## REGULAR MEETING

HELD IN THE CONFERENCE CENTER, MEETING ROOM B 4730 CASA COLA WAY ST. AUGUSTINE, FLORIDA ON MONDAY, FEBRUARY 13, 2023
From 4:00 P.M. to 6:24 P.M.

BOARD MEMBERS PRESENT:
ROBERT OLSON, CHAIRMAN
REBA LUDLOW
MICHELLE CASH-CHAPMAN
DENNIS CLARKE, TREASURER
JENNIFER LIOTTA

## 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.

MELISSA SCHROEDER, RPR
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PROCEEDINGS
CHAIRMAN OLSON: Okay. Calling to order the regular meeting of the Airport Authority. All stand for the Pledge. (Pledge of Allegiance.) CHAIRMAN OLSON: A couple items before we go into the main agenda. We have now scheduled visits by -- as part of our executive director search with the two candidates that have been briefly interviewed. We have Mr. Brienza coming in on Wednesday, this Wednesday, the 15th. His schedule for the 15th is 9:00 a.m. to 10:30 airport tour, so he'll get a extensive tour of the airport before he has other meetings. And then he'll be in this room, The Conference Center, from 10:30 to 12 noon, and that's available time for individual interviews. Kevin will be here to manage the time period and how the interview flows go. I don't think there's a plan to schedule in advance the times, but for anyone interested in interviewing, to come and Kevin will be available to, I guess, just manage the flow.

I didn't -- given that the Authority is the primary body to give direction and vote on this and ultimately make decisions, that's -- would be
priority for board members, but then others, how is that going to work? Do we have enough -- should we -- is this for board members?

MR. HARVEY: Yes, sir.
CHAIRMAN OLSON: Okay. I'm sorry. Board members exclusively. That will be better to manage that 90 minutes. Okay.

MR. HARVEY: Yes, sir.
CHAIRMAN OLSON: Then on Friday, this coming Friday, the 17th, is Mr. Carver. Same schedule for Mr. Carver: 9:00 a.m. to 10:30 airport tour, 10:30 to 12:00 p.m. -- 12 noon here in the conference room for opportunities for board members to come in and meet and individually visit with Mr. Carver. So that's that.

Another matter is that I've been -- regarding the Part 16 th matter -- Part 16 matter, I have finally been able to make direct contact with the attorney handling that for the airport. He was unavailable -- totally unavailable last week. I finally reached him mid-morning this morning. And the -- I would like to propose that we have an exec session with Mr. Margolin, who is the attorney handling this, to receive guidance and to discuss with Mr. Margolis [sic] the matter, and that we do
that under the provisions of Florida Sunshine Laws, an exec session.

So if I don't hear any other ideas, I think
that would be good to proceed. And we should -- we should schedule that as soon as possible, as soon as the statute allows us to post the notice and schedule the meeting. So if there's no other comments on that, we'll proceed to do that.

MS. LUDLOW: Do -- you don't have any idea of what day and time or anything yet?

CHAIRMAN OLSON: Well, that's going to be -have to be worked out. I think it would be good to get -- I believe there's a one-week advance that has to be posted. So the earliest it could be would be next Monday, which is a national holiday. So we would need to go to our calendars, and we could do that now, and look at other dates next week for that to happen.

So no problem with me. I can do it any day
next week. So looking at any -- let's just -- why don't we hear the nonavailability. Any nonavailability? MS. LUDLOW: We're talking about the week of the 27th?

CHAIRMAN OLSON: The week of the 21st.

Today's the 13th. So it would be the 21 st.
MS. LUDLOW: Oh -- oh, okay. Monday, the 20th, is the holiday?

CHAIRMAN OLSON: Yeah. Right.
MS. LUDLOW: Wednesday --
MS. LIOTTA: I have -- I have a question. I guess a point of order. I have not been involved in an executive session before. Is that subject to notice?

