to be

1 quantified in the next 60 days.

2 MR. MAGUIRE: And I have a couple of pointed
3 questions and comments in here which may be just
4 focused on the way the thing was worded or
5 whatever.

6 But in your document, the draft master plan
7 update, I don't really see a date on it, but it
8 says goal setting on Page -- Section -- Chapter 1
9 Page 2. It says "Goal setting of the master plan,"
10 and I'll give this to you so you don't have to
11 write it down.

12 MR. HOLESKO: Okay.

13 MR. MAGUIRE: It says, "The overall goal of
14 this study is to determine through the impact." I
15 have some disagreement with that. The impact to me
16 does not determine anything to make
17 recommendations. I'd like to see that wording to
18 reflect the real purpose --

19 MR. HOLESKO: Yes, sir. Not a problem at all.

20 MR. MAGUIRE: -- is to make a recommendation,
21 not --

22 MR. HOLESKO: Understood.

23 MR. MAGUIRE: -- not to determine anything,
24 okay?

25 The next page it says "We hold monthly

1 meetings." That's not true. That needs to be
2 corrected to reflect the -- the meeting schedule we
3 really have.

4 Section 2 -- and I've got several here, if you
5 don't mind. Chapter 2 -- oh, it also says on
6 Page 1-5, the -- you list six items here that
7 you're going to focus on. I agree with those. I
8 thank you very much for putting that in.

9 You have several goals mentioned, but
10 someplace in here the goals don't really reflect --
11 the way you say the goals in one section doesn't
12 reflect the goals in the other section, and I can
13 tell you which ones those are after the fact.

14 And the multi-modal opportunities we talked
15 about last time, it turned out that that's 10, 15
16 years away. Is that the way I understood that
17 presentation? That we're not talking about next
18 year or the year after, we're talking about
19 forever; is that correct?

20 MR. HOLESKO: I'm not sure of the context
21 you're referring to from the document review,
22 but --

23 MR. MAGUIRE: The presentation -- well, the
24 presentation --

25 MR. HOLESKO: But --

1 MR. MAGUIRE: -- we had from the TPO DOT guy
2 was that the extension out to 95 isn't even on the
3 books --

4 MR. RAYMOS: That's right.

5 MR. MAGUIRE: -- for planning. So it's --
6 you're talking the normal process, unless Trump
7 changes it, we're talking 15, 20 years --

8 MR. RAYMOS: That's right.

9 MR. MAGUIRE: -- okay?

10 MR. RAYMOS: Yeah.

11 MR. MAGUIRE: Just wanted to make sure.

12 MR. KIRA: That's the TPO schedule.

13 MR. MAGUIRE: I mean, I -- and I like the idea
14 we're planning for that, but what it really means
15 is we've got to kick somebody else down the line to
16 catch up with us cause we're moving faster than
17 they are, okay?

18 Section 2, the goals on Page 1, y'all
19 identified some goals -- oh, the growth rates. How
20 did you -- how did you come up with the growth
21 rates that were projected for the airport? I
22 thought it was pretty interesting growth rates.

23 MR. HOLESKO: Well, it's -- it's a comparison
24 of numerous forecasts from the FAA, from the state,
25 from the county. So it's basically putting those

1 all together and agreeing on which ones seem to be
2 the most reasonable.

3 You know, they're all going to fluctuate.
4 Really it's -- I think we looked at about five
5 different scenarios and then looking at what's the
6 most reasonable one.

7 MR. MAGUIRE: Meaning for the -- for the past
8 history of the airport or what the vision is for
9 the future of the airport?

10 MR. HOLESKO: It's more for the future, but
11 certainly some of it is based on the past and some
12 of it is based on what's happening at the airport,
13 what's happening in the county, and what's
14 happening in the state of Florida.

15 I think a lot of our -- of our -- of our
16 forecasts actually were using statewide trends, but
17 not all of them.

18 MR. MAGUIRE: Okay. Several things in Section
19 Chapter 3 are more about the -- the numbers and
20 stuff. You've got some important information, if
21 the other guys didn't read it, there's several
22 pages in here that's got some good information,
23 some important data that we need to look at.

24 The -- I think the biggest thing I kept
25 looking at was for the vision and the business plan

1 which you said you're going to be addressing, so
2 I'll hold off on that. But I want to wrap it up
3 with one other issue.

4 The city is contracting to do a flood survey.
5 I don't see a flood survey mentioned anywhere in
6 here. And we are just like the city, very prone to
7 heavy flooding. Are you planning on doing any type
8 of flood survey with this? Because that could -- a
9 flood survey could change dramatically the
10 footprint of the airport if we don't know what it's
11 doing.

12 MR. HOLESKO: I will get back to you with the
13 answer to that question. I can't tell you that off
14 the top of my head.

15 MR. MAGUIRE: Okay. I would recommend you
16 find someone in the city to talk to because I was
17 talking with the mayor. She offered the
18 opportunity for us to coattail with them. I'm sure
19 is it will cost a few bucks, but they're already
20 doing one, we can jump right in.

21 MR. RAYMOS: If I could add to that. If I
22 could add to that. I think the county has a person
23 on staff that is very proficient in flood control
24 and in floodplains and he's been working on that,
25 so he might be another source, too.

1 MR. MAGUIRE: Yes. As long as we don't ignore
2 the issue. Because we -- we had quite dramatic
3 damage has year, if I'm correct.

4 CHAIRMAN GREEN: With the TVOR.

5 MR. MAGUIRE: With the VOR and other issues.

6 MR. WUELLNER: Well, yeah, but that's not --
7 that's storm related.

8 MR. MAGUIRE: I'm just thinking flood in
9 general.

10 MR. WUELLNER: Yeah, we don't normally have
11 flood issues other than --

12 CHAIRMAN GREEN: Lights?

13 MR. WUELLNER: -- tropic related.

14 MR. MAGUIRE: Okay.

15 MR. WUELLNER: So far.

16 MR. MAGUIRE: So far.

17 MR. BURNETT: I can check and find out for
18 sure with the county. You know, we're outside of
19 the municipal limits here.

20 I know the county has 189 pending changes to
21 the flood zone map with the federal government.
22 And so -- FEMA. And so, I'm sure not whether we're
23 actually in that, but I'm assuming that that -- the
24 county-wide study at a minimum took in south of us
25 and north of us. So I wouldn't think there would

1 be a reason that they would have excluded the
2 airport. I'll look and find out and follow up with
3 you.

4 MR. MAGUIRE: I would appreciate it because
5 when I was a commissioner, the question -- one of
6 the questions came up was: Where do we locate an
7 operations center if -- in case of hurricanes?

8 And at that time, everything east of 95 was
9 considered to be Flood Zone 3 for county purposes.
10 Everything, okay? Worst case scenario. Which
11 includes the airport and stuff like that. And of
12 course the city and the island -- as a matter of
13 fact, the island got the worst part of it,
14 Anastasia Island and that area. But the city was
15 flooded.

16 And I didn't see a whole lot -- I don't know
17 if you saw any, but coming north up near
18 State Road 16 intersection, we didn't really get
19 any flooding up this end in terms of the city. But
20 I do know we had some damage out here. I would
21 hate to get caught by something.

