

ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room B

4730 Casa Cola Way

St. Augustine, Florida

on Monday, June 8, 2020

from 4:00 p.m. to 5:32 p.m.

* * * * *

BOARD MEMBERS PRESENT:

SUZANNE GREEN, Chairman
STEVE KIRA
JUSTIN MIRGEAUX

BOARD MEMBERS ABSENT:

RANDY BRUNSON
BRUCE MAGUIRE

* * * * *

ALSO PRESENT:

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

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

* * * * *

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

2 CHAIRMAN GREEN: Ready to start the meeting?

3 Please stand for the Pledge.

4 (Pledge of Allegiance.)

5 CHAIRMAN GREEN: We have three members, so we
6 have a quorum. We're good.7 MEETING MINUTES & FINANCIAL REPORT ACCEPTANCE8 CHAIRMAN GREEN: All right. The first
9 business is the meeting minutes and financial
10 report, which I know dust off the cobwebs, guys, it
11 was a while ago.12 So, any comments on the meetings -- the
13 minutes as presented from our -- March?

14 MR. WUELLNER: It's so far away.

15 MR. MIRGEAUX: Can I move?

16 CHAIRMAN GREEN: Yeah.

17 MR. MIRGEAUX: I feel like I'm in trouble. No
18 comments.

19 CHAIRMAN GREEN: Okay.

20 MR. KIRA: I -- I read them all and the
21 minutes were fine.22 CHAIRMAN GREEN: Yes, I didn't have any
23 exceptions. So they'll be accepted as presented.

24 And our financial report, Mr. Kira?

25 MR. KIRA: Again, I've read the financials. I

1 looked at it, and dependent -- because of Corona,
2 our -- some of our monies are not as high as they
3 used to be, but that was expected, so it's within
4 spec anyway. So I have no problem with the
5 financials.

6 CHAIRMAN GREEN: I -- I agree with that.

7 And one thing, I've spoken to some of the
8 Jacksonville airport people who are having very
9 difficult times right now without the commercial.
10 So, as much as I always like a little commercial
11 here, this is a -- kind of a helpful thing that
12 we're not losing that revenue right now.

13 So -- okay. So we will accept the financial
14 reports unless hearing anything else.

15 Mr. Mirgeaux?

16 MR. MIRGEAUX: No.

17 CHAIRMAN GREEN: Okay. All right. So that
18 will be accepted as presented.

19 AGENDA APPROVAL

20 CHAIRMAN GREEN: The agenda was provided to us
21 a while ago, and any -- there was one comment,
22 Mr. Wuellner, you wanted to --

23 MR. WUELLNER: Yeah. If you're willing to
24 just swap an agenda item, it's not a new item, just
25 bring the auditing up to the first one to get

1 our --

2 CHAIRMAN GREEN: Accounting.

3 MR. WUELLNER: -- Todd and company to go ahead
4 and move on.

5 CHAIRMAN GREEN: Anybody --

6 MR. KIRA: No objection.

7 CHAIRMAN GREEN: -- have a problem with that,
8 so they don't have to sit through? That's fine.

9 Okay. So other than switching that, we'll
10 bringing the auditing up first, the --

11 MR. WUELLNER: Thank you. Talk about out of
12 practice.

13 CHAIRMAN GREEN: -- agenda will be accepted.
14 Well, you better get going because your report is
15 next.

16 MR. WUELLNER: Yes, ma'am. I'm working on
17 it -- working. I'll try to just --

18 MS. LUDLOW: Have to retrain you, Ed.

19 EXECUTIVE DIRECTOR'S REPORT

20 MR. WUELLNER: I'm getting that a lot lately.
21 Wow, this is scary. What was I doing? Oh, yeah.

22 Okay. We provided a bit of an update in a
23 pre-meeting document we circulated among the board
24 members, but it -- to bring you up to speed,
25 T-hangar project is rolling along, although not as

1 fast as I'd like, but it is coming to a conclusion
2 pretty rapidly here. Expectations are we should be
3 pretty well done with this by the end of June,
4 almost everything.

5 One hangar leads the other in terms of
6 percentage of completion. Hangar C is actually
7 very close to finished. I do have an agenda item
8 for you related to that. We can just see what
9 y'all think about an item related to the agenda --
10 or related to the hangar.

11 The apron project is moving along. We've had
12 a little bit of a weather delay in the last couple
13 of days, as you might expect, with the amount of
14 water coming down. But they will begin putting
15 the -- what is the base concrete pour, which is a
16 light concrete, down beginning the next couple of
17 days.

18 That process takes about 10 days to complete.
19 Once that's in place and has had a chance to cure,
20 they'll begin the full depth sections, which they
21 will be able to pull one at a time, one per night
22 once they get started.

23 Those are those big -- I think they're
24 15-inch, don't quote me on that, but 15-inch thick
25 slabs. And they have a big old machine -- if you

1 are bored and want to come out in the middle of the
2 night and watch that thing put some concrete down,
3 it's pretty impressive to see -- see 15 inches of
4 concrete come down 20, I think it's 25 feet wide at
5 the time. But that's -- that's on schedule. That
6 is your supplemental FAA project, if you recall
7 that, back awarded in February.

8 I see no reason -- I think this contract is up
9 to August. I don't see any reason anybody's here
10 on the job by the end of this. It should be done
11 probably in mid July at this -- at this pace.

12 I did make mention that the air service
13 conference which was supposed to be back in April,
14 which was kind of kicked out to July, has now been
15 officially moved to January. I think it's the 20th
16 through the 22nd, if my memory serves. So you'll
17 be getting more details on that as that comes
18 about.

19 But it appeared we were going to have
20 issues -- as you can imagine, the airline world is
21 in complete turmoil in terms of even keeping their
22 own schedules intact and what they're doing. So
23 getting airport -- or, excuse me, aircraft -- air
24 route planners out of their offices and anywhere
25 was basically not going to happen in July, so we're

1 hopeful that things -- the world will settle down
2 in the airline side by -- by January and we can get
3 these folks back down here.

4 Most of the national conferences related to
5 the same topic already canceled. I don't see any
6 big events -- at this point, I don't see anything
7 kind of jump ahead of it. So, JumpStart and things
8 like that have already been canceled. In fact, the
9 dates were last week. So, you know, I think you're
10 still on the cusp of any decision-making that's
11 likely to come out of what's all happened.

12 I did want to tell you we -- we have an agenda
13 item also for Taxiway Delta. That will be probably
14 wrapped into a good portion of the T-hangar
15 discussion agenda item, the second one.

16 I did want to let you know that we did
17 qualify, we do not have the paperwork yet, but it
18 looks like we will be getting that grant at
19 100 percent FAA grant. So Taxiway Delta's complete
20 reconstruction and -- and all -- and relighting,
21 all of that will be done at 100 percent federal
22 dollars when that comes through.

23 It has been bid, opened, grant application
24 been made to FAA. There was a tentative award
25 already come through Congress, which is the -- the

1 big waiting point, is waiting on FAA to release
2 money.

3 The only thing was there was about a \$200,000
4 shortfall in the funding. We've been assured not
5 to worry about it, but it -- it's the only delay
6 that's occurring right now, is they're waiting on
7 another airport to not be able to -- a bid to come
8 in under or somebody else not to be able to take
9 money right now, which is very possible.

10 I do want to make -- call your attention to
11 one other item, which was the CARES Act funding, a
12 very odd -- I can't tell you I've ever seen where
13 an airport got -- or airports get the opportunity
14 for operational cost reimbursement.

15 FAA kind of uniformly across all airports in
16 the NPIAS got some kind of additional funding to
17 help offset the additional loss of revenue or
18 additional costs, however you want to play it, as
19 it related to operating dollars. Almost always, in
20 fact always, to that grant you get capital dollars
21 or assistance in capital but never operating.

22 Based on our size, operations and the like, we
23 qualified and received a grant for \$157,000.
24 That's just, as they described it, minimally
25 justified costs within your operating budget. So

1 it can pay salaries. It can pay electric bills.
2 It can pay anything that's an operating cost within
3 your -- within your budget.

4 Our -- we're on solid ground in terms of our
5 operating revenues and expenses. No real issues
6 meeting bills or the like, so the net effect for us
7 is you could -- you could allow that money to
8 either roll into reserves as needed or it could
9 also just go toward the capital share of a
10 different project.

11 But you didn't want to accept the money as a
12 capital share because then you go through the same
13 grant process a regular capital program would. So
14 it's just an easier way of getting money to
15 airports that FAA did -- had determined.

16 CHAIRMAN GREEN: Are they still in the same --
17 like we have to use 75 percent or whatever the
18 percentage changes, you know --

19 MR. WUELLNER: This is --

20 CHAIRMAN GREEN: -- weekly?

21 MR. WUELLNER: Well, that 157 is a hundred
22 percent funding. So we don't -- we don't have to
23 match it, we don't have to do anything else.

24 CHAIRMAN GREEN: I understand that, but if
25 you -- at least in the private sector, we have to

1 spend -- we have to use 75 percent of it for
2 salaries, payroll, utilities, mortgage interest or
3 rent, but then the balance, if there's any left
4 after that, is a 1 percent loan.

5 MR. WUELLNER: Yeah, there's no loan value in
6 this at all.

7 CHAIRMAN GREEN: Okay.

8 MR. WUELLNER: It's strictly -- strictly
9 reimbursement of operating costs --

10 CHAIRMAN GREEN: Okay.

11 MR. WUELLNER: -- which is fairly easy to put
12 together and get reimbursed for.

13 CHAIRMAN GREEN: Sure.

14 MR. WUELLNER: Because it doesn't have to be
15 extraordinary or outside of the budget, just simply
16 a reimbursement. So that's what I've got.

17 BUSINESS PARTNER UPDATES

18 CHAIRMAN GREEN: Okay. So our members. Yes,
19 business partners. Mr. Dean?

20 COMMISSIONER DEAN: Here. Spaced out.

21 Good afternoon. For some of you in the
22 audience, you may not know who I am, each of us
23 five commissioners, St. Johns County commissioners,
24 are assigned different liaison roles: The library
25 branch, recreation and parks, the list goes on.

1 But I am the county liaison, the commissioner
2 who comes to the Airport Authority board meetings
3 and we have a give and take after I answer
4 questions or fill in current activities and keep up
5 with anything I can help the board with as we go
6 forward either with funding or any other items.

7 I wanted to mention a couple of things related
8 to everything that has gone on with the COVID-19.
9 Two I think interesting funding opportunities we
10 dealt with recently, the county commission.

11 The tourist industry, no surprise has taken a
12 real beating locally in the last three months. I
13 mean, they've just basically like other businesses
14 hit a brick wall, and the numbers went way down as
15 far as, you know, hotel occupancy, restaurants were
16 closed, obviously bars, and it came to a screeching
17 halt.

18 They were basically losing quite a bit of
19 money and a number of employees, both part time and
20 full time were laid off, somewhere around 15,000
21 was our best estimate out of roughly 29,000 that
22 are identified and working directly or indirectly
23 with the tourist industry.

24 So, what we did several meetings ago is we
25 dipped into our general fund reserves, which thank

1 the Lord they're pretty healthy -- and I think that
2 the reserves are needed in times of crisis. That's
3 what they're for. Your reserve fund, you use for
4 unexpected crises.

5 And so, we approved a transfer of \$2 million
6 to the -- the Visitor and Convention Bureau board
7 to basically go on an advertising marketing blitz
8 as we try to recover from the COVID-19 crisis and
9 try to get tourists back in our county.

10 And by the way, that wasn't a grant, it was a
11 loan. The \$2 million came from our general fund
12 reserves, but they're going to pay it back from the
13 bed tax revenue, the TDC bed tax revenue. So that
14 will be paid back as a loan. It wasn't a grant.

15 The other item I wanted to mention is a grant
16 for small business, and that was a community
17 development block grant from HUD that we received.
18 And we've been approved for \$1.5 million and it may
19 be as much as \$2.1 million. We are sort of
20 negotiating with HUD.

21 And that's made available to us to implement
22 small business grants -- grants to small businesses
23 in our county up to \$10,000. And that hit the
24 street -- on May 26th, we had over 300
25 applications. It was closed last Monday, June 1st,

1 304 applications. So we'll be able to fund up to
2 150 applications, 150 small businesses, maybe as
3 many as 200 if we get the additional \$600,000
4 approved from HUD.

5 So I think the County's trying to do all we
6 can within reason realistically to get our economy
7 rebooted, restarted, and get people back to work.
8 And we, you know, are working as hard as we can.

9 One interesting economic note, I found
10 interesting, I looked at the May building permits
11 for May of 2020 and year to year in May of 2019, a
12 year ago, we issued 340 building permits,
13 individual single family homes, 340. This May,
14 this past month, May of 2020 we issued 370. So we
15 actually issued more building permits in May of
16 '20. I thought it would be less. I found that
17 interesting.