My understanding of executive session is it's on the record but not open to the public. So I don't know that you need a one-week notice to do that.

CHAIRMAN OLSON: Whatever the law says.
MR. CLARKE: You do.
MS. LIOTTA: You do? Okay.
All right. Yeah, I just wanted to see and
make --
CHAIRMAN OLSON: Okay. Sure.
MS. LIOTTA: -- sure that we're working on the right rules.

CHAIRMAN OLSON: Sure.
MS. LIOTTA: I also have just one comment for everybody. I will not be at that meeting. As is widely known, I'm employed by Volato, who's a party
in the -- in the matter. Before I was -immediately after the election, I had recused myself from all involvement in this, both with Volato and the Authority. So I wouldn't -wouldn't be participating in any meetings. CHAIRMAN OLSON: Okay. Thank you. MR. CLARKE: Uh-huh. CHAIRMAN OLSON: Okay. So -MS. LUDLOW: How about Wednesday -- how about Thursday -- how about Wednesday afternoon? CHAIRMAN OLSON: That's one of the days, but we have to, of course, coordinate it with our attorney, and he may be bringing in someone else in addition -MS. LUDLOW: Yeah. CHAIRMAN OLSON: -- to himself from the firm into the meeting, so... MS. LUDLOW: But we can give him a couple options.

CHAIRMAN OLSON: Yeah. Right. So which day can't you -- you -- any -MR. CLARKE: No restrictions here. MS. CASH-CHAPMAN: I cannot do Wednesday after 3:00.

CHAIRMAN OLSON: Okay.

MS. CASH-CHAPMAN: From 3:00 on, I am booked.
And then Friday, from 11:30 on, I am unavailable as well. Everything else, I can rearrange.

MS. LUDLOW: So you think --
CHAIRMAN OLSON: Friday 11:30 on is a no.
MR. CLARKE: Will this executive session give us enough time to react or respond to the next
filing deadline?
CHAIRMAN OLSON: No, it won't. It's the 20th, I believe is the filing deadline. MR. CLARKE: That's a national holiday? CHAIRMAN OLSON: Yeah. Well, isn't it -- I believe it's the 20th, is the next filing deadline. MS. LUDLOW: That's a Wednesday? CHAIRMAN OLSON: What? MS. LUDLOW: That's a Wednesday, is the 20th? CHAIRMAN OLSON: Yes. MR. CLARKE: Because they won't -- they won't even be open. The administrative courtroom won't be open that day.

CHAIRMAN OLSON: Yeah. Okay. So we have that the nonavailability is after 3:00 on Wednesday and after 11:30 on Friday of next week.

MS. LUDLOW: I can't do Friday morning.
CHAIRMAN OLSON: Oh, Friday's out. Okay.

MS. LUDLOW: I --
CHAIRMAN OLSON: Okay.
MS. CASH-CHAPMAN: I think the earlier we can do it, the better, in the week. CHAIRMAN OLSON: Yeah. Yeah. MS. CASH-CHAPMAN: If we could try to work maybe like Tuesday, the 21st, if there's availability.

CHAIRMAN OLSON: Yeah.
MS. CASH-CHAPMAN: No? Just kidding.
CHAIRMAN OLSON: Yeah.
MR. WUELLNER: Mr. Chairman, that -- that schedule is somewhat driven by how quickly we can get it published. It's typically, what, about three days? So three days. So you'll get a, at best, Wednesday or Thursday publication, which means best you could have a meeting is Wednesday or Thursday next week would be the earliest.

CHAIRMAN OLSON: Is that published in the Record? Is it -- St. Augustine Record the official record?