22 MR. RAYMOS: Yeah, it's --

23 MR. MAGUIRE: That's all.

24 MR. RAYMOS: I believe the county has a map
25 that shows the proposed changes already --

1 MR. MAGUIRE: Good.

2 MR. RAYMOS: -- published.

3 CHAIRMAN GREEN: Uh-huh.

4 MR. MAGUIRE: Good.

5 MR. KIRA: I have a question. Somewhere in
6 that manual I thought I saw a -- an alternative
7 airport location scheme in case something -- you
8 know, if we're going to move the airport. And I'm
9 not -- not unless I'm -- unless I'm mistaken,
10 didn't we see something in there about Green Cove
11 Springs airport? And --

12 MR. HOLESKO: Yes.

13 MR. KIRA: And that's in Clay County?

14 MR. HOLESKO: Yes. There's -- I'm sorry.

15 I'll let you finish.

16 MR. KIRA: And is there any reason for us to
17 look into Green Cove Springs for an alternative?

18 MR. HOLESKO: A few -- a few things on that
19 note.

20 The first is, it is not in the study scope and
21 at no point is the master plan process looking to
22 relocate or move this airport. So, that's first
23 and most important. That -- that is not being
24 planned or in the scope in any way.

25 Secondly, for 20 or 30 years, the regional

1 aviation system planning studies for the state of
2 Florida have noted that there is a need for
3 additional general aviation airport facilities in
4 Northeast Florida, and one of those locations is a
5 shared facility somewhere in the west central
6 St. Johns County, east central Clay County line.

7 That's why the Green Cove Springs site is part
8 of the alternatives analysis, to simply say could
9 the military airfield in Green Cove Springs just
10 over the Shands Bridge, if that became a public use
11 airport, could that help the residents of
12 St. Johns County?

13 Separately from that we also have another
14 alternate site for a general aviation airport south
15 of where we are right now, south near 207, looking
16 at the attributes of that site. But both of the
17 sites would be complementary to this airport, not a
18 replacement.

19 The reason that Green Cove Springs site comes
20 up is simply that's it's been -- it's been
21 discussed for years and years. It is being studied
22 again right now, and it's just a logical way that
23 could help St. Johns County without putting the
24 airport in St. Johns County. And then it's going
25 to live or it's going to survive on its own or not.

1 MR. KIRA: Okay. I got that. Thank you.

2 CHAIRMAN GREEN: Mr. Holesko, on what's coming
3 up in one of later discussions with regards to this
4 aviation fuel tax issue that's coming up before the
5 House and the Senate, do we need to even I think
6 take a look at it? Because if we're proposing our
7 build-outs and capital projects and what have you
8 and if this bill goes through, that significantly
9 hinders our funding.

10 MR. HOLESKO: Well, let me just tell you that
11 Passero Associates is doing our own internal
12 letter-writing campaign for every airport that we
13 represent in the state of Florida and the city and
14 county in which the airport is located.

15 We are very concerned about the reduction in
16 the fuel tax. The state of Florida has one of the
17 most beneficial airport development programs in
18 the -- in the country, it just is, the amount of
19 reliance and importance of aviation facilities in
20 the state which are funded by the fuel tax on
21 aviation fuels.

22 So it -- I don't know the details of it, other
23 than knowing that what I read and the briefings
24 that I've read is something that airports should be
25 very concerned about and need to make sure that if

1 it does pass, there is some safeguard regarding
2 airport development funding and the other aviation
3 safety programs like airport inspections.

4 I mean, there's a lot of things that the state
5 does to help with land use surrounding airports.
6 Inspections, tall -- tall structures and objects,
7 things that most people wouldn't know about, the
8 state is helping airports, you know, be good
9 neighbors and -- and guard against those things
10 throughout the state. So those are really good
11 programs that need to stay.

12 So that's what our letter is going to say, and
13 I know that, you know, that the Airport Authority
14 is considering the same.

15 CHAIRMAN GREEN: Okay. I just wanted to make
16 sure. I mean, that is an impact or something that
17 could affect --

18 MR. HOLESKO: It is. It's very much a threat.

19 CHAIRMAN GREEN: Okay. All right. Thank you.

20 MR. RAYMOS: One more question on the dates.
21 Do you have a proposed date for the next
22 master plan?

23 MR. HOLESKO: We do not, but you will -- it
24 will -- there will be a Save The Date sent out
25 within 14 days of today.

1 MR. RAYMOS: And the same thing with the
2 workshop?

3 MR. HOLESKO: Yes.

4 MR. RAYMOS: Okay. Thank you.

5 CHAIRMAN GREEN: No more questions, I guess.
6 Thank you, Mr. Holesko.

7 MR. HOLESKO: Thank you.

8 CHAIRMAN GREEN: Mr. Wuellner, a resolution?

9 RESOLUTION 2018-01

10 MR. WUELLNER: Yes, ma'am.

11 First -- the first item of business today is
12 the proposed Resolution 2018-01. This occur --
13 typically this resolution gets redone every couple
14 of years.

15 It's a pretty straightforward resolution
16 wherein the Airport Authority asks or transfers the
17 obligations related to conducting the actual
18 election of Airport Authority members to the
19 supervisor of election for their conduct in the
20 general election cycle or the process.

21 Absent adopting that or allowing the
22 supervisor to do that, you are still statutorily
23 obligated to then conduct your own election all
24 over the county and have yourselves elected via
25 your own election process that you would have to

1 develop and finance.

2 So it would obviously be our recommendation
3 that you avail yourselves of the supervisor of
4 election services and adopt Resolution 2018-01.

5 CHAIRMAN GREEN: Any board comment?

6 MR. KIRA: Other than the dates that I
7 mentioned? That's -- I move to accept.

8 CHAIRMAN GREEN: Any public comment? Reba,
9 you're the only --

10 MS. LUDLOW: No, thank you. No comment.

11 CHAIRMAN GREEN: Okay. We'll leave need it
12 read, so...

13 MR. WUELLNER: The -- you want it read?

14 CHAIRMAN GREEN: Well, do we need to have it
15 read, Doug?

16 MR. BURNETT: Not the -- not this --

17 CHAIRMAN GREEN: Not this one? Okay. All
18 right. No public comment. Is there a motion?

19 MR. KIRA: Motion to accept.

20 CHAIRMAN GREEN: Second?

21 MR. RAYMOS: Second.

22 CHAIRMAN GREEN: Any further comment?

23 (None.)

24 CHAIRMAN GREEN: None here. All in favor of
25 adopting Resolution 2018-01?

1 MR. MAGUIRE: Aye.

2 MR. KIRA: Aye.

3 MR. RAYMOS: Aye.

4 CHAIRMAN GREEN: Aye. Any opposed?

5 (None.)

6 CHAIRMAN GREEN: The motion passes.

7 SITUATIONAL AWARENESS

8 MR. WUELLNER: Okay. What I did this time was
9 create an agenda item that I just lightly titled a
10 "Situational Awareness." But basically I've got a
11 list of about eight or nine things that I wanted to
12 bring you up to speed on, sort of a glorified
13 executive director's report. But any event we
14 placed it here in the event you wanted to take some
15 action or provide some concurrence or just felt
16 like something was required that you could do that
17 because it would be an appropriate place in the
18 agenda.

19 The first item I have for you is the TVOR
20 replacement. Two points to make before I pass the
21 gavel -- or pass the mic here for a second. I
22 wanted to let you know that we have received all
23 insurance payments as they relate to our claims
24 with the private insurance side. So we are fully
25 paid at that point and that money is -- is

1 literally in the bank.