18 So those are just a few things going on at the
19 county right now. And I'll be happy to either
20 answer questions or if anyone has any comments to
21 for me to carry back to my fellow commissioners.

22 MR. KIRA: Will we have fireworks?

23 COMMISSIONER DEAN: I guess we're going to
24 find out tonight. The St. Aug- -- that's up to the
25 St. Augustine City Commission.

1 MR. KIRA: Okay.

2 COMMISSIONER DEAN: They're meeting today.

3 AUDIENCE MEMBER: They -- they voted no at
4 10:00.

5 MR. WUELLNER: They did?

6 COMMISSIONER DEAN: They already voted? So I
7 guess we're not having fireworks this year, which,
8 I mean, we all probably have different thoughts
9 about whether or not that's a good thing or not.
10 But in any event...

11 MR. MIRGEAUX: The open and close dates for
12 the \$1.5 million HUD grant package?

13 COMMISSIONER DEAN: Yeah. That -- it opened
14 May 26th and closed June 1st.

15 MR. MIRGEAUX: Do we have open and close dates
16 for two and a half million county fund that was set
17 aside, or is that still open?

18 COMMISSIONER DEAN: That's -- no, that closed.
19 The question is how much we will have available
20 for -- for grants. But the application period
21 closed June 1st. So we will have either somewhere
22 between 150 individual grants up to \$10,000 or
23 possibly 200 if we get the additional money.

24 MR. MIRGEAUX: So those programs are
25 overlapping.

1 COMMISSIONER DEAN: Well, they're -- I'm not
2 sure -- it's the same program. The question is how
3 much money HUD is going to make available --

4 MR. MIRGEAUX: Oh, okay.

5 COMMISSIONER DEAN: -- to the county.

6 MR. MIRGEAUX: Got it.

7 COMMISSIONER DEAN: Right now they've
8 guaranteed 1.5 million, but we're still dickering
9 because we would like up to 2 -- 2.1 million, and
10 we'll find that out shortly probably.

11 MR. MIRGEAUX: Okay.

12 COMMISSIONER DEAN: All right? Thanks.

13 CHAIRMAN GREEN: Thank you, Mr. Dean.

14 COMMISSIONER DEAN: I really enjoyed the
15 Hangar One. Y'all made a good selection there.
16 They are doing a great job.

17 CHAIRMAN GREEN: It was a nice event. Glad to
18 see you --

19 COMMISSIONER DEAN: When I'm at the county
20 commission meetings -- or not the meetings. When
21 I'm at the county admin building, it's just a quick
22 hop to get there for lunch, so it works out real
23 well for me. Good job.

24 CHAIRMAN GREEN: Vinny?

25 MR. BEYERS: I'm good.

1 CHAIRMAN GREEN: You're good? Okay. SAAPA?

2 MS. LUDLOW: He's here. Do you have a report?

3 MR. BARRESI: Okay. I thought

4 Atlantic Aviation was going to speak next.

5 CHAIRMAN GREEN: Well, Vinny did. He spoke.

6 MR. BARRESI: Oh, okay.

7 MR. BEYERS: Gave y'all a no.

8 MR. BARRESI: Yeah, we have not had meetings
9 during this COVID-19 lockdown and so I, you know,
10 really don't have a whole lot to comment about
11 from -- about or from SAAPA. However, if you folks
12 have any questions, I'd be glad to address anything
13 you might have.

14 (No questions).

15 CHAIRMAN GREEN: I'm good I think.

16 MR. BARRESI: All is quiet here, too.

17 CHAIRMAN GREEN: It will be nice to get you
18 back going. All right. Northrop?

19 (Not present.)

20 CHAIRMAN GREEN: No one from Northrop here? I
21 didn't see Dan, so...

22 Okay. Tammy, tower.

23 MS. ALBIN: Tammy Albin St. Augustine Tower.

24 It's been a while since we've all been
25 together, so let me share with you kind of the

1 trend that our traffic is taking.

2 Just going back to March of this year, we
3 actually closed out March high with 14,676. We
4 were up 13 percent over March of last year. And
5 that was the last up. For April, we're down 34
6 percent just from April to April. From May of this
7 year to May of -- compared to May of last year,
8 down 40 percent. So for April of this year, it
9 was -- we just barely broke 9,000 and again for May
10 barely broke 9,000.

11 We're down about 12 percent over last year.
12 Where we had started out we looked the first
13 quarter like we were going to be more on a record
14 pace again, but now we're down 12 percent, so --
15 for the first five months compared to last -- last
16 year.

17 Rain Check was canceled for June because of
18 the virus and the meeting requirements. We're
19 tentatively looking at July 1st, but that remains
20 to be seen to see what the requirements are and
21 what we have to work with. That's about it. Thank
22 you.

23 CHAIRMAN GREEN: Thank you. Mr. Burnett?

24 MR. BURNETT: Yes. I've got a report that's
25 Grumman related, a Northrop Grumman-related report.

1 And that is if you're looking at North 40,
2 Grumman's large building on the north side of the
3 airport, northeast side, there's a few components
4 there.

5 There's the land lease. Then there's the
6 lease for the large building that we call the
7 North 40 improvements lease. And then there's the
8 engine runup area. So there's three different
9 documents in play.

10 They're up for a renewal, and one of the
11 issues that comes up every five years is market
12 rent. And we also look at, okay, what's the status
13 of the building? And in this particular case, the
14 building needs some repairs and improvements.

15 Grumman has unique defense contractor-related
16 ways that it spends money. And so, one of the
17 things that they've asked is -- since they need to
18 make repairs, it's their obligations to make
19 repairs.

20 If you go back in history, by the way, they've
21 been a tenant so long, the original lease
22 contemplated the construction of the facility. So
23 it never really contemplated every little nuance
24 that could come in in long-term alterations,
25 repairs, and maintenance.

1 So, some of what's going on right now is we're
2 negotiating an amendment that deals with -- would
3 have our standard provisions related to alterations
4 and modifications to the facility in the future,
5 but also, the main thing is dealing with this issue
6 of, okay, it needs a new roof or it needs some
7 pretty big improvements to the roof and it needs
8 repair or improvement to its fire-related -- fire
9 suppression-related system or fire security-related
10 system.

11 And so, what they've proposed is that rather
12 than them come out of pocket with the money
13 immediately at all one point, that they're going to
14 pay additional rent of a hundred -- excuse me,
15 \$1.27 million, and it will come out as them paying
16 additional rent to the airport of about \$35,000 a
17 month.

18 And as the airport collects the money and puts
19 it in an account and that money increases and they
20 will hire a contractor to do the work and then
21 we'll direct-fund the contractor so we'll know we
22 have the funds there to do the work.

23 But it facilitates Grumman being an able to
24 pay additional rent to accomplish this which from
25 their perspective, they're able to put into one of

1 their programs, and it fits within the square peg
2 that has to go in the square hole for their
3 business methodology being a defense contractor.
4 And so, that's what's going on right now.

5 The only added piece to that puzzle is the
6 airport has always wanted good access to the
7 property behind. So if you have the North 40, you
8 have the engine runup area, you have the area in
9 the middle, the land in the middle -- which Grumman
10 actually has an option on the land in the middle --
11 behind that is a number of acres that the
12 Airport Authority owns but we don't have great
13 access to it.

14 So one of the things we've done is said, hey,
15 in the -- in the engine runup lease, this renewal,
16 can we get access through there? They're open to
17 it. So we're probably going to get that
18 accomplished through this process as well. So I
19 just wanted to give you a little bit of behind the
20 scenes that you don't see a lot of times. But just
21 so you know, that -- that piece of the puzzle's
22 going along right now.

23 And as part of all of that, it's a situation
24 it's good for the airport because we have a
25 facility that gets renovated at a pretty good

1 number, a million two, plus. It's also good
2 because in four more years or four and a half more
3 years when that lease is up again for another
4 renewal, it resets market rate.

5 So they're building in a million, two of
6 additional value in that structure, which
7 presumably when the market rate analysis is done in
8 four and a half years from now, it will be worth
9 more, you'll get a higher rent value as well.

10 So, one, we're protecting the asset and
11 getting it repaired and brought up to current for
12 the roof, and then the other piece is that it is
13 going to help you fair market value-wise in four
14 and a half years.

15 So with that, that's a little piece of what's
16 going on. I'd be happy to share any other
17 information related to or answer any questions that
18 you may have, whether now or if you think of
19 something later, please feel free to give me a
20 call; I'd be happy to talk to you about it.

21 MR. WUELLNER: One -- one little misspeak I
22 just want to clarify is that the property between
23 the runup and the North 40 is a right of first
24 refusal property --

25 MR. BURNETT: Yes.

1 MR. WUELLNER: -- not an option.

2 CHAIRMAN GREEN: I do have a question.

3 Obviously I don't think they're going forward
4 anywhere with our lawsuit that we have.

5 MR. WUELLNER: Doug?

6 MR. BURNETT: We're currently waiting on an
7 order.

8 CHAIRMAN GREEN: Okay. Again --

9 MR. BURNETT: So we're still in the same --
10 yes, ma'am.

11 CHAIRMAN GREEN: I mean, with all the court
12 system that was happening, that didn't surprise me.

13 The only question I have is we -- if we are
14 collecting more rents, this is probably an
15 accountant question, and that's going to be income
16 to us, how are we expensing that out tax-wise? Is
17 that affecting us?

18 MR. WUELLNER: We have no tax liability.

19 CHAIRMAN GREEN: Okay. Just wanted to make
20 sure.

21 MR. WUELLNER: The beauty of government.

22 MR. BURNETT: Yeah.

23 CHAIRMAN GREEN: Okay. All right. That's it
24 for the business partner updates. Thank you,
25 Mr. Burnett.

1 MR. MIRGEAUX: I have a question about the --

2 CHAIRMAN GREEN: Oh, sorry. I'm sorry.

3 MR. MIRGEAUX: No worries. The fire
4 suppression, you mentioned an upgrade to the fire
5 system.

6 MR. BURNETT: Yeah, I'm not -- I don't know
7 that -- I think it's the fire security system in
8 the building itself, not suppression. I misspoke
9 on that particular piece of it.

10 MR. MIRGEAUX: But is it -- like is it just
11 regular wear and tear that's driving that or is
12 that like a code change that they've got to, you
13 know, get it up to date to bring it up to code
14 or --

15 MR. BURNETT: I don't know the details of it.
16 I'll find out for you. I suspect, based on the age
17 of the building, it doesn't have the modern code
18 requirements in it for what you would have for
19 simple pull-downs for the security.

20 MR. WUELLNER: And it's also a deluge type of
21 system where it uses -- if you've been back in that
22 area, you see a large water tank. That's where the
23 fire flow, where the water volume comes for the
24 spray system that's in there now.

25 MR. MIRGEAUX: Okay.

1 MR. WUELLNER: That all -- all of which date
2 back to late 80s probably. I'm sure there are some
3 updates and upgrades that need to be done.

4 MR. MIRGEAUX: Okay.

5 CHAIRMAN GREEN: Anything else from the board?

6 MR. WUELLNER: I just point out, too, this is
7 one of those -- it's the only lease that I'm aware
8 of on the airport that's a true net lease.

9 Typically you see triple net or some other
10 variety of that, but this is a true net lease,
11 meaning the cost of those renovations and upgrades
12 and all those things are on Grumman's shoulder one
13 way or the other. It's a question of facilitating
14 a financial vehicle to -- to allow it to happen.

15 And we've been leaning on them pretty heavy
16 and they've been wanting those things done. Since
17 they've exhausted all their efforts to get us to
18 pay for those, this seems to be a method of work
19 and they're agreeable to it.

20 CHAIRMAN GREEN: Okay. So we build it in the
21 lease. Okay. Anything else, board?

22 All right. Then we want to switch our first
23 agenda item --

24 MR. WUELLNER: Yes, ma'am.

25 CHAIRMAN GREEN: -- to the audit.

1 INDEPENDENT AUDITING SERVICES

2 MR. WUELLNER: I don't really have a
3 presentation on this, so if you're looking to me,
4 I'm probably not the guy.

5 One of the requirements that you have from the
6 state, you also have additional sort of
7 sub-requirements as they pertain to FAA and FDOT in
8 terms of single audit requirements, you have a
9 statewide requirement to audit your financial
10 statements on an annual basis, as you're well aware
11 of. It is time to look for or bring that out and
12 essentially bid it or solicit proposals to do that
13 service.

14 At your behest, I asked Mr. Kira as
15 secretary/treasurer to serve as the board liaison
16 to that. Also our contract public accountant. I
17 stay out of that process to the point where I
18 didn't even know the firms until after they were
19 selected. They solicit those bids or proposals.
20 They do the evaluation. They create the criteria
21 and the like.