MR. WUELLNER: Yep.
CHAIRMAN OLSON: Okay. MR. WUELLNER: Yes, sir. MS. LUDLOW: I can do Wednesday afternoon. I
can do anything Wednesday.
MS. CASH-CHAPMAN: So Wednesday morning or
Thursday?
MS. LUDLOW: I can do Wednesday morning. CHAIRMAN OLSON: Okay. We'll -- we'll -we'll work with that. These people are working for us, so I hope they'll make their arrangements so they can meet our schedule sometime next week in the areas -- in the days we've looked at. MS. LUDLOW: Can everybody do Wednesday morning by chance?

Can you, Jen? MS. LIOTTA: I can't be involved. MS. LUDLOW: Oh, I'm sorry. CHAIRMAN OLSON: Yeah. MR. CLARKE: Yeah, I'm available all week. MS. LUDLOW: Okay. CHAIRMAN OLSON: Yeah. Okay. Yeah. Yeah. MS. LUDLOW: So Wednesday morning looks like -CHAIRMAN OLSON: We'll see -- we'll see what's possible. MS. LUDLOW: We'll just throw that out. CHAIRMAN OLSON: Okay. Good.

## MEETING MINUTES

CHAIRMAN OLSON: Okay. Now moving to our agenda. Meeting minutes, any comment -- any comments on our minutes from the 9th of January? That's the organizational meeting, so there's a lot of organizing in -- reflected in those minutes. (None.)

CHAIRMAN OLSON: Hearing none, those minutes will be approved as presented in the transcripts. AGENDA APPROVAL

CHAIRMAN OLSON: Agenda approval, we have a rather simple but very important agenda today. Other items that -- any other ideas about the agenda?
(None.)
CHAIRMAN OLSON: If not, they're stand -- it stands approved.

STAFF REPORT
CHAIRMAN OLSON: Staff report. Staff report?
MR. WUELLNER: Yes, sir. Just to update you on the Taxiway Bravo Project, Taxiway B center section, the paving is complete at this point. Lighting and sign installation is underway. They're also completing the markings. We thought they'd be done by the end of last week, but rain
got in the way of that. Looks like a couple of weeks from being finished on that in total.

They've already begun work on the shoulder, Grip-Flex product being applied. And the threshold light replacement -- or lights replacement or relocation associated with the runway will begin next Monday. So everything's on the queue to be done within two to three weeks total.

CHAIRMAN OLSON: Questions about any of those
items -- matters?
MR. CLARKE: (Shakes head.)
MS. CASH-CHAPMAN: (Shakes head.)
(None.)
BUSINESS PARTNER UPDATES
CHAIRMAN OLSON: Okay. Business partner updates. Since we're meeting twice as often, we may not have a business -- all our business partners here today. Mr. Dean?
(Not present.)
CHAIRMAN OLSON: I don't see Mr. Dean from the county.

Mr. Beyers?
(Not present.)
CHAIRMAN OLSON: I don't see Mr. Beyers.
Mr. Riera?

MR. TOPP: I'm going to -- I'm going to go for Mr. Jose Riera.

CHAIRMAN OLSON: Mr. Topp is going to do it.
MR. TOPP: How's it going, folks?
MS. LUDLOW: Great.
MR. TOPP: Great.
We had a meeting Saturday for SAAPA, and two things came up, one in reference to this Part 16 situation. Fortunately, I've had a lot of experience dealing with the FAA. Most of it, pretty good. Sometimes not so good.

I would suggest strongly between now and Monday, which is when you're supposed to respond, okay -- because with the FAA, unfortunately, it's unlike the law of the land; you're guilty until proven innocent. All right? So if you received a notice from the FAA, as far as they're concerned, we're guilty -- or you're guilty. I would file for an extension sometime this week just to make sure that they understand we're trying to work with them. I'm just saying. All right?

The other thing that came up at the SAAPA meeting is that -- has to do -- Michelle will probably like this -- about doing things with the community. We would like to do a -- and I will talk to Ed and the rest of the folks about this as we get a little closer, but May 27 th, we want to do a car show for this particular operation. And I'll present something at the next meeting, all right, when there's time for my -- my -- my position, what it is, but this is a professional company that does the car shows. And they have usually between 500 and 1500 people show up for these car shows. And our plan is to do it, obviously, outside the Part 139 Restriction. We'd love to have it over by the terminal.