2 We still are in the -- in the throes of claim
3 processing with FEMA. We are still pursuing the --
4 the balance of funding through that program up to
5 the 75 percent level that they -- they can
6 participate. There is no definitive end in sight
7 to that. That will just take what it takes in
8 terms of time.

9 Last month at your meeting you requested to
10 hear any input that might be there from our flight
11 schools relative to continuing with the replacement
12 of that. We are moving forward with that, but we
13 do have I know at least one flight school here that
14 I'm sure might want to offer some comments relative
15 to the Authority's decision relative to replacing
16 the VOR or -- or not. So, Rainer, are you
17 commenting or --

18 MR. PEREIRA DA SILVA: Yes.

19 CHAIRMAN GREEN: Need you up at the --

20 MR. WUELLNER: We've got both here. I'm
21 sorry. Whatever you'd like. They may have some
22 questions for you guys, too.

23 MR. PEREIRA DA SILVA: Good afternoon. My
24 name is Rainer Pereira Da Silva, and I'm the owner
25 of Florida Flyers flight academy in the first floor

1 of this building.

2 And about our flight school, we have currently
3 between 80 and 120 full-time international students
4 enrolled in our program. We operate between 25 and
5 35 airplanes on a daily basis. And, yeah, I mean,
6 most of the airport or flight training operations
7 here at the airport or a big portion of it will
8 probably relate to Florida Flyers.

9 From my perspective, I can tell in regards to
10 the VOR, that we don't have one is an obstacle in
11 our flight training because we have to fly
12 somewhere else to conduct instrument training and
13 sometimes it won't let us get out of the airport
14 and come back in for airplanes that are not
15 equipped with GPS.

16 And I just had a meeting with the -- a
17 representative of the FAA or primary operations
18 inspector and he said if the GPS is corrupted, that
19 will be an issue safety related as well. So from
20 my perspective, we are in desperate need of a VOR
21 to be more efficient here.

22 But I hand over the microphone to Shawn
23 Marshall. He's our chief flight inspector and from
24 the -- I'm not a flight inspector, I'm just a
25 pilot, so from a flight training perspective, I --

1 he's probably more knowledgeable about that part.

2 MR. MARSHALL: As Mr. Rainer said, I'm
3 Shawn Marshall. I'm chief flight instructor. I've
4 currently been instructing for four and a half
5 years now primarily out of this airport. I started
6 as the -- a normal CFI and then just worked my way
7 up.

8 When -- so I was here when the VOR did work
9 and it was operational. It would go down every now
10 and then just like every other navigational
11 equipment we did have. But there is times with a
12 good 30, 40 percent of our fleet that doesn't have
13 GPS and we do train on it with instrument
14 approaches where the weather does, you know, make
15 the flight not operational.

16 Sometimes we won't go because if the runway is
17 on 13 and we don't have a GPS, there is the
18 opportunity we can't get back in. So if we're not
19 going to be able to get the visual back in and, you
20 know, the wind is favoring 13, we may get stuck at
21 another airport for a day, I mean, sometimes, you
22 know, even more than a day. It just depends on the
23 weather that's coming in.

24 That does come with pre-flight planning and
25 all that stuff. It does limit, you know, a lot of

1 the fleet readiness where it -- you know, the
2 weather isn't too horrible but we could still shoot
3 the VOR, which the minimums were around 500 feet.
4 Most of the weather around here is 7 or so; you
5 could get back in. But without that even able to
6 have that ability to shoot the approach, it kind of
7 just cancels that flight there if the weather is
8 marginal.

9 If -- I mean, there is the option where we
10 could try to circle, but I mean, that's kind of
11 hard and Tammy would know more aspects of making
12 that ability work. I've gotten it a couple of
13 times and that was mainly because there was no
14 other traffic in the area and I was like, well, I
15 guess I'll just wait for you to let me go.

16 It would definitely help our fleet. It would
17 definitely increase the flight revenue for our
18 process. It would increase us continuing, and it
19 would also, you know, make us feel a little bit
20 safer as well. You know, we always have that
21 backup of the VOR there. Say the GPS does go out,
22 you always have that ability to shoot another
23 approach.

24 The other benefit we had was on the check
25 rides for instrument, on the check rides for

1 commercial, you do have to do a holding, and a lot
2 of our holding fixes are above a VOR.

3 Right now currently Cecil is out. The only
4 other VOR here is Craig. So everyone goes to Craig
5 to hold. You know, you can only put an airplane a
6 thousand foot spacing unless you're doing it VFR,
7 and then that's even worse because then you have
8 one every 500 feet and then ATC's telling you that,
9 hey, there's traffic 500 feet, there's traffic.

10 So that does get hard at times as well where
11 when we had the VOR here, we could do the holding
12 here, we could do the full approaches here, which
13 is required as well for an instrument check ride,
14 which was 413. You know, we'd do the hold over the
15 VOR, procedure turn outbound come back inbound.

16 From a flight school perspective, it was
17 definitely a useful item. We used it daily for
18 instrument training. Check rides basis, almost
19 every examiner that we used enjoyed the VOR because
20 it's not something that's fully gone, but it also
21 requires more technique than a GPS where it tells
22 you everything to do. You have to be more
23 situationally based to use a VOR, which is good
24 training.

25 You know, ideally as a pilot you always want

1 to know where you are when you can't see where you
2 are. ATC loves to tell us where we are and I
3 appreciate that, thank you, but at times you still
4 need to know mentally where you are anticipating
5 what's happening next. So from a safety
6 standpoint, it does help out and we could actually
7 fly more if the VOR was still working and
8 operational.

9 I don't know the cost or the board -- that's
10 outside of my perspective. My perspective from a
11 use standpoint is we definitely used it every day
12 when it did work. And then, you know, the times
13 when it didn't work, it hinders us and we're like,
14 well, I guess we could try to fly or we could not
15 fly. And, you know, from a business standpoint for
16 us, that's not good as well.

17 You know, I have instructors that are kind of,
18 I don't know if I want to go because if the wind
19 shifts, then I can't get back in, you know. And
20 especially if they don't have GPS on board, which
21 like I said, 40 percent of our fleet doesn't.

22 I don't think they will be installed with GPS.
23 The amount of installation cost for that is pretty
24 extensive. That's pretty much -- if anybody has
25 any questions, I can definite answer them.

1 CHAIRMAN GREEN: No.

2 MR. MAGUIRE: Thank you.

3 CHAIRMAN GREEN: Appreciate it. Thank you
4 very much. Yeah?

5 MS. ALBIN: Can I comment on what he was
6 saying with going to Cecil?

7 Just to address with his comment about going
8 to Cecil or to Craig to do the VORs, both of those
9 airports are looking at -- cause the FAA basically
10 supports their VORs and the FAA is doing away with
11 VORs, so those two airports are looking at their
12 VORs going away.

13 And the FAA is only looking at one VOR in so
14 many mile radius, is all that they're going to
15 support. And they're already planning loosely that
16 it will probably be St. Augustine's VOR that
17 they're going to be planning around that radius.
18 So that means Craig, Cecil, and those surrounding
19 areas will probably most likely lose their VORs.
20 They're already slated to be gone.