22 I'm going to -- kind of surprising, but
23 they -- if Mr. Kira would like to present what they
24 did and the like or I can call up Mr. Neville, who
25 is also the -- he did the lion's share of getting

1 the proposals out and organizing it, as -- as you
2 might expect. But I stay out of it because I don't
3 believe it's appropriate for -- for my position to
4 be involved in the selection or the -- of those who
5 will be looking after us.

6 MR. KIRA: Why don't we have Mr. Neville come
7 up, since he was the chair of the committee. The
8 RFP came from them, the initial analysis of the six
9 respondees (phonetic) came from them, and we
10 started our work after he did the dirty work.

11 MR. WUELLNER: Perfect.

12 MR. NEVILLE: So I am Todd Neville with
13 Neville Wainio, CPAs. As Ed and Steve have
14 mentioned, we ran -- we were engaged to run the RFP
15 process.

16 Technically Steve was the chair, even though I
17 ran a lot of it. State statute requires that a
18 committee member of the governing body to be the
19 chair of the audit selection committee, so
20 technically Steve is handing over some of the
21 authority to me right now.

22 But just to walk through the process, we did
23 send out an RFP. Firms had to reply by May 27th.
24 At that time, we compiled based on three -- we had
25 mandatory criteria, which were basic things like

1 they needed to be independent, they had to have no
2 conflicts of interest with the airport, they had to
3 be licensed in the state of Florida. They had to
4 meet that as the minimum.

5 Then we graded them on three areas. Number
6 one was price. Price was 30 percent of the
7 formula. Technical aspects and qualifications was
8 the second area. That was 35 percent. And the
9 third area was their methodology to conducting the
10 audit, and that was also 35 percent.

11 We heard from 10 to 12 different firms
12 throughout the state of Florida and actually
13 throughout the country. Six decided to propose.
14 Of those six, our matrix narrowed it down to two
15 firms.

16 However, once the audit selection committee
17 sat down and met, Steve really felt strongly that
18 one of the firms, the third place firm, was the
19 strongest candidate. The thing that was removing
20 them in our methodology was they were the highest
21 price and they were based out of Minneapolis.
22 Those two things moved them out. We -- we all
23 agreed as a committee to bring them in as one of
24 the three finalists through the interview process.

25 We invited firms in. On June 4th, we

1 interviewed those three finalists. Steve was a
2 good judge of character. They were the best
3 interview by far. However, once we re-weighted
4 the -- after the interviews, they ended up placing
5 second just because of those factors that we
6 mentioned: The price and the fact that they were
7 out of Minneapolis versus a firm out of Orlando.

8 Our audit selection committee, based on those
9 steps, based on following the RFP that we sent out,
10 is recommending a firm out of Orlando which has
11 heavy Airport Authority experience, a firm called
12 Cherry Bekaert.

13 They're a firm of 1,250 individuals. They
14 have probably 30 or 40 airports that they do audit.
15 And when we interviewed them, their -- they
16 absolutely showed proficiency in all the questions
17 we asked, and that's who we are recommending to
18 your -- to your board that you engage them for your
19 audit for September 30 of 2020.

20 With that, I will say do you guys have any
21 questions for me?

22 CHAIRMAN GREEN: How much was the difference
23 in price? 10 percent, 20 --

24 MR. NEVILLE: 33 -- the top score from an
25 interview standpoint was 33 percent higher. So

1 they -- a firm out of Minneapolis named
2 Plante Moran, they came in over \$40,000. The firm
3 that we're recommending was right at \$30,000. And
4 then the third place firm was at \$21,000.

5 So there was a wide range of prices. However,
6 when the selection committee met and discussed it,
7 we didn't see the -- a 33 percent value add, and
8 with the addition of them having to travel, we just
9 didn't think it was there.

10 There was a significant enough difference
11 between second and third to spend the extra \$10,000
12 over the -- the firm out of Daytona which placed
13 third.

14 CHAIRMAN GREEN: Do we pay for travel and all
15 that; I mean, all of their expenses?

16 MR. NEVILLE: No, it's all -- it's built into
17 the \$30,000.

18 CHAIRMAN GREEN: Okay. Into their cost.
19 Steve?

20 MR. NEVILLE: Other questions?

21 MR. KIRA: No. He stated it exactly.

22 CHAIRMAN GREEN: Have we used any of them
23 before? Are these all new?

24 MR. WUELLNER: No, ma'am.

25 MR. NEVILLE: No, the -- the Cherry Bekaert,

1 I've worked with because they do the school
2 district. They do St. Johns County School District
3 as well.

4 CHAIRMAN GREEN: And all of them have airport
5 background?

6 MR. NEVILLE: The -- the top three,
7 Plante Moran has an entire division, they have
8 30 -- 30 people in their airport department. And
9 then Cherry Bekaert has a government unit, and
10 within that government unit, they have
11 airport authority experience. The third place firm
12 that was out of Daytona was primarily just
13 government. They had the least amount of airport
14 experience.

15 CHAIRMAN GREEN: Okay. Thank you,
16 Mr. Neville.

17 MR. NEVILLE: You're welcome.

18 CHAIRMAN GREEN: Okay. So, board discussion.
19 You're going to want action on this, right?

20 MR. WUELLNER: Yeah, you need to --

21 CHAIRMAN GREEN: Right.

22 MR. WUELLNER: -- select a firm from them.

23 CHAIRMAN GREEN: Right.

24 MR. KIRA: My recommendation is to accept
25 Cherry Bekaert as the auditing firm for the next --

1 basically the next cycle.

2 CHAIRMAN GREEN: That's the one out of --

3 MR. KIRA: That's the one we selected.

4 CHAIRMAN GREEN: -- Orlando?

5 MR. KIRA: Out of Orlando.

6 Like we said, the third one out of Daytona,
7 even though they're the closest, they did -- they
8 identified three cities that they did as audits
9 with an airport attached to it. So it basically
10 was a city audit and an airport --

11 CHAIRMAN GREEN: Okay.

12 MR. KIRA: -- okay? So we decided that they
13 just didn't have an independent airport focus that
14 the other two actually did.

15 CHAIRMAN GREEN: So it was just a component of
16 their audit.

17 MR. KIRA: It was a component of their audit,
18 not the main audit.

19 CHAIRMAN GREEN: Okay.

20 MR. MIRGEAUX: I'm amenable to accepting your
21 committee's recommendation. The only thing I would
22 say is, like going forward, is it possible to do
23 like multiyear evaluations where we got the same
24 firm to do like two years or --

25 MR. WUELLNER: You had that option within the

1 solicitation.

2 MR. MIRGEAUX: That's --

3 MR. NEVILLE: The RFP was for five years,
4 actually.

5 MR. MIRGEAUX: Yeah. I was going to say --

6 MR. NEVILLE: So this is a five-year.

7 MR. KIRA: Yeah, it's a five-year one.

8 MR. MIRGEAUX: Okay. Yeah, I don't remember
9 doing it last year, so...

10 MR. WUELLNER: You didn't. It was up the
11 end -- last year --

12 MR. MIRGEAUX: Was the end of the five years?

13 MR. WUELLNER: Yes.

14 MR. MIRGEAUX: Okay. All right.

15 CHAIRMAN GREEN: Okay.

16 MR. BURNETT: Public comment.

17 CHAIRMAN GREEN: I was just going to get it.

18 MR. KIRA: Just one more thing that --

19 CHAIRMAN GREEN: I've got two.

20 MR. KIRA: One more thing actually that I kept
21 asking the three firms is that -- I mentioned it
22 three times. We have over \$80 million worth of
23 assets on this airport and buildings and everything
24 else. I asked them do they do a nose count. Do
25 they actually take a look at what we have and

1 verify it against the books that we really have it?

2 Each one of them actually hemmed and hawed,
3 but I think they said they look at the -- our
4 paperwork and then just do a spot check. I don't
5 know if they can really do -- you know, look at
6 every single thing that this aud -- that this place
7 has.

8 CHAIRMAN GREEN: Okay. All right. I have
9 public comment. Ms. Ludlow?

10 MS. LUDLOW: Oh, no comment. Thank you.

11 CHAIRMAN GREEN: Okay. And I know I had Len
12 Tucker.

13 MR. TUCKER: I'm here.

14 CHAIRMAN GREEN: Yeah. Did you --

15 MR. TUCKER: I have no comment.

16 CHAIRMAN GREEN: -- want to comment? No? Any
17 other comment? Those were the two that I received.

18 (None.)

19 CHAIRMAN GREEN: Okay. All right. No more
20 public comment. Then I need a motion and we'll --
21 a motion from the board.

22 MR. KIRA: Motion to accept Cherry --
23 Cherry Bekaert to be our auditor.

24 MR. MIRGEAUX: Second.

25 CHAIRMAN GREEN: Any other further board

1 discussion?

2 (None.)

3 CHAIRMAN GREEN: No? Motion and a second.

4 All in favor?

5 MR. KIRA: Aye.

6 MR. MIRGEAUX: Aye.

7 CHAIRMAN GREEN: Aye. Any opposed?

8 (None.)

9 CHAIRMAN GREEN: No? All right. Motion
10 passes. Thank you, Mr. Neville. Please tell
11 Mr. Wainio I said hello.

12 MR. NEVILLE: Will do.

13 T-HANGAR LEASE POLICY AMENDMENT

14 CHAIRMAN GREEN: All right. We'll go back up,
15 this is our next one since we flipped --

16 MR. WUELLNER: Yes.

17 CHAIRMAN GREEN: Okay.

18 MR. WUELLNER: This is a --

19 CHAIRMAN GREEN: Lease policy?

20 MR. WUELLNER: Yes. This is a holdover item
21 from back in -- whenever we last met. Early March,
22 I think.

23 It was essentially tabled so that one of the
24 members could spend more time with it. So it's
25 back for your consideration, action, non-action,

1 whatever you choose to do.

2 CHAIRMAN GREEN: Board discussion? Do you
3 remember?

4 MR. MIRGEAUX: Yeah. This is the hangar
5 improvement --

6 MR. WUELLNER: Correct.

7 MR. MIRGEAUX: -- issue?

8 CHAIRMAN GREEN: Right.

9 MR. MIRGEAUX: So this is our first time
10 actually looking and evaluating it for a vote, I
11 think, before --

12 CHAIRMAN GREEN: Well, no. We were set
13 before, but one of our board members wanted more
14 time.

15 MR. MIRGEAUX: Right.

16 CHAIRMAN GREEN: Yeah.

17 MR. MIRGEAUX: So, I -- it puts a lot of
18 discretion I think, Ed, in your -- in your
19 column --

20 MR. WUELLNER: Uh-huh.

21 MR. MIRGEAUX: -- which I understand you have,
22 but I want to know more about how -- I want to give
23 our hangar lessees as much leeway as possible, so
24 long that it advances aviation operations.

25 So, you know, I understand the uniformity of

1 the new hangars and I understand that we want to
2 keep them, you know, nice for future tenants, you
3 know, as these things roll over.

4 And, you know, uniformity and things like
5 that, they're important, functionality is
6 important, but something like this, I feel like,
7 you know, it could have been -- could have been
8 managed at a much lower level. You know, to see
9 that somebody put seals on their floors, it's like,
10 okay, well --

11 MR. WUELLNER: Well, I think one of the -- the
12 challenges we had, we made mention of last time,
13 was that we simply do not have or did not have
14 policy direction.

15 It's not that we didn't agree or disagree with
16 the direction, we just simply didn't have -- the
17 language was very clear about the ability to make
18 improvements or not make improvements. That's
19 really all that was afforded in the lang -- the
20 original language.

21 This tries to address the idea of putting some
22 thought behind what are those improvements? Are
23 they value added? Are they, you know, in some way
24 detrimental to the -- to the structure or the -- of
25 the leasehold? That's really all this -- the

1 policy was designed to do, was give -- finally put
2 some latitude in the policy document.

3 MR. MIRGEAUX: So I read and reviewed all of
4 the red markup language. Do you feel like it puts
5 you in a position to, like, further enhance the
6 ability of our hangars to; number one, remain safe
7 for operations, aviation operations? Number two,
8 to further the advancement of general aviation and
9 our leasehold partners and --

10 MR. WUELLNER: I do. I think that had we had
11 the flexibility way back, we could have easily --
12 you know, we had the ability if approved -- what I
13 mean is, if someone came in with -- ahead of doing
14 the improvement, we could review what they wanted
15 to do, assure they're meeting county codes, if
16 that's something that falls under the county codes
17 in this case. Something as relatively benign as
18 the floor could have been afforded specifications
19 and they could be off and going.

20 We had up to that point not really declined
21 anyone -- I can think of one person, but it's
22 related to this -- where we had really not declined
23 anyone's request to do the floor in their hangar
24 and do it properly.