And then we'd also discuss as we go through this about doing a static display, not unlike the way we handled the Young Eagles a couple of months ago where there's escorted people onto the property to look at airplanes and that kind of thing. But it will be exciting. It will bring a lot of notoriety to -- not notoriety; that's a bad word -publicity for the airport and let them know we're out here and we care about the community. That's it.

But back to the FAA thing, folks, I've done a ton of business with them over the last 30 to 40 years. You need to reply before the 20 th. That's my humble opinion.

Thank you.
CHAIRMAN OLSON: Thank you. And --
MS. LUDLOW: Can the board say something?
CHAIRMAN OLSON: Yes. Go ahead.
MS. LUDLOW: Jaime, thank you.
MR. TOPP: Yep.
MS. LUDLOW: So I -- I wanted to ask, I guess, Bob if -- if the due date is Monday, then -- then what are we going to do if we're meeting after that?

CHAIRMAN OLSON: Well, we have counsel watching out for us, and if -- if an extension is needed, we look for our counsel to make that filing.

MS. LUDLOW: But FAA won't care if they gave us till Monday, unless the complainant extends or gets another extension.

CHAIRMAN OLSON: I just suggest that we not -that we talk about it in the session, and I will -I will take up the assignment of pressing the attorney about that when I -- when I get back with him to set up our -- our meeting that we've discussed.

MS. LUDLOW: Okay. I just assumed if we're going to have a meeting after the deadline --

CHAIRMAN OLSON: Okay.
MS. CASH-CHAPMAN: Yeah, I agree. I mean, we need to do something prior to the deadline. So someone needs to call the attorney and say, "We need an extension." We can't just ignore it and say, "Well, we're not meeting yet, so we're just not going to do anything about it."

CHAIRMAN OLSON: I already wrote it down when Mr. Topp mentioned it. So, yes, I mean, it's on -yes, I mean, I -- I made a specific note. MS. CASH-CHAPMAN: So he'll be contacted prior to the deadline? CHAIRMAN OLSON: Yes. MS. CASH-CHAPMAN: Thank you. MR. CLARKE: Mr. Chairman, can you let us -the rest of the board members know when you find out this week for certain through the staff so that if we have to act any quicker? CHAIRMAN OLSON: Yes. MR. CLARKE: Okay. MR. BURNETT: Mr. Chairman, if I might, I don't believe that the five of you can communicate outside of this venue.

CHAIRMAN OLSON: No, I -MR. BURNETT: So the Sunshine Law would
prevent a report back to the other board members related to a matter that may come before the board for determination.

The best $I$ can tell you related to this is I would anticipate that the law firm that currently is representing the Authority is very well known, I would think, among most any lawyer, being that it's Akerman. They -- if they felt that there was something they needed to bring to your attention, I believe they would have previous to now. And if they were to need an extension for Monday, extensions are kind of routine. So, otherwise, they would file and do what they believe is in the best interest of protecting the Airport Authority's interest.

I don't know that that, nonetheless, prevents the Authority from still, after that, timely having -- "timely" meaning in accordance with Florida law -- roughly ten days or later, having a closed-door executive session where you speak to the lawyer and discuss strategy of the case, budget, and those kinds of things related to the litigation.

CHAIRMAN OLSON: The way I heard Mr. Clarke's request was that administratively, it be reported
back to the board, that matter. And I don't -- so it -- I don't believe -- the way I understand it, it would not meet the -- would not be characterized as a communication among and between board members outside of a meeting. Isn't that correct?

MR. BURNETT: You cannot communicate with each other outside of this board.

MS. LUDLOW: So --
MR. BURNETT: So the staff --
CHAIRMAN OLSON: And administrative --
MR. BURNETT: -- cannot be a go-between either. So, for example, one Airport Authority couldn't tell a staff member something to be communicated to another Airport Authority member.