21 MS. LUDLOW: How many miles to (inaudible).

22 MS. ALBIN: I don't recall exactly how many
23 miles. I can find out, though, for the next --
24 next meeting.

25 MR. PEREIRA DA SILVA: I couldn't help -- from

1 my perspective, from our perspective, I just
2 measured the flight time that we used to spend or
3 we were able to -- to conduct while the VOR was
4 operational, and we have right now in instrument
5 flight training time a loss of 21 percent since the
6 VOR is down. So we cannot conduct 20 -- can only
7 conduct 21 percent less of the instrument flights
8 compared to what it was before.

9 And of course since the -- the FAA is still
10 requiring VOR approaches in their test standards,
11 so it's nothing that we can get around, we have to
12 do it somewhere. And if we can't do it here, we
13 have to do it somewhere else. And it's not really,
14 you know, helping us if we don't -- we cannot do
15 that here at our home airport. Thank you.

16 CHAIRMAN GREEN: Ms. Albin, I had a quick
17 question.

18 We were discussing a couple of meetings ago
19 another type of VOR, and I don't remember if it was
20 a CVOR, one that ships could use so that tugs
21 wouldn't have to come out. It's more --

22 MS. ALBIN: Yeah, it's more --

23 CHAIRMAN GREEN: -- expensive, but --

24 MS. ALBIN: It's -- it's a little more
25 expensive. It's more of a high-powered VOR, and

1 yes, it could be a maritime use also for like up by
2 Blount Island, it gives a -- where the ships can
3 actually kind of triangulate using -- they'd be
4 able to use the VOR if we had one of those.

5 And there is also talk that they might
6 actually, you know, up -- some of them, if they
7 were users of it, that they might actually
8 contribute to the cost of it.

9 CHAIRMAN GREEN: I understand, yeah, that they
10 would pay for the use of that.

11 MS. ALBIN: Pay -- pay for usage of it.

12 So it is possible that -- I think Charles
13 Smith with CNC NAVTEQ, who is the contracted
14 technician for the airport, for the ILS and those
15 things, he's aware of it and we were discussing it.

16 So, yes, it's -- it's a possibility. It --
17 and I want to say it was -- in the grand scheme of
18 cost, it was not as much as you would -- one would
19 imagine. \$150,000, some -- somewhere in that
20 range. But we would be able to provide that and
21 actually recoup some of the cost if they were
22 paying your...

23 So basically it would just keep the tugs, that
24 some of the big like cargo ships and things that go
25 in and out of Blount Island would be able to move

1 more quickly in and out of the channel and into
2 Blount Island because they wouldn't have to wait
3 for the tugs to escort them in.

4 CHAIRMAN GREEN: Right. And I'd like to look
5 into that just from a cost perspective, Ed. If
6 it's out of our budget, it's out of our budget.
7 But if it's something that we can do since we're
8 either going to replace the VOR -- or if we're not,
9 that's an non-issue. But if we are, I'd like to
10 know the options to see what the rate of return
11 would be, what the cost usage is, and if we could
12 recoup some of that cost within what period of
13 time.

14 MR. WUELLNER: We'll gather some data on it.

15 CHAIRMAN GREEN: And from what I understand is
16 there is not another one --

17 MS. ALBIN: There is nothing -- I think the
18 closest one is Norfolk, I want to say.

19 CHAIRMAN GREEN: Virginia is what I heard,
20 correct.

21 MR. KIRA: So a big triangulation.

22 MS. ALBIN: There's not another one for
23 several hundred miles.

24 CHAIRMAN GREEN: Right.

25 MR. WUELLNER: Hmm.

1 CHAIRMAN GREEN: So it's something to think
2 about.

3 MR. RAYMOS: So I have a question. Is there a
4 timeline for the FAA determination as to where the
5 VOR is going to be situated here as opposed to
6 others?

7 MS. ALBIN: Well, with our VOR, it's
8 St. Augustine. So, I mean, the FAA does not have
9 anything to do with our VOR.

10 MR. RAYMOS: Right.

11 MS. ALBIN: But the other VORs around that are
12 FAA supported, they are already starting to do away
13 with them, and some that are out of service they're
14 not even planning on bringing them back online.

15 And they've already -- gosh, it was right
16 after I -- probably two years ago is when they did
17 away with one of our VOR approaches. They did away
18 within the one to Runway 31 because we had the ILS
19 as a -- ILS and RNAV, so they just did away with
20 that one so they wouldn't have to support two.

21 But, yeah, our biggest problem for the flight
22 schools when we're on 13 is the FAA is very
23 negative on opposite direction approaches. If we
24 have any traffic, basically if they need to come in
25 opposite direction of what runway and circle,

1 basically it shuts us down; no one can depart until
2 they get to a certain cutoff point. A lot of
3 built-in, you know, triggers that they have to,
4 okay, once they get here and circle or there's
5 nothing we can really do because it shuts -- it
6 basically just shuts down our traffic.

7 So they'll have to hold until we can get to
8 the point where traffic is so light or that the
9 traffic ceases, that we can get them in opposite
10 direction. It's a safety issue.

11 MR. RAYMOS: Thank you.

12 CHAIRMAN GREEN: Thank you all. Ed?

13 MR. WUELLNER: Yes. Next item I have for you
14 is the FBO apron project, as it's kind of loosely
15 titled.

16 Since our last meeting, Andrew and I and one
17 of their engineers, we went down, made a visit to
18 FAA down in Orlando to discuss this project scope.
19 We -- I think we may have reported back to you we
20 were getting significant push-back from FAA on --
21 in a couple of areas. The most significant is tied
22 to the project cost, but more importantly the scope
23 of the project and how we go about doing the rehab
24 on the apron.

25 The original proposal we had was to do a

1 portion of that apron in concrete because of the
2 size and weight components of a number of aircraft
3 that use that ramp routinely.

4 FAA pushed back on that and said, well, this
5 is a general aviation ramp associated with an FBO,
6 you're not entitled in any sense. We don't -- we
7 don't permit, we don't fund anything but asphalt
8 aprons in those -- those situations. As such, you
9 need to do it in asphalt or else, you know, we're
10 not going to pay for it kind of -- kind of
11 statements. We then were discussing the scope of
12 the asphalt repairs on top of that.

13 Then the matter of the budget for the project
14 came up significant. Basically this project has
15 doubled in -- in dollar value not in size largely
16 because the -- the engineering -- the subsurface
17 exploration that's been done of both pipes, the
18 underlay -- the under -- lime rock, things of that
19 nature underneath the pavement was found to have
20 some significant issues. As a result, the -- the
21 price has gone up because it's more extensive rehab
22 project than originally envisioned. So they're
23 pushing back on the cost going up also. So we felt
24 it prudent to go down and meet with them.

25 It took us nearly an hour and a half to get

1 them on the same page relative to the methodology,
2 meaning they are now agreeing that it would be
3 prudent to go ahead and pay for a section of
4 concrete there, given the type of aircraft that we
5 have there. That's a huge -- huge shift for their
6 thinking.

7 Once we were able to explain where the cost
8 escalation came from during the job, they agreed
9 that that was an acceptable level of project
10 expense and that they could participate up to
11 the -- to the project limits in terms of total
12 dollars.

13 Then the final area of discussion once those
14 things were there, they had an indication of how --
15 they wanted to know how we -- how we could agree to
16 use entitlement funding -- now, the entitlement
17 funding I'll just refresh your memory is money that
18 the airport, I'll use again, is entitled to as a
19 result of the aviation improvement program or the
20 airport improvement program that's a direct and
21 only result that we get for having commercial
22 airline service at the airport.