25 It only came to light in this case as you were

1 dealing with a brand new hangar, permission not
2 requested, caught us all off guard relative to a
3 brand new warranted building that had just barely
4 been occupied when it happened.

5 I think the workaround is there within this
6 policy, meaning we now can look at whatever the
7 proposal is and in the event they still choose not
8 to get that approved, we still have some latitude
9 to accept an improvement that's made as long as
10 it's been made properly.

11 MR. MIRGEAUX: Is all of this retroactive to
12 the people that currently hold leases in the new
13 hangar spaces?

14 MR. BURNETT: Yeah, it would apply -- it would
15 apply to everybody. So it's a policy. It's not
16 just the language in the lease form, but it's an
17 actual policy change.

18 MR. MIRGEAUX: Okay.

19 MR. BURNETT: And so, following along with
20 what Ed was just saying, the good thing about it
21 now is when the person says I have a 200 -- I have
22 a 220 volt appliance and they need to convert the
23 electric to that, it's -- the answer is not no;
24 it's, okay, you've got a licensed electrician
25 that's going to do the work, let's do the addendum,

1 we'll document it, what exactly are you doing?

2 And it can be any number of things. You know,
3 some -- some plumbing change or addition of
4 plumbing that's not there. Who knows?

5 MR. MIRGEAUX: Do we have a lot of plumbing
6 changes in the hangars?

7 MR. WUELLNER: Plumbing is rarely an issue --

8 MR. MIRGEAUX: Okay.

9 MR. WUELLNER: -- because most hangars have no
10 water, no plumbing.

11 MR. MIRGEAUX: Right.

12 MR. BURNETT: But a wash sink, if somebody
13 wanted to put one in --

14 MR. WUELLNER: We do have some old hangars,
15 old units that --

16 MR. MIRGEAUX: So talk me through the process
17 if I'm a hangar lessee. I want to put sealants on
18 my hangars, improve them or just put them down
19 because they're just not there. I want to put the
20 epoxy sealing. So now I send my application to
21 you --

22 MR. WUELLNER: You come in and tell us what
23 you want to do. We have products that we will
24 approve. We know they meet the requirements --
25 meet the standards, if you will, for wear and life

1 of the hangar. We give you that list. You hire a
2 contractor. You do the work and off you go.

3 MR. MIRGEAUX: Okay.

4 CHAIRMAN GREEN: I think the problem before
5 was that they just didn't come forward.

6 MR. WUELLNER: Exactly.

7 MR. KIRA: Yeah, I think the idea is we want
8 to know what's happening in our hangars. We just
9 can't afford to be blindsided if somebody hangs
10 chandeliers off the hangar roof.

11 You know, I mean, these are certain things
12 that we should know. We own those hangs. We lease
13 them out in good faith that everybody's going to
14 maintain them correctly. And to make sure it's
15 maintained correctly, here are the guidelines. And
16 that's what thing is, just filling in the
17 guidelines.

18 MR. WUELLNER: And to that add to that, a
19 floor is a relatively benign item. I mean, it's
20 not a life safety item. It's not something that,
21 you know, potentially creates a problem with an
22 adjacent neighbor and --

23 CHAIRMAN GREEN: Like electrical.

24 MR. WUELLNER: -- versus electrical or
25 something like that or potentially a self-install

1 of something that could be a problem.

2 And that's not -- for instance, a floor is not
3 something they're going to go pull a building
4 permit on. It's not something that's covered under
5 building permits.

6 MR. MIRGEAUX: I know we have a number of
7 SAAPA members in the audience tonight, and I know
8 that typically we put public comment at the end.

9 CHAIRMAN GREEN: There will be public comment.

10 MR. MIRGEAUX: Can we have public comment
11 right after this --

12 CHAIRMAN GREEN: Right after us.

13 MR. MIRGEAUX: -- before we vote on it?

14 CHAIRMAN GREEN: Yep, right after us. Just
15 waiting for any more board discussion. If not,
16 then I open it to public and Mr. Tucker?

17 MR. TUCKER: Yes. Is this on?

18 CHAIRMAN GREEN: Uh-huh.

19 MR. TUCKER: Yes. I'm Len Tucker, and of
20 course I've met with several of you based on this
21 particular issue, so you're aware of our stance.
22 And I think it is a viable alternative as it's been
23 presented. It at least allows some avenues for
24 moving forward.

25 I think the assessment of some of the

1 feasibilities isn't quite right but, you know,
2 we're willing to probably live with those based
3 upon the fact that at least we have a process to
4 move on.

5 And that was the whole thing. We didn't want
6 a Draconian thing that, well just, you know, kick
7 them off the airport because he didn't DOT his t's
8 or cross his i's or whatever it was. So, from that
9 standpoint I think most of our members support this
10 issue.

11 CHAIRMAN GREEN: Thank you. Reba?

12 MS. LUDLOW: Yes. Hi. Reba Ludlow.

13 The one thing I do want to ask, I do
14 understand about the limitations, and what you're
15 saying for clarification is the tenant must submit
16 a proposal to -- but who? To who? Is it to the
17 board or is it to the executive director?

18 MR. WUELLNER: Norm -- normally it would be
19 handled administratively, so it's coming to my
20 office.

21 MS. LUDLOW: Administratively.

22 MR. WUELLNER: Yeah.

23 MS. LUDLOW: Okay. All right. Then, are
24 there any parameters for the administration upon
25 replying to this or can they just sit on it for a

1 month or two? I think language should be in there
2 about that.

3 MR. WUELLNER: Certainly language could be
4 inserted, but I don't think you'd find we'd delay
5 any of those requests. Those are -- those are
6 pretty easy, relatively easy decisions to get to.

7 MS. LUDLOW: Okay.

8 MR. MIRGEAUX: You're talking like a 24- to
9 48-hour turnaround?

10 MR. WUELLNER: Typically.

11 MS. LUDLOW: And I would say that, you know,
12 people expressing -- the board expressing their
13 opinion, I think so many of them have not visited
14 any hangars yet. That's my comment.

15 CHAIRMAN GREEN: Thank you. But to respond to
16 that, Mr. Tucker did invite us and a number of us
17 went.

18 MR. KIRA: Thank you.

19 CHAIRMAN GREEN: Okay. Doug?

20 MR. BURNETT: And one thing. It's hard to
21 contemplate in the language everything of the gamut
22 of what may go on with construction.

23 I think that Ed's comment that most things are
24 going to be reviewed quickly, the additional
25 electrical outlet, the adding 220 service, who's

1 your -- who's your electrician? What are they
2 doing? Do you have a drawing? If you need a
3 permit -- if it gets into a permit situation, then
4 you're going -- the County's going to require
5 plans. We're going to need to review the plans,
6 too, so we can see.

7 It makes it easy, because if you need a
8 building permit to do whatever you're
9 contemplating, the County's going to have much more
10 stringent requirements. They're going to fill
11 anything that we would need here at our level to be
12 able to document what went on. So -- and the
13 County would do the inspections and everything else
14 along those lines if there was a permit involved.
15 So it could take longer to review from -- depending
16 on the scope of work.

17 MR. WUELLNER: Right. And things that
18 typically require permits are -- I mean, those are
19 relatively rare --

20 MR. BURNETT: Rare.

21 MR. WUELLNER: -- in this request.

22 CHAIRMAN GREEN: Okay. I did not have any
23 more public comment, so back to the board for a
24 motion.

25 MR. KIRA: I move we accept the changes to the

1 leaseholds -- the leasing paperwork.

2 MR. MIRGEAUX: Second.

3 CHAIRMAN GREEN: Second? Any further board
4 discussion?

5 (None.)

6 CHAIRMAN GREEN: No? All in favor?

7 MR. KIRA: Aye.

8 MR. MIRGEAUX: Aye.

9 CHAIRMAN GREEN: Aye. It passed. Any nays?

10 (None.)

11 CHAIRMAN GREEN: Yeah, I think that's going to
12 help a lot. It gives more flexibility to the
13 hangar owner.

14 T-HANGAR B & C OCCUPANCY DISCUSSION

15 MR. WUELLNER: Okay. A couple of items are --
16 I want to make the board aware of just -- and for
17 that matter our members in the audience.

18 But I made mention maybe -- time's getting
19 away from me, but it's at least six months ago,
20 probably longer than that, because we brought it in
21 the package, a package of additional grant funding
22 from the State of Florida relative to the T-hangar
23 project.

24 In there was -- was money or additional
25 funding that we had identified in order to pursue a

1 couple of ancillary kinds of projects within the
2 context of the T-hangar projects.

3 And to that, what I mean is we've -- we've
4 gone ahead and prepared, I'll call them plans and
5 specs, but basically put together documents that
6 allow us to facilitate quotes so that we can come
7 back through the older T-hangar units. So
8 basically everything -- I think we're looking at K,
9 L, M. I don't think --

10 MR. HARVEY: G row.

11 MR. WUELLNER: -- G row --

12 MR. HARVEY: G through M.

13 MR. WUELLNER: G through --

14 MR. HARVEY: M.

15 MR. WUELLNER: -- M.

16 MR. HARVEY: Except for J.

17 MR. WUELLNER: That's probably an easy way to
18 say it. G through M row hangars and -- and make
19 adjustments to the original provisions in the
20 hangars.

21 And by that, I mean, is we recognize and we've
22 acknowledged many times that the hangar -- those
23 hangars, you know, were poorly serviced, poorly
24 planned in the sense that, you know, today's
25 modern -- I say modern T-hangar tenant wants

1 additional outlets in the hangars, wants additional
2 light in the hangar to be able to see. So -- and
3 of course wireless has come up many, many, many
4 times over the years.

5 Wireless is something that's provisioned in
6 the new hangars. You know, in B through D, E, or
7 whatever we're using now, those first four units
8 all have wireless capability or will have shortly.

9 So we've gone back and developed a plan, for
10 lack of better terms, to utilize that money and go
11 ahead and make electrical upgrades, particularly to
12 I think it's mostly G, K, L, and M with additional
13 outlets, replaced the more outdated fluorescent
14 lighting in there with the -- with the LED
15 lighting.

16 You know, upgrade -- make some upgrades along
17 those lines so that some of the things that we were
18 observing that have, you know, festered among us,
19 which is extension cords draped over rafters and,
20 you know, on the floors and, you know, multi-unit
21 plugs plugged -- all kinds of stuff that are, you
22 know, far in excess of what was originally
23 installed in the hangars.

24 So we are looking toward making those upgrades
25 to those hangars using the FDOT matching funds in

1 there and also the provision of wireless down in
2 those hangars.

3 So we'd like to extend that campus-wide, I
4 mean by that in the T-hangar area so that all the
5 T-hangars have wireless and then all of the -- the
6 units that are seriously deficient in the -- in the
7 amount of electrical service that we can address,
8 we can get that done, too.

9 So I wanted to make you aware that that's
10 going on. It's going to take quite a few months to
11 get to fruition, but it is working its way through
12 the process.

13 I think we're really close to being able to
14 apply for the building permits to be able to
15 address that. I think we're getting quotes as it
16 stands with our current contractor to see if we can
17 fast track that within the confines of the existing
18 contract versus preparing bid specs and going out.

19 So we'll know a little bit more in the coming
20 couple of weeks as to what the numbers look like,
21 make sure they stay with the confines of the
22 budget, and -- and we'll be moving forward with
23 that into the balance of the year and we'll keep
24 you updated on schedule and things like that.

25 I think these are all good things. They're

1 certainly things -- you know, we made -- we have
2 made statements that the units are basically
3 comparable now, and this kind of brings the rest of
4 the units up to the level of the newest hangars
5 we're building -- or have built and finishing.

6 The item that primarily drove this agenda item
7 was, something that occurred quickly, more quickly
8 than we were expecting -- and I want to bounce off
9 what everybody thinks before we make a decision --
10 or allow you guys to weigh in on that whole
11 process.

12 But, you know, I mentioned earlier that
13 Taxiway Delta was -- was already going to be funded
14 at a hundred percent. It's -- it's made its way
15 through the Congress part of it, everything. We
16 literally do expect grant documents in our hands
17 within the next ten days, two weeks, kind of
18 timeline. Which means we could get that project
19 underway very quickly, probably as early as I would
20 think July or August, is my expectation on this.

21 I -- I'm not sure you -- everyone could --
22 would readily appreciate the complexity of this
23 Taxiway D project, not in terms of how hard it is
24 to build, but how hard it is to coordinate
25 continued or I would use continual access to every

1 T-hangar unit for the most part that borders
2 Taxiway Delta, which is 60, 70 percent of our
3 T-hangars in some way rely on Taxiway Delta for
4 access to the balance of the airfield. That's
5 going to be a challenge, to say the least.