Now, if it's related to scheduling or mundane administrative things like that, that's fine. Obviously, you've got to coordinate your calendar in order for you to have a meeting. Especially in a situation like this where you're trying to find out to fit all five of your calendars, staff's calendar, and an outside lawyer's calendar, that's administrative. But as far as business that would come before the Authority, anything that may come before the Authority has to be communicated between the five of you in this forum.

MS. LUDLOW: Are you saying that the attorney has to be without the board? The attorney -- who does the attorney meet with? Ed or who?

CHAIRMAN OLSON: We're talking about actually in a meeting with this -- with this board and the attorney directly to receive guidance from the attorney and to discuss that guidance with the attorney.

MS. LUDLOW: It -- it sounded to me like when we -- I know Ed sent a letter that did say something about we didn't want to appear to have shade meetings or something of that nature.

So are you saying -- are you saying the attorney can come here and meet with the board?

MR. BURNETT: Absolutely. You can have a closed-door executive session with the lawyer under Florida law, what's commonly referred to as a shade meeting. The only issue there is between three days' notice and seven days before the meeting, it's loosely about ten days in advance that it takes you to start coordinating to have those meetings. That's the --

MS. LUDLOW: That was -- so we can't just go by -- a week to -- to publicize our meeting, our Sunshine Law meeting? What is -- what's over
ten days?
MR. BURNETT: I believe it takes -- I believe
it takes Ms. Hollingsworth two to three days to actually get the Record to place the ad. Because, obviously, the Record has to have the ad. It couldn't run in the same day that the Record had the ad. It's going to run one day. So you're going to lose a day there. But typically the Record already has things programmed for formatting. So it's a -- usually, I think, a three-day for those types of legal notices. So -and then seven days in advance of that. So that's how I get roughly ten days.

MS. LUDLOW: Okay.
CHAIRMAN OLSON: Yes, it seems like everything in the Record is at least three -- happened at least three or four days before we're reading it in the Record.

Okay.
MS. LIOTTA: I'd -- I'd be curious what
Florida law guidance is on emergent matters. I don't know if this qualifies for that, but I can imagine a situation where the Authority may want to go to seek a TRO or some sort of emergency basis relief, and it's -- would be puzzling if there had
to be a ten-day waiting period before the Authority could have a meeting to discuss something like that.

MS. LUDLOW: I have another thought too. So is it possible that we will hire legal counsel today?

MS. LIOTTA: I understand that's the agenda today.

MS. LUDLOW: So then could this case be passed to our new legal counsel?

MR. BURNETT: Two pieces of that, I think, which is the RFP that went out was split into two, one for general counsel, one for aviation counsel. Assuming that you were to deem this an aviation, FAA matter, because that's where it's at, and you wanted to move it to the new aviation counsel, for example, then you would have that right to replace the current lawyer with another lawyer. Or you could have the general counsel do it if -- if you felt their qualifications were sufficient to handle that work and they wanted to take on that work. MS. LUDLOW: So I don't -- you answered my question.

Also, on general counsel and aviation counsel, are we getting two different attorneys or can't
they be one?
MS. LIOTTA: We have -- we have proposals from one, Akerman, who's proposing to -- to be all -- to be both. There's another joint proposal that's LLW and KKR. Theirs is actually a little different. Their -- their -- their proposal is suggesting that we hire LLW for the GC type of things and KKR for the aviation.

I did actually get a chance to speak with -just blanked on her name -- the -- Amy Petrick from LLW. And she confirmed for me that, although they did a joint proposal, we are free to consider that as two separate, one for the aviation and one for the -- the general counsel.

MS. LUDLOW: Okay. Thank you. I -- I needed that to be cleared up, because we can get one that can do both. We don't have to hire two attorneys. We can hire an aviation attorney, and if he is a local person, then he could function as general counsel also?