23 As long as we reach 10,000 enplanements on an
24 annual basis, we are entitled via that program as
25 it stands today to a minimum of \$1 million in

1 capital improvement money annually. So that's --
2 that's a huge upside for us. That's money that we
3 did not get on the general aviation side if we were
4 strictly a GA airport.

5 It also brings with it the entanglement, if
6 you will, of having it to be an eligible project
7 with FAA. So you have to -- you have to spend the
8 money on projects that are eligible. It's not
9 money that can be used for operations. It's
10 strictly capital.

11 We do have some ability to tie multi years
12 together so that if you have a larger project, you
13 can in -- you can in fact defer money -- you cannot
14 advance fund, but you can defer money, so that you
15 can have a larger project in a later year.

16 We had done that already in this project and
17 had \$2 million of entitlement money associated with
18 this project, leaving about a million dollars in
19 the earliest version of FAA to fund using
20 discretionary money.

21 They were aware of that we would be getting
22 another million dollars in entitlement money next
23 year, so they actually asked us -- before we left,
24 they asked us if we would build the plans and
25 specifications to have a \$1 million alternative in

1 there so that in the event they can't fund it or
2 couldn't fund all \$4 million, that they could pull
3 a million dollars out of the work, that the
4 Airport Authority was welcome to cash flow the
5 million dollars for them.

6 They could create a legal document for us that
7 would say, you know, in 15 months later when you
8 get into the new federal fiscal year, they believe
9 they can get -- and assuming you get your million
10 dollar entitlement that year, that they could let
11 you make a one-time withdrawal of that instead of
12 having it tied to a project. You could get your
13 million dollars back. That's obviously a pretty
14 cumbersome process, as you might expect.

15 After about another half hour or an hour
16 walking and talking in their new offices in
17 Orlando, the assistant ADO manager kind of cornered
18 us off to the side and said, look, we just -- we
19 worked it over and we will fund the entire \$4
20 million in the current fiscal year.

21 So, while we still have entitlements in the
22 game, there'll be an additional \$2 million of other
23 FAA money in the mix. So we aren't touching
24 entitlements into next year. So we expect this
25 project to fund in its typical manner in the late

1 August, more likely early September timeline, is
2 when we'll actually get the grant receipts and can
3 move on. That will put the project in construction
4 at the earliest probably late October.

5 It shouldn't be too bad a project from a
6 timeline, and we are working closely with the FBO
7 to coordinate how the project can be phased during
8 construction to minimize the impacts there. And we
9 are at this moment -- of course there's some
10 variables in this, but at this moment, we're all
11 believing we can complete the project before we get
12 into TPC week in March so that, you know, we've got
13 fresh apron and everything's good to go by the time
14 we get to that point.

15 So that's the direction we're heading with the
16 VOR. I know that's a lot of words to -- to tell
17 you that we were successful in our meeting with
18 FAA, but it was a fairly contentious meeting a
19 number of times.

20 We actually had to sort of say, well, that's
21 fine, we understand you have to do it in asphalt,
22 but if we're going to build it wrong and against
23 the engineer's recommendations, then we'd like you
24 to climb on board right now and commit to us that
25 when it fails in five years, that you will pay for

1 it to do it again.

2 Well, that sort of changed the tone like,
3 okay, so we are in fact going against engineering
4 recommendations and the like. So one we got past
5 that, it moved quickly and FAA was again supportive
6 of the whole thing. So enough of that.

7 Next item I wanted to hit you with or hit
8 you -- hit you on was the update on the T-hangar
9 construction. We are well well into design at this
10 point.

11 We are envisioning a two -- two-phase -- well,
12 two-phase approach to the first project. The first
13 project of course is to bring two new T-hangar
14 units online. The first piece of this would be to
15 finish the plans and specs to the point where we
16 can go ahead and bid the buildings and door systems
17 themselves independent of the contractor and -- and
18 erection and site services.

19 The reason is there's significant lead time in
20 those buildings. Typically it's not unusual to see
21 12, 14, or more weeks lead time on the buildings
22 and door systems. So the sooner we can get in the
23 cue, get that -- get that quote, unquote ordered,
24 the more timely we can deliver the project.

25 We are still on a drop-dead date of getting

1 this oper -- open and available by the end of the
2 calendar year. So nothing slipped schedule-wise.
3 But to maintain that schedule, using the
4 traditional design-build and let them order the
5 building would put us at least 30 to 60 days behind
6 the curve by the time shop drawings could get
7 approved and we could actually order the buildings.
8 So if there are no real objections to that
9 approach, we're going to -- we're going to head
10 that way.

11 There's still two -- there's still public
12 you'd bid on all those things, but it will allows
13 us to simplify it. We do expect to award the
14 construction and the like in an April/May timeline,
15 so that will also have again the buildings on their
16 way. And I'm getting -- committing to you we'll
17 have this completed by the end of the year assuming
18 no huge something comes up.

19 MR. BURNETT: The direct purchase helped save
20 sales tax as well.

21 MR. WUELLNER: That's a significant benefit of
22 this. We're also not paying markup on the
23 buildings and the like that would typically show up
24 with a contractor, so this should allow some
25 flexibility in the project cost.

1 Next item, Kevin -- Kevin. Andrew and I
2 again -- long week already and it's only Monday --
3 we met with one official at the Water Management
4 District who has been extremely helpful to us over
5 the years in discussing the west side development.

6 And you know one of the lynchpin items --
7 well, there are two interesting items, but one of
8 the big lynchpin items has been connectivity of our
9 western property to -- to I-95.

10 So we had a -- a reminder meeting that we want
11 to have more detailed conversation with the Water
12 Management District as to that. And I think we're
13 prepared to be -- to go down in the next two to
14 three weeks probably, meet with their property
15 acquisition guys, and see if we can't hammer out
16 a -- a reasonable route out to I -- I-95 for that
17 access point.

18 That could be huge in that we would probably
19 try to get some kind of written agreement with the
20 Water Management District as to the availability of
21 that corridor for use in that road.

22 There don't seem to be huge obstacles on an --
23 on an administrative level at this point with the
24 District. I think they're open to the idea. Yes,
25 there's a lot of -- a lot of detail to get worked

1 out in this, but it's actually positive.

2 If we could get to the point we have some
3 general agreement by the end of the calendar year
4 or before this governor leaves office, we think
5 that would be huge. We know what we're dealing
6 with with this governor relative to these kind of
7 projects and economic development things, and
8 it's -- it's been a very positive thing.

9 We don't know what we're getting with the next
10 one or even who that will be. So rather than, you
11 know, do the work and risk -- risk bad results,
12 we'd like to get to that point. That is not
13 funding for building the road or anything else,
14 this is just in a sense getting the permission to
15 build the road when we have the money to build it.

16 Now, the other piece for the Water Management
17 District has -- has to do with surplus property
18 they owned. I'm sorry I didn't pull -- bring the
19 map back out again. But there's a significant
20 chunk of property that abuts property we own, sits
21 just south of the old racetrack site, if you're
22 familiar with that.

23 That block of property has been declared
24 surplus to the Water -- by the Water Management
25 District, meaning they'd love to partner with a

1 local agency for the purpose of taking over the
2 conservation easements and making -- and owning
3 that property.