6 One of the things we wanted to bring up was
7 because it's coming at us faster than we
8 expected -- normally this grant would not show up
9 till very late September at the earliest, we would
10 not -- we would not be having this conversation if
11 that were the normal schedule.

12 But would the board be willing to consider
13 perhaps deferring or delaying the occupancy of B
14 and C hangars, allowing the taxiway contractor to
15 get in there and do that end of Taxiway Delta, get
16 out of the way, so that we don't -- we're looking
17 at maybe 60 or 90 days from occupancy that someone
18 might be in one of those hangars to have their
19 occupancy disrupted during -- with Taxiway Delta
20 and Echo.

21 It would allow perhaps as much as 25,
22 30 percent of the project to get accomplished with
23 no impacts to tenants other than -- and since --
24 you know, the last piece of this is B and C
25 primarily, I think nearly every unit in B and C, is

1 going to a wait list person or someone who has a
2 hangar and was just simply moving over.

3 So this is -- these are minimally
4 inconvenienced, just someone waiting on the waiting
5 list a little bit longer while that work ahead of
6 it gets done.

7 So that's the question: Would -- would you be
8 willing to do that and allow Taxiway Delta to
9 proceed as quick as it's coming and perhaps get
10 that work done without having to assure that
11 T-hangar taxi -- axi -- axiway (sic) -- I can't get
12 that out. Access taxiways can be -- you won't have
13 to open those every day or every night while the
14 first phase of this construction is going on?

15 So, it's unduly -- I know this is quite
16 complicated, but it does facilitate getting Delta
17 done faster. I can't say it ultimately doesn't
18 interrupt existing tenants, because ultimately
19 Taxiway Delta will impact tenants to some degree
20 for periods of time while construction occurs at
21 intersections. It's just the nature of that work.
22 It's by far the worst taxiway in terms of impact to
23 individual tenants. It just is.

24 MR. MIRGEAUX: What do you call the -- I guess
25 the road that borders Delta taxiway and the D-3/D-4

1 extensions on the west side of Delta taxiway?

2 MR. WUELLNER: The west side of Delta?

3 MR. MIRGEAUX: Yes. So the westernmost end of
4 Delta. Where D4 comes into the T-hangars, I'm
5 assuming that's B and C. D-3 comes in --

6 MR. WUELLNER: Oh, it's Echo.

7 MR. MIRGEAUX: That's actual Echo taxiway.

8 MR. WUELLNER: That taxiway is basically gone
9 at this point.

10 CHAIRMAN GREEN: Uh-huh.

11 MR. WUELLNER: The -- the D project, this
12 project we're talking about, basically eliminates
13 Echo completely at the -- at its conclusion. All
14 the T-hangars will connect directly into Delta at
15 that --

16 MR. MIRGEAUX: So that's not an option, to use
17 Echo, then?

18 MR. WUELLNER: Well, that's -- that would be
19 the -- what they'd be doing now because the ditch
20 is not enclosed yet to Delta.

21 There's a DOT ditch that we also use that runs
22 between Echo and Delta. You can probably see -- if
23 you're looking at an aerial, you can see it kind of
24 run down there. The easternmost portions have been
25 enclosed over the years with various projects. But

1 the western half of it, I don't -- I'm guessing,
2 but it's about half of it, has not been enclosed,
3 but is enclosed or will be enclosed in the Delta
4 project.

5 MR. MIRGEAUX: Is there a way to get this work
6 done to basically to put tenants in B and C hangars
7 and still --

8 MR. WUELLNER: We can. We can proceed with
9 the plan as we have. But recognize that we're
10 placing hangar tenants in there and then having to
11 accommodate that access, because their access
12 completely changes at the end of the job.

13 MR. MIRGEAUX: I understand.

14 MR. WUELLNER: Because Echo -- with Echo going
15 away in construction, they're now going to connect
16 to Delta. And it's got to get the ditch enclosed,
17 it's got -- the bulk -- I don't want to use the
18 word, but I think the bulk of the work, the hard
19 work, meaning putting pipe in the ground, cover,
20 constructing the connections and the like, is all
21 at that end of the airfield; is all at the west end
22 of the airfield.

23 The east end, such as where K, L, M, and G
24 and -- these guys already connect to Delta. So
25 it's really just a little bit of work at the

1 intersection and it's a -- it's very easy compared
2 to filling the ditch in and constructing brand new
3 taxiway access.

4 So it would be helpful in terms of getting
5 Delta done quicker. It is not a -- an imperative,
6 it's not a necessity. It's just, you know, if you
7 want to get -- get it done faster and then not have
8 the inconvenience for taxiways B -- excuse me, for
9 buildings B and C, it's fine. But it's just --
10 you're probably talking a 90-day, I'm hoping.

11 MR. MIRGEAUX: So Hangars B and C will be
12 completed, ready for tenants, but because of
13 taxiway construction, you're talking 90 days of --

14 MR. WUELLNER: Additional delay. Now, we --
15 as far as we're concerned, they could occupy the
16 hangars. I mean, that's fine, but --

17 CHAIRMAN GREEN: Just don't move their planes.

18 MR. WUELLNER: They can put it in there and --

19 CHAIRMAN GREEN: Well, there's not a whole lot
20 of flight ops right now.

21 MR. WUELLNER: You can put it in there and
22 look at it.

23 CHAIRMAN GREEN: That's -- the situation's
24 kind of unique.

25 MR. KIRA: Yeah, that's true.

1 MR. MIRGEAUX: I just -- I mean, I can picture
2 in my mind "Welcome to the airport. Oh, by the
3 way --"

4 MR. WUELLNER: It is a nightmare operational
5 project.

6 MR. MIRGEAUX: "-- congratulations, you can't
7 use Taxiway Delta."

8 MR. WUELLNER: "And here's your rent," yeah.

9 MR. MIRGEAUX: It's kind of a -- it's a little
10 bit of a change of subject, but he used to be over
11 there. What do we do with our heli -- helicopter
12 operation?

13 MR. WUELLNER: I believe they moved down to --
14 Delta? Hangar D currently.

15 MR. MIRGEAUX: They're Hangar Delta?

16 CHAIRMAN GREEN: Well, I kind of want to hear
17 from SAAPA.

18 MR. KIRA: I would like to hear from the users
19 of the -- the tenants.

20 CHAIRMAN GREEN: Right. Okay. So is that
21 all right if we go to public comment?

22 MR. MIRGEAUX: Yeah.

23 CHAIRMAN GREEN: Okay. Mr. Tucker?

24 MR. TUCKER: Len Tucker.

25 Yeah, there were two or three issues that came

1 up, and of course I don't know that we were really
2 too well-versed in many of them. I'm not sure a
3 lot of people who were involved in that project
4 really understood that Echo was going to go away,
5 because that was a very useful way of transporting
6 around.

7 One of the complications you get on these
8 hangars rows is that if somebody's going out to get
9 to the hangar row and all of a sudden somebody's
10 taxiing off of the main taxiway in there, there's a
11 very limited area to turn around and maneuver
12 around that.

13 I mean, we've got caught in several situations
14 where you have to basically stop an airplane and
15 tack it around by hand to get it out of the way.
16 It's not the -- it's not a good experience. And
17 that's one of the things that Echo allowed, was a
18 little reliever to make a short circuit to get
19 around somebody coming in the other way. So that
20 in itself was kind of like news.

21 The other news that I think we're were
22 blindsided by was that what happened to Hangar
23 Row A? We lost that, I guess. I think with the
24 demolition of A, everybody was kind of expecting
25 there'd be a new A coming up and I don't see it

1 coming out of the ground. And so, now we're
2 already going to be down more hangars.

3 As far as your situation goes, just off the
4 top of my head, you might offer the hangars to
5 people with the understanding that the plane's
6 going to get in there, but they're going to have
7 limited access without the taxiway being there.

8 And so, there may be some people that that
9 would be acceptable to, because for whatever
10 reason, they're out in the environment and they'd
11 rather have it inside. You could give it to them
12 on that basis. But if a taxiway is not
13 operational, you don't have a really functional
14 area.

15 CHAIRMAN GREEN: Right. Thank you. Reba?

16 MS. LUDLOW: No comment.

17 CHAIRMAN GREEN: Those are the only two I
18 have. Do I have any other public comment? Those
19 were the only two that were given to me.

20 (None.)

21 CHAIRMAN GREEN: Okay. Yeah, I mean, that's
22 what I thought. I think it's more of an
23 individual, I need to my -- like Mr. Tucker said, I
24 need to put my plane in there, I'll let it sit
25 because I'm out in the elements, or now I'm in

1 another hangar and I'm on a waiting list and I'm
2 fine till I can move it over.

3 MR. WUELLNER: It -- to clarify, it's not a, I
4 hate to use the word inconvenience to allow them to
5 be occupied because the job was developed and bid
6 with the need to interrupt.

7 You know, so there's nothing that impacts
8 constructability or the cost of construction or
9 anything else by proceeding the way we are. We
10 were simply trying to find a way to expedite and
11 get construction accomplished a little quicker and
12 get it out of one end of the airport's hair, if you
13 will, before moving down to the rest.

14 We never ever envisioned when the project
15 was -- when Delta was being developed that the two
16 would ever come together time-wise or funding or
17 anything else. There was in some cases up to a
18 year where the two would never have touched.

19 So it's just something to -- but we will
20 probably need to decide something, whether we want
21 to pursue that or just leave it alone and we'll
22 just proceed the way we were. That's fine, too.

23 MR. MIRGEAUX: What's happening to --

24 CHAIRMAN GREEN: Board discussion?

25 MR. MIRGEAUX: -- Hangar A?

1 MR. WUELLNER: We thought we'd give you the
2 issue.

3 MR. MIRGEAUX: What's happening to Hangar A?
4 Are we getting a new hangar?

5 CHAIRMAN GREEN: It's not.

6 MR. WUELLNER: Nothing's happening to
7 Hangar A. Hangar A was -- we made -- you guys
8 collectively endorsed getting rid of it for
9 economic reasons. It's beyond repair. Eventually
10 we'll put another T-hangar there.

11 MR. MIRGEAUX: Okay.

12 MR. WUELLNER: But we knew up front there was
13 no T-hangar money there.

14 MR. MIRGEAUX: But that's a new project.

15 MR. WUELLNER: It's a new project.

16 CHAIRMAN GREEN: Yeah.

17 MR. MIRGEAUX: All right. TD.

18 CHAIRMAN GREEN: I'm more inclined to move the
19 project along. If the money's there and we can
20 expedite it and help the Taxiway D project get done
21 sooner for, you know, the tenants to utilize it.

22 MR. KIRA: It's true. I mean, we -- if we get
23 it off the books as quickly as we can, allows us
24 future development to -- to start. I think the
25 idea is to move it along as fast as we can.

1 MR. WUELLNER: Move Delta along?

2 MR. KIRA: Move Delta. Let's move it along as
3 fast as we can, just get it -- get it out of there.

4 MR. WUELLNER: Particularly that end is going
5 to be a mess. The -- it's just the scope of work
6 at that end is significantly --

7 MR. KIRA: It's going happen. It's going to
8 be a mess now, it's going to be a mess later. It's
9 still going to be a mess. It's not going to
10 change. So it's better to pull the tooth early
11 than later.

12 MR. WUELLNER: And we're going to need
13 cooperation on all the hangar rows eventually
14 because everyone is going to be impacted --

15 CHAIRMAN GREEN: As it moves down.

16 MR. WUELLNER: -- it just is.

17 CHAIRMAN GREEN: And I know it's a hundred
18 percent funded, but we don't want to lose that
19 money down the road if someone changes their mind.

20 MR. KIRA: Yeah.

21 MR. MIRGEAUX: Well, I mean, I guess you would
22 find out very quickly if somebody doesn't want it,
23 take it -- if they don't want to take it because of
24 the hangar restriction if they are somebody that's
25 on the list, are they going to have -- are they

1 going to fall to the bottom of the list? How are
2 you going to handle that?

3 MR. WUELLNER: No, no. I don't think that's
4 in any way on the table. We're not trying to move
5 people on or off the list at all. It's just a --
6 we feel like if you're going to bring someone
7 arguably new on the airport, they'd like to have
8 what they're paying for, so to speak.

9 MR. MIRGEAUX: Okay. So a few things.
10 Obviously, it's less than ideal.

11 One other question I had. You mentioned
12 filling in the ditch and then Len brought out about
13 the usefulness of Echo taxiway. Will there be an
14 Echo taxiway?

15 MR. WUELLNER: There will not. That ship
16 sailed with the decision to build B, C, D, and E.
17 By getting 12-unit buildings in there instead of
18 10s, the real estate simply dissolved for that.