MS. LIOTTA: Well, I think the only limit there is which $R F Q$ was responded to. If somebody only responded to aviation or only responded to general counsel, I think that was the intent of their -- their proposal was to only be considered
for that one part of the work.
MS. LUDLOW: Okay. But if we ask them, maybe they didn't know all that, we said, you know, "Do you want to be considered for the other side also?" Anyway, I -- I don't think we need two attorneys.

CHAIRMAN OLSON: Okay. Let's see. Are we -oh, we are still on business partner updates.

Mr. McKendrick, Northrop Grumman?
(Not present.)
CHAIRMAN OLSON: Not here.
Mr. Pittman?
(Not present.)
CHAIRMAN OLSON: I don't see Mr. Pittman here either.

NEW BUSINESS
CHAIRMAN OLSON: Okay. So we're moving on to new business, airport legal solicitation.

And, Ms. Liotta, did you want to say anything at the beginning? You've been taking the lead on the issue of working with staff on the issuance of RFQs. Anything we need to say at the outset or know about -- understand at the outset?

MS. LIOTTA: Well, I think the rest of the Authority members have the same information I do. I did work to help redraft and -- and -- to get the
second version of the $R F Q$ out that did have the two RFQs, one just specialized aviation, the other basically everything else. After that, the responses that came in, you know, I had the same information as everyone else.

I did make a couple -- like I said, I did -- I did call to get a couple of clarification items, which I just reported on LLW's. So I think it's -right now is it's time to, you know, do the work of looking through the RFQs and hearing from the -from the people who are here today who want to speak on it and just having our discussion.

CHAIRMAN OLSON: Okay. So we have four respondents to the $R F Q$.

MR. BURNETT: You --
MS. LIOTTA: Well, I guess which one do you want to do first?

CHAIRMAN OLSON: Well, we can go --
MS. LIOTTA: The general -- general counsel or aviation?

CHAIRMAN OLSON: We could go alphabetically or we could go by specialized area. Just how do you see us proceeding?

MS. LIOTTA: Well, I'd suggest we just pick one, maybe the -- the general counsel one or the
aviation one. Might make sense to do the specialized one first, might be my suggestion, and hear from anyone who's -- there were three. There was Roberts, Coquina, and -- well, I guess it's four -- KKR on their half of it and then Akerman all -- all wanted to be considered for the aviation side.

CHAIRMAN OLSON: Four -- four firms? MS. LIOTTA: Yes. CHAIRMAN OLSON: So I guess we could go alphabetically. And then we would start with the Akerman firm. MS. LUDLOW: But that -- but aren't they going to -- we're going into the same thing. Is one person going to get up and talk about why they want this job and everybody else gets to hear them? MS. LIOTTA: Well, I think that's to Mr. Burnett's point from the prior -- I think it was, what, November or December, if there are people who want to speak, we'd ask the other applicants to step outside so everyone has a free and equal kind of shot at it, so to speak. CHAIRMAN OLSON: So roughly -MS. LUDLOW: Right. CHAIRMAN OLSON: -- ten-minute time for
presentation and then $Q$ and $A$, is that about it, just for us to discipline them on the topic?

MS. LIOTTA: Yeah, so I think the one suggestion I might make to speed things up a little bit is that the -- like if -- it might make sense for, if -- if Akerman is here, to do one presentation for both because I think they're -it's -- it might be hard for them to parse out the two since it's one proposal, and that would also, you know -- and they -- we heard from them again -we heard from them in December. So I think that might be fair to have Akerman present once today instead of twice since they're -- you know, they want to be considered for both.

CHAIRMAN OLSON: So they're -- they're presenting for both, the general counsel and the aviation specialty?

MS. LIOTTA: Correct.
CHAIRMAN OLSON: And then responding to Reba's question about are the others in the room when the presentation's being made or are we wanting to manage it the way we did last time?