4 We believe there's conversation to be had, and
5 I think they'd be very open to looking at some of
6 the property that we now own that we acquired from
7 Flagler Development that's located on the extreme
8 south part of property we bought and looking at
9 potentially trading the conservation --
10 conservation easement portions off of that property
11 and making a much more contiguous piece of property
12 that might be easier to develop over time.

13 We have been told that the property that we
14 potentially put out there to trade is of higher
15 ecological value for their purposes, therefore of
16 more interest to the District. We'll see how that
17 plays out, but that looks to be a strategy that's
18 got potential with the Water Management District.

19 Lastly, we did have -- on that topic, we did
20 have a nice conversation -- we went over to
21 Tallahassee and met with the -- with state FDOT
22 officials relative to inclusion in the SIS. We
23 were outright flatly denied based on current --
24 current criteria. We simply don't meet the
25 enplanement requirements to get there of today's

1 criteria.

2 The good news of that is FDOT is in the
3 process of a complete rewrite of the criteria and
4 they will be -- as we understand it, there'll be
5 additional flexibility in that. Those rules are
6 tentatively on a schedule to be released late this
7 year. When those comes out and -- and if we're
8 able to obtain some draft copies, we'll have a
9 better idea of how to package projects.

10 We were reminded that it's not an entity
11 issue, it's not that the airport or the
12 Airport Authority is a SIS facility; it's based on
13 project-by-project determinations and that it's by
14 no means a given even if you've got a SIS project,
15 that it will compete, because those projects
16 compete statewide, not just in your FDOT district.

17 So while it was informational, we certainly
18 didn't walk away going, wow, that was the greatest
19 thing we ever did. But it's something we'll
20 continue to monitor and if we can find an entry
21 point into SIS projects, we believe and I think
22 they actually believe that the project that would
23 likely qualify as a SIS project would be the
24 interchange on I-295 -- I keep saying 295 -- I-95
25 and the access back to U.S. 1 would likely --

1 because of the bigger merits of an east/west
2 corridor to the interstate, could very well qualify
3 as a SIS facility in the future. But of course
4 we've got to get through that -- all of the other
5 hoops on that. And we're not ready. We don't own
6 property, we don't have anything going on. But it
7 looks to be -- well, it's at least cautiously
8 optimistic that there's -- that there could be
9 something there later, so... Did you have anything
10 that you want to add to that? I think I've over --
11 probably overtalked that already anyway.

12 Insurance coverage review, we have -- we've
13 put that out to the public. It's being advertised
14 currently seeking agents and brokers who might want
15 to do the review of our insurance coverages and the
16 like.

17 That closes May -- May -- March 15th. We've
18 had a number of inquiries already of people
19 interested in providing those services to us.
20 We'll update you after it closes here. So I would
21 expect we'll have an update at the -- at the March
22 meeting on that.

23 I do have a project I want to -- if you don't
24 have objection, we'd like to pursue doing some
25 preliminary -- very preliminary investigations

1 of -- of the development of some additional office
2 space on the airport for -- for lease to others.

3 There -- we've had a significant -- we've got
4 tenants that would love to have significant amount
5 of -- significant amounts of office space, but we
6 need to get clarification on what -- what does that
7 mean numbers-wise? What does it cost to build?
8 Where is a good place to do it? Those kind of
9 things.

10 So if you don't have objection, we'll go ahead
11 and look at it. This needs a lot of decisions
12 going forward, but at least we'll have some -- some
13 meat on the bone to make a decision later on.

14 CHAIRMAN GREEN: Could that also be across
15 U.S. 1?

16 MR. WUELLNER: It potentially could go there.
17 I think we're looking more this side because it's
18 easier to develop currently.

19 CHAIRMAN GREEN: Uh-huh.

20 MR. WUELLNER: Later on, I think that's an
21 ideal space.

22 Next I just want to make you aware I do have
23 two significant airline marketing trips that are --
24 that are already booked. One starts the end of --
25 let me get it right. It's about two weeks out.

1 So I've got at least six airline meetings
2 during that period of time and an opportunity to
3 chat with probably another two dozen at -- at that
4 event. And then we have another major speed dating
5 airline event coming up in early June. So just
6 make you aware that we are -- we haven't just given
7 up and it's just -- it's a process, folks.

8 Last item I actually have for you is just
9 wanted to make you aware -- you probably noticed,
10 you may not have noticed, but we had promised the
11 annual audit presentation at this month.

12 The State of Florida released the actuarial
13 information that was required to complete it.
14 Unfortunately after everyone got it and started
15 digesting it, their auditors, they found that
16 there's a ton of errors all through it.

17 So it went back to the state and my
18 understanding it's now back out with the errors
19 fixed but just in the -- in the last two weeks. So
20 obviously the audit didn't get completed and they
21 were not in a position to present it. So if all
22 goes well, that presentation will occur at your
23 next meeting. So I didn't want you to think we
24 forgot about it.

25 CHAIRMAN GREEN: Okay.

1 MR. WUELLNER: And as if that wasn't enough,
2 thank you.

3 CHAIRMAN GREEN: The aviation fuel tax?

4 MR. WUELLNER: Oh, thank you. That was on the
5 list. I guess I read right over the top of it.

6 CHAIRMAN GREEN: Yeah.

7 MR. WUELLNER: Thank you.

8 MR. MAGUIRE: I was getting ready to ask that.

9 MR. WUELLNER: I did, didn't I?

10 I -- I gave you a little handout. This is
11 something I got off the press this morning from
12 Florida Airports Council. It's got some updated
13 information. It appears it's going to the House
14 floor, this tax reduction is going to the House
15 floor, I thought it said next week but it might be
16 this week.

17 Currently, or once that -- something happens
18 there, it's got to move over to the Senate for some
19 action. It's unclear right now whether it's even
20 included in the Senate agenda. I'm going to impose
21 on Doug to arrange a conversation with Travis over
22 the next week or so so that we can speak to him
23 directly about our concerns with this particular
24 tax issue.

25 This has some great bullet points, if you, you

1 know, want to use them in contacting state
2 legislators. I have -- I've had a lot of direct
3 conversation and communication with Cyndi
4 Stevenson. I think that's -- she hears us and
5 understands the issue.

6 I've gotten nothing in terms of feedback from
7 Representative Renner's office on the topic.
8 Unfortunately he chaired the ways and means
9 committee that moved it forward along party lines,
10 so I -- and without talking to anyone that we're
11 aware of. So either he wasn't aware or they
12 don't -- they've got another agenda working, which
13 is entirely possible.

14 We are extremely concerned about the overall
15 impacts of this reduction as it relates to the
16 ability of the state to match grants that we use --
17 you know, you've seen our JPAs -- anything from 50
18 to 75 percent funding for various projects that we
19 have, including participation in FAA jobs or
20 projects at 5 percent level.

21 This could result -- this money, all of the
22 state aviation fuel tax goes into the aviation
23 trust fund. It is the funding source, it makes up
24 about 80-plus percent of the total funds available
25 currently in the grant program for the state.

1 So it's a huge potential hit to us airports
2 and specifically here. It is of significant
3 concern to us because it really could dramatically
4 change the ability to do projects here that are
5 both revenue-producing and just of a general
6 development nature that we need to accomplish.
7 Rehab projects, things of that nature.