19 MR. MIRGEAUX: So the --

20 MR. WUELLNER: And no one's going to pay to
21 redo that Echo ever.

22 MR. MIRGEAUX: If I picture if my mind how the
23 new Delta taxiway is going to look, is it going to
24 be wide like --

25 MR. WUELLNER: It's the same width as it

1 exists. I believe it's 35 feet.

2 MR. MIRGEAUX: With the existing Delta
3 taxiway?

4 MR. WUELLNER: Yeah.

5 MR. MIRGEAUX: Okay.

6 MR. WUELLNER: It's strictly a GA taxiway --

7 MR. MIRGEAUX: Right.

8 MR. WUELLNER: -- by design.

9 And the project, it -- I think we addressed
10 this a long time ago, but maybe not, but one of the
11 drivers besides the age of the pavement which is
12 significant, it's probably 30-plus years old, is
13 this FAA standards for separation between the
14 runway and the taxiway centerline, the parallel
15 taxiway centerline, that taxiway does not meet the
16 standards.

17 So the -- the project entails, I forget my
18 numbers, but we have to add five or ten feet to the
19 south end of the taxiway, south side of the
20 taxiway, and eliminate it from the north side of
21 the taxiway in order for the centerline of the
22 taxiway to meet the standards between the two,
23 between the runway and taxiway now.

24 MR. MIRGEAUX: Well, then you should still
25 have some separation between Delta and what we now

1 know as Echo, but you're saying Echo is going to go
2 away.

3 MR. WUELLNER: Echo is already basically gone.

4 CHAIRMAN GREEN: Because of the extra hangars.

5 MR. MIRGEAUX: Oh, okay.

6 MR. WUELLNER: Any discussion about keeping
7 Echo is -- was two years ago.

8 MR. MIRGEAUX: So the -- okay. So Hangar A is
9 a future project. If we want to start work on
10 Delta taxiway up on Hangar B and C portion, the
11 western portion, you're saying that basically those
12 tenants need to know coming in now that they're not
13 going to have taxiway access; is that right?

14 MR. WUELLNER: That is one option. The other
15 would be delay placing the tenants in there until
16 the work's complete.

17 MR. MIRGEAUX: And if the tenants --

18 MR. WUELLNER: Those two are --

19 MR. MIRGEAUX: I -- you know, I'd just give
20 them the option and then if they -- if they don't
21 want to take I guess tenancy, it's not really
22 ownership, but if they don't want to take their
23 spot in their hangars, I -- then are we moving them
24 off the list or down the list or --

25 MR. WUELLNER: No, no, no. They stay right

1 where they are.

2 CHAIRMAN GREEN: They just have to wait.

3 MR. WUELLNER: If we have -- if you elect to
4 defer until construction's done, we don't -- we
5 could let them know they'll have a hangar in
6 September, as an example, and get the paperwork
7 started, so to speak, but occupancy wouldn't be
8 until they could get in there obviously.

9 MR. MIRGEAUX: How comfortable do you feel
10 with the timeline that you've laid out, the 90
11 days?

12 MR. WUELLNER: There are always variables.
13 So --

14 MR. MIRGEAUX: Is this like we need to
15 multiply it times two and then add 30 or something?

16 MR. WUELLNER: Sadly, that option exists. I
17 mean, I can't -- I don't -- I don't control the
18 variables, everything from delivery times on the
19 pipe involved and the like, so --

20 CHAIRMAN GREEN: But if it's delayed now --

21 MR. WUELLNER: We'll know --

22 CHAIRMAN GREEN: -- it could be delayed later,
23 too.

24 MR. WUELLNER: Agreed. And it -- well, the
25 only difference is we would -- if we place tenants

1 in there, we're not going to close those access --
2 access points until which time as construction
3 actually begins.

4 So we don't allow construction to start until
5 they have those materials. So we don't -- we don't
6 let them dig a hole and we all sit around and look
7 at it for 90 days while we wait on pipe. First of
8 all, that's a primary ditch across the airfield and
9 that would be a really dumb thing, anyway.

10 MR. MIRGEAUX: Yeah. So if we just let the
11 tenants know, the B and C tenants, know they're
12 going to lose 90 days potentially more of access,
13 taxiway access --

14 CHAIRMAN GREEN: Immediate access.

15 MR. MIRGEAUX: Yeah. Well then -- well, you
16 said they have access now, so we haven't started --
17 it hasn't started yet, right?

18 CHAIRMAN GREEN: Correct. Delta has not
19 started yet.

20 MR. MIRGEAUX: So -- and if they don't want to
21 take possession of their hangar, if they don't want
22 to take tenancy of their hangar, then they're not
23 going to move down the list --

24 MR. WUELLNER: Correct.

25 MR. MIRGEAUX: -- they can stay where they're

1 at.

2 MR. WUELLNER: I mean, assuming they're going
3 to indicate to us they want the hangar.

4 MR. MIRGEAUX: Right.

5 MR. WUELLNER: If they indicate they do not
6 want a hangar, that's another matter.

7 MR. MIRGEAUX: Well -- so if I'm on a list and
8 I'm going to take a B spot or a C spot, well then,
9 but you tell me in a month you're not going to have
10 access for, you know, potentially 90 days, maybe
11 longer, and I say, well, okay, yeah, it sounds
12 great but I need -- I need to fly the aircraft, I
13 can't just -- you know, it's great to move it
14 inside or it's great to move to the airport I've
15 always -- I've been waiting. But you're saying
16 that that type of -- if they make that type of
17 decision or a lessee can hold their spot on the
18 list.

19 MR. WUELLNER: Yeah.

20 MR. MIRGEAUX: Okay.

21 MR. WUELLNER: Yeah. They just wouldn't be
22 able to get in their hangar until --

23 MR. MIRGEAUX: Right.

24 MR. WUELLNER: -- construction's complete.

25 MR. MIRGEAUX: That's fine.

1 MR. WUELLNER: I'd be fine with pre-leasing
2 them in the sense that they're committed and ready
3 to go and when we can let them -- you know, we can
4 all cut the ribbon, so to speak, and let them go,
5 they can occupy.

6 MR. MIRGEAUX: Understood.

7 CHAIRMAN GREEN: Any further from the board?

8 MR. KIRA: No.

9 CHAIRMAN GREEN: Okay. Then we need a motion.

10 MR. WUELLNER: I'm not sure -- this is one I
11 don't know you need a motion, but --

12 CHAIRMAN GREEN: Or just let you --

13 MR. WUELLNER: If we were -- where I'm going
14 with this is, we may find out when we get into the
15 actual preconstruction meeting and once we have the
16 grant and the contracts, it may be that there's a
17 90-day lead time on pipe, in which case this is
18 a --

19 CHAIRMAN GREEN: Nonissue.

20 MR. WUELLNER: -- this is a nonissue --

21 CHAIRMAN GREEN: Yeah.

22 MR. WUELLNER: -- let's just lease them and
23 we'll let them know as they lease --

24 MR. KIRA: It's informational.

25 CHAIRMAN GREEN: Okay. I just thought if we

1 had a motion and discussion --

2 MR. KIRA: And a consensus.

3 MR. MIRGEAUX: It does say motion and
4 discussion. I'm not exactly sure what we'd be
5 voting on, though.

6 CHAIRMAN GREEN: Well, I think what we should
7 do is just, I don't think we need a motion, but
8 feel them out. Let's -- like Justin said, let's
9 see where we are. These are -- see what's going on
10 and --

11 MR. WUELLNER: I mean, from my point of view,
12 if they want to occupy before construction starts,
13 put their airplane in there and they're -- with the
14 understanding they're not going to -- you know,
15 this is going to be a challenge for them or -- it's
16 fine.

17 CHAIRMAN GREEN: Okay. Let staff work with
18 it.

19 MR. WUELLNER: I mean, I think we'll gladly
20 collect rent, if that's what they want.

21 CHAIRMAN GREEN: All right. Well then, we'll
22 let staff keep us apprised obviously.

23 MR. WUELLNER: You didn't say keep us
24 surprised.

25 CHAIRMAN GREEN: Apprised.

1 MR. WUELLNER: Apprised. That's what I
2 thought you said.

3 CHAIRMAN GREEN: Okay. Next agenda item.

4 CARES ACT OPERATIONAL GRANT RATIFICATION

5 MR. WUELLNER: Next item I have should be
6 relatively simple, but I mentioned it in my
7 comments earlier.

8 This is just ratification of the acceptance of
9 \$157,000 of operating dollars from the FAA. Given
10 the timeline involved and the quickness that we had
11 to respond, of course the standing orders I've
12 always had were to don't let money go away. So we
13 executed the grant on your behalf, but in a formal
14 manner it's your grant, so you need to ratify the
15 acceptance of that.

16 CHAIRMAN GREEN: Board discussion?

17 MR. MIRGEAUX: I move to --

18 CHAIRMAN GREEN: I have none.

19 MR. KIRA: Second. None.

20 CHAIRMAN GREEN: Public discussion?

21 MS. LUDLOW: No.

22 CHAIRMAN GREEN: Okay. No public discussion.
23 Board motion?

24 MR. KIRA: Motion to accept the money for --
25 from the government.

1 CHAIRMAN GREEN: Second?

2 MR. MIRGEAUX: Second.

3 CHAIRMAN GREEN: All in favor?

4 MR. KIRA: Aye.

5 MR. MIRGEAUX: Aye.

6 CHAIRMAN GREEN: Aye. Any opposed?

7 (None.)

8 CHAIRMAN GREEN: All right. That take -- that
9 clears that up.

10 TAXIWAY D GRANT ACCEPTANCE

11 MR. WUELLNER: In a very similar manner,
12 Taxiway Delta that we've been talking about, I
13 mentioned in my comments earlier that, again, this
14 has been bid. The grant application has been
15 prepared and forwarded to FAA. It's been reviewed.
16 It's been through Congress in terms of a
17 notification of con -- congressional
18 representatives of the grant. So it's really ready
19 for their signature and award to us at this point.
20 We're expecting approximately \$2.9 million. This
21 is a hundred percent FAA money again. So there's
22 no FDOT or F -- or local share required.

23 We're bringing it to you now so that, because
24 we're ahead of this one, authorize our acceptance
25 of that grant on your behest and sign the

1 documents. And it really wouldn't be ratification
2 of grant acceptance in this case, but just
3 acceptance of the grant when it shows up. So it
4 would be our recommendation that you not turn down
5 \$2.9 million.

6 CHAIRMAN GREEN: Board discussion?

7 MR. MIRGEAUX: I understand that there's
8 probably going to be a little bit of shuffling the
9 deck chairs while your tenants in B and C are going
10 to --

11 MR. WUELLNER: Uh-huh.

12 MR. MIRGEAUX: -- want access to Taxiway Delta
13 and that may or may not be -- that will be an issue
14 for them at some point in the immediate future, but
15 I also understand timing is an issue and, you know,
16 it's -- let's put one foot in front of the other
17 and get this done as quickly and as painlessly as
18 possible. It's like take the pain now or it's
19 going to come later, one or the other.

20 CHAIRMAN GREEN: It's construction.

21 MR. MIRGEAUX: Right.

22 MR. KIRA: Uh-huh.

23 CHAIRMAN GREEN: Public discussion, Reba?

24 MS. LUDLOW: No.

25 CHAIRMAN GREEN: Len?

1 MR. TUCKER: No.

2 CHAIRMAN GREEN: No public comment, so I need
3 a motion from the board to accept the \$2.9 million
4 grant acceptance.

5 MR. KIRA: Move to accept \$2.9 million from
6 the federal government at a hundred percent.

7 MR. MIRGEAUX: I second.

8 CHAIRMAN GREEN: Okay. All in favor?

9 MR. KIRA: Aye.

10 MR. MIRGEAUX: Aye.

11 CHAIRMAN GREEN: Aye. Any opposed?

12 (None.)

13 CHAIRMAN GREEN: No? So it will pass.

14 TAXIWAY D CONTRACT AWARDS

15 MR. WUELLNER: Part and parcel of this are the
16 two contracts related to Taxiway Delta. One's
17 construction with C -- CGC, Inc. out of
18 Jacksonville, who would be the construction
19 contractor, and the RPR services with Passero at
20 255. Those are all included in the FAA award
21 amount. So apparently my math's off. It's going
22 to be slightly over \$3 million of the FAA grant.

23 CHAIRMAN GREEN: Okay. So it's still
24 dollar-for-dollar.

25 MR. WUELLNER: Yeah. Basically add those two

1 numbers together and that should be the expected
2 grant total or very close.