MS. LIOTTA: Well, I think that's for us to all to decide, but I think it was -- it would be more equitable for -- for everyone to have --

CHAIRMAN OLSON: Their own?
MS. LIOTTA: -- the -- the -- the room, so to
speak --
CHAIRMAN OLSON: Yes. Okay.
MS. LIOTTA: -- and have the other -- the others wait outside.

CHAIRMAN OLSON: Okay. Okay. So, presumably, we have representatives of Akerman, Roberts, LLW, and Coquina here. We'll first hear from Akerman and visit with Akerman. And if the other representatives will be outside while we're doing that, we'll -- we'll call in the firms as we address it.

MS. LAQUIDARA: Thank you.
Thank you. And I appreciate the time to visit with you and to speak to the new board members who were not part of this decision-making panel last time.

I'm Cindy Laquidara. I'm a partner at Akerman. And I was here myself on the general counsel position. My partner, Mr. Margolin, of course, represents you in litigation. And he and I were both working on that, but I had a trial, so he took it and -- which worked out really well for everyone.

With regard to the extension, it's appropriate, as you mentioned it, for me to bring that message back at the end of the meeting if you want me to. That might address that.

I have been doing -- representing public agencies since 1985. I have -- I've been board-certified for a couple of decades in that and have addressed all kinds of issues, from public records to Sunshine Law litigation. And I think my litigation background as a trial lawyer is helpful because I can see the issues as they arise that might cause litigation.

I always, when litigation is a potential in your decision-making, advise you on what I consider a Bleak House analysis. And that's from Dickens, where at the end of the litigation, the people won, but the attorneys had gotten all the money, which is not really the good answer. So we always look at that and give you an idea of what the costs would be, the time would be so as you are in charge.

And I see my job as the general counsel, as I have for others, as giving you all the tools you can to do your job. And only if you suggest something, which would be inadvertently not legal,
because I'm quite certain none of you would intend to do that, and we're fortunate to have another attorney here on the board, it would be to say "You can't do it this way, but you can achieve your legal purpose this other way." And there are many general counsel tools.

Now, of course in a county growing of this size -- and while our office is not in St. Johns, I've been a mem- -- I have been a resident since August 11, 1989. I returned from taking the tolls off of Butler Boulevard. My son just recently left the Marines. He lives in -- off of Pacetti. I have a cousin and her husband and a brother, wife, and two kids all in St. Johns County. So, you know, we're well steeped and have been here years and seen the growth. You may have runway issues, growth issues, economic development issues coming up. I've done all of that: Tax increment financing, tourist development financing, land use, zoning, preemption. Who's in charge of your runways, you or the FAA? Where do they end? So in my representation of JIA, I was always called in when there were issues, not on day-to-day matters, but issues with an FBO, issues with compliance on public speeches and things within
airports, issues on public property, right-of-way, things of that nature, or issues within the board to get the right procedures together, so -- I've also handled employment for them, and I handled their CEO contracts negotiations for them. So I have a depth of matters that I enjoy doing. I like representing elected officials. I think that's really the key to how everything works. They're the ones responsible to people. And I'm the one you can rely on to get that done. With regard to your Sunshine meeting, for example, coming up, very tightly scripted. One way around your calendaring issues that I've devised over the years is the attorney calls -- the attorney himself calls for the meeting, identifies the litigation by title, identifies the issues, because there are only two you can talk about in a Sunshine meeting -- in a shade meeting. And then the board votes to authorize it, leaving it to the attorney and the executive director to call you all and schedule it at a convenient time that works. So that's a -- kind of a process that I've been able to use, Mr. Burnett, over the years successfully all throughout Florida and in helping them to schedule their shade meetings.

The -- there are rules that you adhere to. They're your own bylaws, as well as the state, as well as the county. So there's layers of where you can create certain rules that work well for you within that framework of the county or something else that $I$ can help with.