8 It is -- it is -- it is a big deal to us. The
9 general -- the aviation -- excuse me, the airline
10 industry has -- as long as I've been doing these
11 airport management jobs for 30 years, over 30 years
12 now, the airlines come every year to -- and attempt
13 to get the tax reduced with the anecdotal promise
14 of additional service.

15 It just simply is a stupid argument, but it
16 gets political traction particularly in general
17 election years where your governor's running for
18 something else. It's really nice to run on a
19 lower, we lower taxes platform and, you know, we
20 could be left in the wake with a very poor aviation
21 program that would be hard to -- hard to recover
22 from.

23 The simple truth related to air service is
24 that airlines make service decisions based on where
25 people want to fly, not how -- what the tax

1 structure is and whether they can get enough fare.

2 And Florida's number two in terms of air
3 service in the entire country, number four in terms
4 of population of state. We don't have anywhere
5 near the highest tax structure. Ours is -- even at
6 its peak is 6.9 cents a gallon. The number one
7 aviation state is California. Has a .27 or .28
8 cent a gallon tax. Two?

9 MR. MAGUIRE: Number two.

10 MR. WUELLNER: It's number two. I'm sorry.

11 MR. MAGUIRE: Illinois is number one with
12 32.8.

13 MR. WUELLNER: Yeah, thank you. I stand
14 corrected.

15 MR. MAGUIRE: I just read it.

16 MR. WUELLNER: I've got it reversed. Thank
17 you.

18 CHAIRMAN GREEN: It's written on here.

19 MR. WUELLNER: But those are nowhere near 6.9
20 percent. So clearly the argument is at best
21 disingenuous.

22 When you consider that the same airlines use
23 and are benefited the same capital projects that
24 the airports they fly into makes it really an
25 incredulous argument that they make.

1 We would encourage you, the state as well as
2 the governor's office, if you have the time, can
3 pick up the phone or drop a letter or an e-mail,
4 you know, use whatever you want. These are --
5 these are points you can make however you wish to
6 make them. But they tend to listen to other
7 elected officials way sooner than their staff, and
8 sadly even way sooner than their constituency.

9 So, anything you can do to help us salvage
10 this because, you know, it's even harder to get
11 taxes increased after they make a mistake and
12 realize, you know, it will take a year or two
13 before folks realize how -- how gutted the program
14 is -- has become.

15 MR. MAGUIRE: According to this, it's
16 currently 6.9. Next year it will go to 2. -- 4.27.

17 MR. WUELLNER: Uh-huh.

18 MR. MAGUIRE: So if we sent a letter, we have
19 to use the right numbers that we do not want it
20 reduced any further to 2.9 --

21 MR. WUELLNER: Well, it has not -- the
22 reduction has yet to be implemented.

23 CHAIRMAN GREEN: Right. It's not till 2019.

24 MR. WUELLNER: The first reduction to the 4.
25 whatever it was.

1 MR. MAGUIRE: Yeah, it says July 19th.

2 MR. WUELLNER: Yeah. So there's still an
3 opportunity to keep it at 6.9. But, you know,
4 certainly --

5 MR. MAGUIRE: Okay.

6 MR. WUELLNER: -- the 4.7 or whatever is much
7 better than 2.9. And that eventually -- they phase
8 out completely a tax if they have their way on it.
9 So any help you can give, I know I speak for other
10 airports, would be greatly -- let alone your own
11 cause here.

12 MR. RAYMOS: You mentioned that you talked to
13 Cyndi Stevenson and you haven't heard back from
14 Paul Renner.

15 MR. WUELLNER: No.

16 MR. RAYMOS: Have you had conversations with
17 Senator Hutson on the Senate side yet?

18 MR. WUELLNER: We've given him the
19 information. I have not had the conversation. I'm
20 going to impose on Doug. It's a -- a friend of
21 Doug's, so I think we can at least get a brief
22 phone call with him to express our point of view on
23 it.

24 CHAIRMAN GREEN: Right now it's on the House
25 side, so it's coming.

1 MR. RAYMOS: Right.

2 MR. KIRA: I'm going to -- like I said, I know
3 Cyndi Stevenson. I'll send it on to her or give
4 her more information about this. I'll do the same
5 thing with Travis, who happens to be one of my
6 neighbors.

7 MR. WUELLNER: Perfect.

8 MR. KIRA: And -- and I think I'll send this
9 on to the TPO.

10 MR. WUELLNER: Sure.

11 MR. KIRA: The transportation planning
12 organization, I mean, they should jump on this also
13 because it's part of the deal.

14 MR. WUELLNER: Yeah.

15 MR. KIRA: So I'll send this on to the
16 management there.

17 MR. WUELLNER: Perfect. Any help, as I said.

18 CHAIRMAN GREEN: I spoke with the chairman
19 round table lunch that Commissioner Dean was
20 speaking about earlier last week and had some time
21 to speak with Bob Porter who is the
22 St. Johns County Chamber of Commerce lobbyist that
23 we now have.

24 So we sent him the information and he's going
25 to try and bend some ears as well. They were

1 not -- they were unaware of it. So everyone at
2 that St. Johns County Chamber luncheon had an idea
3 of what's going on and how it could affect, and
4 that involved Memorial Hospital, a lot of other
5 people and businesses that are building down here.

6 MR. RAYMOS: And the chamber has a -- a group
7 that comes up with public policy and -- and they're
8 looking at impact fees and other items, so they
9 could look at this as well.

10 CHAIRMAN GREEN: Uh-huh. I gave it to Mr --
11 to Commissioner Dean as well, and to Isabella
12 Renault.

13 MR. RAYMOS: Right.

14 CHAIRMAN GREEN: Okay. I don't think we need
15 to take any action on any of those. I think that
16 was informative. So I'm down to any public comment
17 on any of those items?

18 MS. LUDLOW: Nothing on that, but just public
19 comment in general?

20 CHAIRMAN GREEN: Yep. I'm just about to get
21 to that. There you go.

22 PUBLIC COMMENT - GENERAL

23 MS. LUDLOW: Okay.

24 CHAIRMAN GREEN: Might have to talk into that
25 again.

1 MS. LUDLOW: Thank you. One thing I did --
2 Reba Ludlow, Serenata.

3 One thing I did forget to tell you guys is
4 that Old City Life magazine is doing an article on
5 the Pilots Association. So we had -- they've
6 interviewed several people. And we had a photo
7 shoot on Thursday, and they like us so much, we're
8 going to get the cover.

9 CHAIRMAN GREEN: Yay.

10 MR. WUELLNER: Nice.

11 MS. LUDLOW: I know it.

12 MR. MAGUIRE: That's good.

13 MR. WUELLNER: Very nice.

14 MS. LUDLOW: It's pretty cool. We're really
15 excited about that.

16 I also didn't mention about -- didn't mention
17 about the educational foundation. Our committee
18 has the applications ready to go out. We will, you
19 know, be giving them out in April, the end of April
20 probably. And that's \$1,000 to the school of the
21 person that's going forward. So -- so no need to
22 ask you about the projected time for VOR, right?