3 CHAIRMAN GREEN: Is -- are all of these
4 contingent on the grant?

5 MR. WUELLNER: Yeah, always. Yeah.

6 CHAIRMAN GREEN: Just want to make sure.
7 Okay. Board discussion?

8 MR. KIRA: None here.

9 MR. MIRGEAUX: No.

10 CHAIRMAN GREEN: No? Public. Ms. Ludlow?

11 MS. LUDLOW: No. Thanks.

12 CHAIRMAN GREEN: Mr. Tucker? No? Back to the
13 board, then, for a motion. All in favor of, or
14 opposed, we need a motion on the taxiway contract
15 awards.

16 MR. MIRGEAUX: Move to accept.

17 MR. KIRA: Second.

18 CHAIRMAN GREEN: Any further discussion?

19 (None.)

20 CHAIRMAN GREEN: Okay. All in favor of the
21 motion, I guess at staff's recommendation?

22 MR. KIRA: Aye.

23 MR. MIRGEAUX: Aye.

24 CHAIRMAN GREEN: Aye. Any opposed?

25 (None.)

1 CHAIRMAN GREEN: No.

2 MR. WUELLNER: Thank you.

3 AIRPORT MASTER PLAN ADOPTION

4 MR. WUELLNER: We -- the next item we've
5 already addressed and --

6 CHAIRMAN GREEN: We have Mr. Holesko.

7 MR. WUELLNER: Mr. Holesko.

8 MR. HOLESKO: Good afternoon, everybody.

9 Two things. First of all, glad to be back to
10 work and see everybody here back to work. Even
11 though we were down to our skeleton crew here down
12 to as low as one during the last few months, we did
13 stay open and the airport did a great job
14 supporting us, even though we just had one or two
15 people here working for the past few months. So
16 that makes us happy.

17 The second thing is simply to be here making
18 the final master plan presentation, we want to jump
19 up and down because it's taken us -- taken us a
20 long time to get here.

21 Ed's been -- Ed's been honest and as well as
22 the FAA and the DOT. We're -- you know, Chris
23 Johnson and I were -- Chris was your primary
24 planner in the back.

25 We submitted the final documents to the FAA

1 June of 2019. So it's taken us exactly one year to
2 get the final i's dotted, t's crossed, and some
3 comments with the FAA to get to where we need to
4 be. But we are here at the end.

5 Not a whole lot to talk about. We're here at
6 the final -- the final process. We met with our
7 advisory committee numerous times. We have written
8 correspondence with both the FAA and DOT. We're
9 ready to get ourselves final.

10 But we are going to review -- quick review of
11 the forecast a little bit about the airport
12 capacity, which is important for the airport; look
13 a little bit at the projects, talk about the CIP a
14 little bit, and then get any questions and comments
15 from you so we can bang the gavel and be done and
16 submit the final document to the FAA and the DOT.

17 I just want to talk about the forecast. We
18 show based aircraft increasing from 216 to 322
19 going way out past the year 2035, operations at
20 141,000 back in 2016 out to just about 200,000 in
21 2036, and passenger enplanements back in 2016
22 28,000 going up to around 94,000.

23 We all know that there is not commercial
24 service here today, but one of the things that we
25 want you to know is that the terminal building the

1 way it is right now can easily handle and
2 officially handle 100,000 passengers per year.
3 That's -- that's it sits today. So if the time
4 comes when passenger service resumes, the terminal
5 is ready to do that. Cindy, could you go back one
6 slide? Thank you.

7 One other thing that I want to note is on the
8 operations page. We have our ASV, which is our
9 annual service volume, which is really the
10 practical capacity of the airport in a 365-day
11 period to accommodate operations.

12 In the year 2016, it was at 71 percent. In
13 the year 2036, it's at 100 percent. That simply
14 means that something's got to happen between now
15 and the year 2036 to make the airfield more
16 efficient and make it so I can -- it can take
17 additional aircraft, and we'll look at some of
18 those in a second.

19 We broke down the operational areas of the
20 east corporate, the actual airfield itself, MRO
21 obviously, the main terminal area, and South GA.
22 That's how we described everything in the planning
23 process.

24 The proposed improvements primarily in the
25 South GA, first of all, Runway 13/31 is pretty much

1 going to stay the way it is for the -- for the
2 planning period. It doesn't need to be extended.
3 It meets design standards. It's in good shape.
4 It's been rehabilitated and it has full parallel
5 Taxiway Bravo now. So there's not a lot to be done
6 with the primary runway.

7 Runway 6/24, there's actually a proposed
8 extension shown to the east, and I want to talk
9 about that for a second because we aren't saying
10 that 6/24 is going to extend to the east.

11 All the projects shown on the airport
12 master plan are basically shown in case the
13 Airport Authority ever wants to do them, they're on
14 the plan. It doesn't mean that you will do them.
15 But if they're not shown on the plan, then you
16 can't get money from the FAA or FDOT to do them.
17 So you show them in case the true demand ever comes
18 and you want to do it.

19 Extending Runway 6/24 to the east would be one
20 of those projects. It is not being proposed yet,
21 but some day you might want to extend 6/24 because
22 that could take aircraft operations off of 13/31
23 and put more of them onto 6/24.

24 The actual terminal area is very active. D
25 and E are already in place. B and C are being

1 proposed. There's lots more hangars. There's the
2 addition of the conference center. There's
3 commercial development on U.S. 1. There's actually
4 a multimodal center, if it ever came to fruition,
5 across from the commercial terminal, and there is
6 additional aircraft parking and terminal
7 improvements shown in the terminal area adjacent to
8 the building.

9 Over in east corporate, you were talking
10 earlier today about this exact parcel which is
11 undeveloped between the Grumman hangar and the hush
12 house. There is the ability for a large-scale
13 hangar development. There's additional ability for
14 corporate hangars or a new FBO or a relocated FBO
15 and large-scale corporate hangar development and
16 ground access improvements. All that could happen.

17 Crossing over U.S. 1 is something we looked at
18 just conceptually. If the time ever came and there
19 was an interest for another large-scale MRO, you
20 could actually go to the other side of U.S. 1, very
21 very limited crossing over U.S. 1, to move aircraft
22 over to the west side. Nothing related to taxi
23 operations, but just simply being able to use
24 airport land over there if there was a demand and
25 an interest in doing something really big on the

1 other side of U.S. 1.

2 This is how much land the airport owns on the
3 west side of U.S. 1 right now. So you already have
4 a lot of land over there and there is opportunity
5 to do development on the west. You see how small
6 the airfield is compared to the green areas on the
7 west.

8 This graphic shows primarily ground access
9 improvements all the way out to I-95. A lot of the
10 improvements are very ground access focused.
11 Here's the airport and the runway. This is
12 Big Oak Road, which would be improved between
13 obviously U.S. 1 and future 313.

14 This is the 313 corridor, and there's a
15 corridor that goes all the way out through state
16 land which can go and access I-95. It does fit in
17 between the World Golf Village and the State Route
18 16 exit.

19 The other thing that is important to note on
20 this graphic is this little guy right here
21 (indicating). Previous master plans have shown an
22 additional runway being planned for the airport.

23 We had shown a parallel Runway 13/31 all the
24 way over here west of U.S. 1 to operate as an
25 independent runway just to take flight training

1 operations basically from the area where we're
2 sitting right now, get them off of the big runway
3 on 13/31, and get them way over there to the west.
4 That's one of the ways to make the capacity ratios
5 at the airport better, because you have a little
6 training runway over there to the west.

7 We looked at three different types of terms
8 for the CIP. It was basically \$33.9 million of
9 projects in the first six years, \$51.6 in the five
10 years after that, and \$109 million which makes the
11 total CIP about \$195 million or \$10 million a year.
12 That sounds like a lot of funds, but I was just
13 sitting there in the back adding up how much
14 projects you have underway at the airport right
15 now.

16 With the terminal apron, Hangars B and C and
17 Taxiway D, you have \$7 to \$8 million under
18 construction simultaneously right now. It's not an
19 unrealistic amount at all to think that the airport
20 could construct somewhere between \$5 and \$10
21 million. But you'll only do it if the demand is
22 there to support the projects.

23 The airport generates between \$1.1 and \$1.5
24 million a year for its CIP match. There's lots of
25 other areas where grant funds would come; FAA,

1 FDOT, and other ways to implement the master plan.
2 And the supporting projects, the partnership with
3 others, if the things happened that are shown on
4 the master plan, we're talking big MRO development,
5 corridor extensions all the way out to I-95, you're
6 looking at \$500 million in funds from other sources
7 not Airport Authority.

8 So that summary is just simply that the CIP is
9 feasible and has things on it that the airport does
10 need and you'll take them when actual demand
11 warrants that they get built.

12 In terms of the final approval, here we are
13 today. We're going to submit the final documents
14 to FAA and FDOT, provide copies to your web site
15 for public access, and the process will be complete
16 unless you have some other questions for me today.

17 CHAIRMAN GREEN: Okay. Thank you. Board
18 comments?

19 MR. KIRA: What's the date for that last line
20 there?

21 CHAIRMAN GREEN: After submission to...

22 MR. HOLESKO: Chris? I know Chris is going to
23 jump up and down. He wants the process to be
24 complete, too.

25 June of 2020, that's for sure. But literally

1 I think that we'd get everything signed up and gone
2 within -- within a week. It will be live and be
3 complete in a week.

4 MR. WUELLNER: It does not require additional
5 approval at this point --

6 MR. HOLESKO: Correct. Yes.

7 MR. WUELLNER: -- it's just simply submittal.

8 MR. HOLESKO: Exactly. It's just getting
9 things signed and sent. The truth is, when you
10 bang the gavel today, in essence the
11 master planning process is done.

12 MR. KIRA: And we get a copy of -- we get a
13 book?

14 MR. HOLESKO: You're going -- you're going to
15 get two books. There's a Volume 1 and Volume 2.
16 It's just simply the technical report is one -- is
17 one document and the appendices are the other.
18 That's it.

19 MR. WUELLNER: The drafts are on the web site
20 as of -- Friday?

21 MR. HOLESKO: Friday.

22 MR. WUELLNER: Thursday or Friday.

23 MR. HOLESKO: And it's a big book. It's 449
24 pages.

25 MR. WUELLNER: Yeah.

1 MR. HOLESKO: That's with all --

2 MR. WUELLNER: Don't hit "Print" unless you're
3 serious about it.

4 MR. HOLESKO: That's right.

5 MR. WUELLNER: It just keeps going.

6 MR. HOLESKO: Don't print unless you choose
7 double-sided and you're ready to do something with
8 the big book, which is why we're separating into
9 the two volumes.

10 MR. WUELLNER: It will remain on the web site.

11 MR. KIRA: If we -- if we track to the last
12 master plan, which is in my estimation very very
13 well done and tracked extremely close to the
14 numbers -- I think it's like 80, 90 percent
15 complete, okay -- this is a very good
16 forward-looking master plan. I just hope that
17 it -- we can accomplish this plan.

18 MR. HOLESKO: Thank you. You know, it's
19 interesting that some of the projects that are
20 actually -- are shown conceptual from two years
21 ago, they're actually underway.

22 Taxiway D is one of them. We, "we" being the
23 Authority and Passero, didn't know necessarily know
24 that the FAA would fund that relocation and
25 widening of Taxiway D. So it's shown as a future

1 project on the master plan, yet it's under contract
2 or it's going to be shortly and by 2020-2021, we're
3 going to be using Taxiway D relocated and widened.

4 MR. KIRA: Right.

5 MR. WUELLNER: Well, and conversely, you've
6 just got to remember, too, projects aren't eligible
7 unless they're in the master plan. So that it's
8 designed to track reasonably well in the big
9 picture.

10 CHAIRMAN GREEN: Any further board comment?

11 (None.)

12 CHAIRMAN GREEN: Public comment? Reba?

13 MS. LUDLOW: No. I asked Chris if we got
14 updates for our binders and he said yes.

15 CHAIRMAN GREEN: Oh, good. Mr. Tucker?

16 (None.)

17 CHAIRMAN GREEN: All right. Back to the
18 board. Those of us that attended those master plan
19 meetings, very well done.

20 MR. HOLESKO: Thank you.

21 CHAIRMAN GREEN: All right. So I guess we
22 need a motion to allow Passero to go forward to
23 submit our final documents, correct?

24 MR. WUELLNER: We need to adopt the
25 master plan, yes, and then that will trigger the --

1 CHAIRMAN GREEN: Submission?

2 MR. WUELLNER: -- submissions.

3 CHAIRMAN GREEN: Okay. Motion?

4 MR. KIRA: I move we adopt the master plan.

5 MR. MIRGEAUX: Second.

6 CHAIRMAN GREEN: Any further board discussion?

7 (None.)

8 CHAIRMAN GREEN: All in favor?

9 MR. KIRA: Aye.

10 MR. MIRGEAUX: Aye.

11 CHAIRMAN GREEN: Aye. Any opposed?

12 (None.)

13 CHAIRMAN GREEN: No? All right. A lot of
14 work.

15 MR. KIRA: Took a while.

16 CHAIRMAN GREEN: A lot of work.

17 PUBLIC COMMENT - GENERAL

18 CHAIRMAN GREEN: Okay. Any other public
19 comment? That's where I am, right?

20 MR. WUELLNER: Uh-huh.

21 CHAIRMAN GREEN: Any other public comment?

22 MS. LUDLOW: Is this the end?

23 CHAIRMAN GREEN: This is the end.

24 MS. LUDLOW: Got it. Wait, Sam.

25 MR. BARRESI: No, I'm leaving.

1 MS. LUDLOW: This is not the end yet. Yes,
2 Reba Ludlow.

3 And I did have an announcement from one of our
4 SAAPA members who has been on the airport for about
5 35 years and would like to be more active in the
6 board, and that would be me, and I would be running
7 for Group A -- I mean Group 4, Group 4.

8 And I have to tell you the response to my
9 little blurb that I was going to run has just been
10 overwhelming, has just been a -- just overwhelming.
11 I didn't know that many people knew me. That's
12 all.

13 CHAIRMAN GREEN: Okay. Any other public
14 comment?

15 (None.)

16 MEMBER COMMENTS AND REPORTS

17 CHAIRMAN GREEN: Okay. Then board comments.
18 Mr. Kira?

19 MR. KIRA: The last two meetings of the
20 Transportation Planning Organization was by Zoom,
21 okay, and it's actually worked quite well. All I
22 had to do was have a clean shirt on. I was in
23 shorts.

24 CHAIRMAN GREEN: That's kind of important.
25 Don't stand up.

1 MR. KIRA: Right. I refused to stand up, so I
2 just sat through the whole thing.

3 And I kept them abreast of issues at the
4 airport including the fact that the convention or
5 the meeting we were going to have in St. Augustine
6 was delayed once and now it's delayed again.

7 So, that's it. I did hear that the
8 Jacksonville airport is not doing proportionally as
9 well as we are. So there are some good things.
10 I'm done. Thank you.

11 CHAIRMAN GREEN: Okay. Thank you. We're
12 sorry Mr. Brunson cannot can't be here. I hope
13 he's doing well. And Justin?

14 MR. MIRGEAUX: Nothing from Aerospace Academy.

15 CHAIRMAN GREEN: Yeah. And we didn't have
16 EDC, so there's not much.

17 So the next meeting's going to be July 13 at
18 4:00, unless we hear anything else differently.
19 So -- all right. I appreciate everybody for coming
20 and putting all the effort into it. I know it was
21 a lot to go through on that master plan and the
22 board members spent some good time on it. I
23 appreciate all. All right. We're adjourned.

24 (Meeting adjourned at 5:32 p.m.)

25

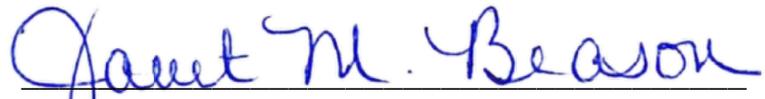
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REPORTER'S COURT CERTIFICATE

STATE OF FLORIDA)
COUNTY OF ST. JOHNS)

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

Dated this 15th day of June, 2020.



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

<p>AUDIENCE MEMBER: [1] 15/3 CHAIRMAN GREEN: [166] COMMISSIONER DEAN: [12] 11/20 14/23 15/2 15/6 15/13 15/18 16/1 16/5 16/7 16/12 16/14 16/19 MR. BARRESI: [5] 17/3 17/6 17/8 17/16 86/25 MR. BEYERS: [2] 16/25 17/7 MR. BURNETT: [13] 18/24 22/25 23/6 23/9 23/22 24/6 24/15 33/16 39/14 39/19 40/12 44/20 45/20 MR. HARVEY: [4] 47/10 47/12 47/14 47/16 MR. HOLESKO: [12] 75/8 82/22 83/6 83/8 83/14 83/21 83/23 84/1 84/4 84/6 84/18 85/20 MR. KIRA: [48] 3/20 3/25 5/6 14/22 15/1 27/6 30/21 31/24 32/3 32/5 32/12 32/17 33/7 33/18 33/20 34/22 35/5 41/7 44/18 45/25 46/7 55/25 56/18 60/22 61/2 61/7 61/20 68/8 68/24 69/2 70/19 70/24 71/4 72/22 73/5 73/9 74/8 74/17 74/22 82/19 83/12 84/11 85/4 86/4 86/9 86/15 87/19 88/1 MR. MIRGEAUX: [99] MR. NEVILLE: [10] 27/12 29/24 30/16 30/20 30/25 31/6 31/17 33/3 33/6 35/12 MR. TUCKER: [6] 34/13 34/15 42/17 42/19 56/24 73/1 MR. WUELLNER: [130] MS. ALBIN: [1] 17/23 MS. LUDLOW: [16] 5/18 17/2 34/10 43/12 43/21 43/23 44/7 44/11 58/16 70/21 72/24 74/11 85/13 86/22 86/24 87/1</p>	<p>15/22 30/11 \$109 [1] 81/10 \$157,000 [2] 9/23 70/9 \$195 [1] 81/11 \$2 [2] 13/5 13/11 \$2.1 [1] 13/19 \$2.9 [4] 71/20 72/5 73/3 73/5 \$200,000 [1] 9/3 \$21,000 [1] 30/4 \$3 [1] 73/22 \$30,000 [2] 30/3 30/17 \$33.9 [1] 81/8 \$35,000 [1] 20/16 \$40,000 [1] 30/2 \$5 [1] 81/20 \$500 [1] 82/6 \$51.6 [1] 81/9 \$600,000 [1] 14/3 \$7 [1] 81/17 \$8 [1] 81/17 \$80 [1] 33/22 ' '20 [1] 14/16 0 0570 [1] 1/24 1 1 percent [1] 11/4 1,250 [1] 29/13 1.5 [1] 16/8 10 [2] 6/18 28/11 10 percent [1] 29/23 100 percent [3] 8/19 8/21 77/13 100,000 [1] 77/2 104 [1] 1/17 10:00 [1] 15/4 10s [1] 62/18 11 [1] 2/8 12 [3] 18/11 18/14 28/11 12-unit [1] 62/17 13 [2] 18/4 88/17 13/31 [2] 78/22 81/3 14,676 [1] 18/3 141,000 [1] 76/20 15 [1] 7/3 15,000 [1] 12/20 15-inch [2] 6/24 6/24 150 [3] 14/2 14/2 15/22 1510 [1] 1/23 157 [1] 10/21 15th [1] 89/10 16 [1] 80/18 19 [3] 12/8 13/8 17/9 1st [4] 13/25 15/14 15/21 18/19</p>	<p>39/21 200,000 [1] 76/20 2016 [3] 76/20 76/21 77/12 2019 [2] 14/11 76/1 2020 [6] 1/6 14/11 14/14 29/19 82/25 89/10 2020-2021 [1] 85/2 2021 [1] 85/2 2035 [1] 76/19 2036 [3] 76/21 77/13 77/15 20th [1] 7/15 216 [1] 76/18 220 [2] 39/22 44/25 22nd [1] 7/16 24 [6] 44/8 78/7 78/10 78/19 78/21 78/23 25 [2] 7/4 51/21 255 [1] 73/20 26 [1] 2/10 26th [2] 13/24 15/14 27th [1] 27/23 28,000 [1] 76/22 29,000 [1] 12/21 3 30 [5] 29/14 29/19 31/8 31/8 65/15 30 percent [2] 28/6 51/22 30-plus [1] 63/12 300 [1] 13/24 304 [1] 14/1 31 [4] 77/25 78/22 80/23 81/3 313 [2] 80/13 80/14 32080 [1] 1/17 32084 [1] 1/24 322 [1] 76/18 33 [3] 29/24 29/25 30/7 34 [1] 18/5 340 [2] 14/12 14/13 35 [5] 2/10 28/8 28/10 63/1 87/5 365-day [1] 77/10 370 [1] 14/14 4 40 [5] 19/1 19/7 21/7 22/23 29/14 40 percent [1] 18/8 449 [1] 83/23 46 [1] 2/11 4730 [1] 1/4 48-hour [1] 44/9 4:00 [2] 1/7 88/18 4th [1] 28/25 5 5:32 [2] 1/7 88/24 6 6/24 [3] 78/10 78/21</p>	<p>78/23 60 [2] 51/2 51/17 7 70 [1] 2/11 70 percent [1] 51/2 71 [2] 2/12 77/12 73 [1] 2/12 74 [1] 2/13 75 percent [2] 10/17 11/1 8 80 [1] 84/14 80s [1] 25/2 825-0570 [1] 1/24 86 [1] 2/14 87 [1] 2/15 88 [1] 2/16 89 [1] 2/17 9 9,000 [2] 18/9 18/10 90 [6] 51/17 55/13 65/10 66/7 66/12 67/10 90 percent [1] 84/14 90-day [2] 55/10 68/17 904 [1] 1/24 94,000 [1] 76/22 95 [3] 80/9 80/16 82/5 A A.A.E [1] 1/18 ability [5] 37/17 38/6 38/12 79/12 79/13 able [12] 6/21 9/7 9/8 14/1 20/23 20/25 45/12 48/2 49/13 49/14 67/22 79/23 about [34] 5/11 6/9 6/18 7/18 9/3 9/5 15/9 17/10 17/11 18/11 18/21 20/16 22/20 24/1 36/22 37/17 39/20 43/14 44/2 53/12 54/2 62/12 64/6 71/12 76/5 76/11 76/13 76/17 76/20 78/9 79/10 81/11 84/3 87/4 abreast [1] 88/3 ABSENT [1] 1/12 absolutely [1] 29/16 Academy [1] 88/14 accept [10] 4/13 10/11 31/24 34/22 39/9 45/25 70/24 73/3 73/5 74/16 acceptable [1] 58/9 acceptance [9] 2/12 3/7 70/8 70/15 71/10 71/24 72/2 72/3 73/4 accepted [3] 3/23 4/18 5/13 accepting [1] 32/20 access [24] 21/6 21/13 21/16 50/25 51/4 52/12</p>	<p>54/11 54/11 55/3 58/7 64/13 66/1 66/2 66/12 66/13 66/14 66/16 67/10 72/12 79/16 80/8 80/10 80/16 82/15 accommodate [2] 54/11 77/11 accomplish [2] 20/24 84/17 accomplished [3] 21/18 51/22 59/11 account [1] 20/19 accountant [2] 23/15 26/16 Accounting [1] 5/2 acknowledged [1] 47/22 acres [1] 21/11 across [3] 9/15 66/8 79/5 Act [3] 2/11 9/11 70/4 action [3] 31/19 35/25 35/25 active [2] 78/24 87/5 activities [1] 12/4 actual [6] 39/17 53/7 68/15 77/20 78/24 82/10 actually [18] 6/6 14/15 18/3 21/10 28/12 32/14 33/4 33/20 33/25 34/2 36/10 66/3 78/7 79/3 79/20 84/20 84/21 87/21 add [5] 30/7 41/18 63/18 65/15 73/25 added [2] 21/5 37/23 addendum [1] 39/25 adding [2] 44/25 81/13 addition [3] 30/8 40/3 79/2 additional [22] 9/16 9/17 9/18 14/3 15/23 20/14 20/16 20/24 22/6 26/6 44/24 46/21 46/24 48/1 48/1 48/12 55/14 77/17 79/6 79/13 80/22 83/4 address [4] 17/12 37/21 49/7 49/15 addressed [2] 63/9 75/5 adjacent [2] 41/22 79/7 adjourned [2] 88/23 88/24 ADJOURNMENT [1] 2/16 adjustments [1] 47/19 admin [1] 16/21 administration [1] 43/24 administratively [2] 43/19 43/21 adopt [2] 85/24 86/4 Adoption [2] 2/13 75/3</p>
<p>\$ \$1.1 [1] 81/23 \$1.27 [1] 20/15 \$1.5 [3] 13/18 15/12 81/23 \$10 [2] 81/11 81/20 \$10,000 [3] 13/23</p>	<p>2 2.1 [1] 16/9 20 [2] 7/4 29/23 200 [3] 14/3 15/23</p>	<p>5:32 [2] 1/7 88/24 6 6/24 [3] 78/10 78/21</p>	<p>accepted [3] 3/23 4/18 5/13 accepting [1] 32/20 access [24] 21/6 21/13 21/16 50/25 51/4 52/12</p>	<p>addressed [2] 63/9 75/5 adjacent [2] 41/22 79/7 adjourned [2] 88/23 88/24 ADJOURNMENT [1] 2/16 adjustments [1] 47/19 admin [1] 16/21 administration [1] 43/24 administratively [2] 43/19 43/21 adopt [2] 85/24 86/4 Adoption [2] 2/13 75/3</p>

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