23 MR. WUELLNER: I'll have to get updated for
24 you. I don't know --

25 MS. LUDLOW: Okay.

1 MR. WUELLNER: -- off the top of my head.

2 MS. LUDLOW: Oh, and I wanted to -- you didn't
3 thank Len Tucker for sending you guys --

4 MR. WUELLNER: Oh.

5 MS. LUDLOW: -- the error in the tax -- tax on
6 the hangar.

7 MR. WUELLNER: Yes, thank you. We will.

8 MS. LUDLOW: He looked that up and found it
9 and sent it to you guys for the other change. And
10 that's all I have.

11 MR. WUELLNER: Thank you.

12 CHAIRMAN GREEN: Thanks, Reba. That's all
13 public comment I had in front of me. So, board
14 comment, Mr. Maguire?

15 MEMBER COMMENTS & REPORTS

16 MR. MAGUIRE: The only thing I have is I
17 stopped by the supervisor of elections office and
18 filled out my papers for next term. So -- and I'm
19 the only one so far that has an opponent.

20 CHAIRMAN GREEN: Oh.

21 MR. MAGUIRE: Yeah.

22 MR. WUELLNER: Okay.

23 MR. KIRA: Do you have a name?

24 MR. MAGUIRE: Mirgeaux? There's some guy --
25 they said that when they had their little

1 supervisor of elections function a couple of weeks
2 ago, they talked about if anybody wants to run this
3 and that, sort of like an open house, this guy just
4 came up and wrote his name in. So he's probably
5 betting on the fact that I would not run, so he
6 wanted to be early, but we'll see.

7 MR. WUELLNER: I have not heard of him.

8 MR. MAGUIRE: He's out of Ponte Vedra.

9 CHAIRMAN GREEN: Mira?

10 MR. MAGUIRE: M-i-r-r -- Mirgeaux,
11 M-i-r-r-e-g-a-u-l-t, something like that.

12 CHAIRMAN GREEN: That's the last name?

13 MR. MAGUIRE: Yeah.

14 CHAIRMAN GREEN: Okay. All right. Mr. Kira?

15 MR. KIRA: Nothing to report.

16 CHAIRMAN GREEN: And Mr. Raymos?

17 MR. RAYMOS: The -- I can give a brief report
18 on the Aerospace Academy --

19 CHAIRMAN GREEN: Yeah.

20 MR. RAYMOS: -- that we had a meeting last
21 week, and it's the first one that I've attended.
22 It was a very interesting meeting.

23 They are -- I made them aware of the
24 scholarship program, that the Board of Realtors
25 offers every year a thousand dollar scholarship to

1 selected high school seniors in the
2 St. Johns County School District. And so they're
3 going to float that information to the
4 Aerospace Academy members as well.

5 We talked about drone training. They're
6 talking about maybe creating an internship program
7 where they would buy a drone and then teach the
8 students how to -- how to fly the drone with the
9 specific purpose of taking aerial photographs for
10 realtors and other people who have a need for that.
11 And so they're -- they're looking at doing that as
12 well. And that's all I have to report on the
13 Aerospace Academy.

14 CHAIRMAN GREEN: Thank you.

15 Just on my end, the Aerospace Academy also has
16 a reality fair, which is tomorrow. And that's
17 basically -- it's not just limited to aerospace
18 per se, but the academy participates in it.

19 And we have business people from around the
20 county that go and help the kids look at what
21 businesses are, reality, how you make budgets and
22 how you function in a business world. And
23 obviously aerospace is part of it, and I'm doing
24 that tomorrow from 1:00 to 3:00 to represent the
25 airport.

1 And as I told you before about the chamber --
2 the chairman round table lunch with regards to the
3 aviation tax, I think that's just very important.
4 I'm trying to get it out as much as possible, and I
5 want to thank the St. Johns County Chamber for at
6 least letting me bend their ear at their -- their
7 luncheon to find out about it.

8 Okay. Then really the next thing we have is
9 our next meeting, which is proposed for March 26th
10 at 4:00.

11 MR. WUELLNER: Yes. And we had a lot of
12 trouble getting something squeezed into April, so
13 if you'll indulge us we'll hit it twice in May, the
14 7th and the 30th.

15 Now the 30th is following -- obviously
16 following Memorial Day and it's a Wednesday instead
17 of a Monday. So if you would get back to us if you
18 have a conflict or whatever so that we can look at
19 some other dates if it's --

20 MR. MAGUIRE: And that's in April?

21 MR. WUELLNER: That is May 30th.

22 MR. MAGUIRE: May.

23 MR. WUELLNER: It's a Wednesday.

24 MR. MAGUIRE: Okay. So March 26th, and what's
25 in April?

1 MR. WUELLNER: We have -- we have nothing in
2 April, but we have a May 7th and a May 30th
3 proposed.

4 MR. MAGUIRE: May 7th and 30th.

5 MR. WUELLNER: And then a July 9th meeting,
6 which we need -- we have to do a July meeting for
7 the TRIM.

8 CHAIRMAN GREEN: Uh-huh.

9 MR. WUELLNER: And we can't get it to the very
10 first part because there's always some couple of
11 days of potential hiccup in the start of the
12 statutory calendar for the tax collect --
13 advertising for tax agencies.

14 So rather than find ourselves on the wrong
15 side of the start date, and it's unofficial then,
16 so we'll move it out a few days. We're not aware
17 of a problem at this point, it's not controlled by
18 us but by the county.

19 But anyway we should be fine on the 9th, if
20 that works for everyone, to do TRIM and then
21 we'll -- the next couple of meetings will get us
22 into the September meetings as we know what the
23 other county agencies -- the county commission as
24 you recall and the school board both have
25 preference over dates for us for budget-related

1 meetings. So we'll by then know those dates and we
2 can get them out there for September scheduling.
3 And I think that's it.

4 CHAIRMAN GREEN: Is that it? Mr. Raymos?

5 MR. RAYMOS: Yes, I did have one more item,
6 and that was I did go -- as Bruce did, I went and
7 filed the intent to run form with the election
8 office, so...

9 MR. WUELLNER: Okay. Good.

10 CHAIRMAN GREEN: Well, that makes it official.
11 So did I. So -- so we all --

12 MS. LUDLOW: I got the package.

13 CHAIRMAN GREEN: All right.

14 MS. LUDLOW: I haven't turned it in yet.

15 CHAIRMAN GREEN: And did our petitions and
16 everything else. So, all right, guys. Well, have
17 a wonderful week and we will see you again in
18 March.

19 MR. WUELLNER: In March.

20 CHAIRMAN GREEN: March 26th. Meeting's
21 adjourned. Thank you.

22 (Meeting adjourned at 5:20 p.m.)

23

24

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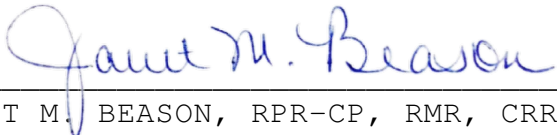
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REPORTER'S CERTIFICATE

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 22nd day of March, 2018.



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

CHAIRMAN GREEN:
[90]

COMMISSIONER

DEAN: [13] 5/14 5/17
7/21 8/4 8/12 8/16 8/19
9/8 9/11 9/18 9/22 9/24
10/1

MR. BURNETT: [6] 9/2
9/4 15/19 25/16 32/15
52/18

MR. HARVEY: [1]
16/17

MR. HOLESKO: [21]
15/23 16/6 16/10 16/15
19/20 20/11 20/18
20/21 21/19 21/24
22/22 23/9 24/11 27/11
27/13 27/17 29/9 30/17
30/22 31/2 31/6

MR. KIRA: [19] 3/11
3/15 3/24 16/13 22/11
27/4 27/12 27/15 28/25
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