Because of my experience, I don't often have to spend much time looking up an answer, although I do confirm that the legislature has not in their wisdom changed anything in the last legislative session. That sometimes happens. So the -- my ability to give you an answer on the phone when you call me is pretty good. You know, I've known it, I can cite, I have a memo, and I can -- I can help you with that. So that, $I$ think, is a way that $I$ could be cost-effective in representing you.

With regard to the aviation side -- and I don't want to put Board Member Liotta in a difficult position, and so just raise your hand if there's something you do not want me to mention, Ms. Liotta, as I've -- as I discuss it.

But we also have a very strong aviation side, a very -- I'm here just for efficiency to present on that part. You certainly have a wealth of qualified candidates to choose from, and Akerman's
credentials are set forth within there. We represent, and you may like that or not like that, the Hillsborough County Airport Authority. So we're used to Florida county airport authorities, all the rules and issues.

We have strong lobbying in Tallahassee. We keep our ear to the ground on things that might affect you.

So those are some of the issues I have for
you. I do think I could be an asset to you and provide a depth of legal knowledge that you would find helpful and together, you know, help you with implement your very important mission.

Thank you. MS. LUDLOW: And can we ask a -CHAIRMAN OLSON: Yes. Now's the time. MS. LUDLOW: Can we ask her questions? CHAIRMAN OLSON: You are -- you are -- you have the floor. Ask your question. MS. LUDLOW: Oh, thank you. I was wondering if somebody would say that. So thank you. It's good to see you again. MS. LAQUIDARA: Thank you. It's nice -MS. LUDLOW: I always like to see somebody that I'm bigger than.

So I'm looking at your hourly fees on all the partners, they're like from 500 to 800 per hour, and that your monthly base rate is almost 7,000 a month --

MS. LAQUIDARA: Right. That's --
MS. LUDLOW: -- not including expenses.
MS. LAQUIDARA: That's correct. I don't anticipate expenses. I'm not going to charge you for driving back and forth from my home in St. Johns County, but -- so it would have to be something significant where you asked me to go somewhere else to do it.

My rate was discounted $\$ 200$ an hour at my -at my request because you are a public agency. And -- and I do recognize, you know, that's a lot of money, ten hours on that. And so the question is do you need ten hours' worth of services? If so, I think it's a good deal because you'll get that and more because of my background and my ability to give you some written policies that help you. All -- all the time, I'll respond to questions and say, "Yes, let me get you something on that."

I don't nitpick on my time. We don't charge for conferences between attorneys. I don't believe
in that. All right? You won't ever see that. And you will see that we detail time even with the flat fee, because if you're not happy with me, then you need to work with someone else, right? I mean, you have to have that bond with your counsel, that that's the go-to person, you're not against it. So...

MS. LUDLOW: But you only -- you only have one partner -- everyone's litigation except one and he is Florida land?

MS. LAQUIDARA: Okay. Well, Peter, we -- now I would say about half of my practice -- I consider myself a trial lawyer. Half of my practice has to maintain certification in local government law.

MS. LUDLOW: Uh-huh.
MS. LAQUIDARA: The same with Mr. Porter, who also represents the Tampa Airport Authority, and while he does land use and all, he's also certified in the same area of law. Peter Dame, because he's done municipal bond works -- I've worked with Peter and hired him myself prior to joining Akerman. He certainly knows all the local government ins and outs that can come.

So we have a -- a great depth. Those are the people we named for you because we have a depth,
the greatest experience.
MS. LUDLOW: I see.
MS. LAQUIDARA: Uh-huh.
MS. LUDLOW: Okay. And thank you. And thank you for being here in person. MS. LAQUIDARA: Thank you. CHAIRMAN OLSON: All right. Other questions? MR. CLARKE: Yeah, I have a question. Thank you for being here. I would like to understand for my benefit and the rest of the Authority the difference -- without getting into the specifics, you know, we have a current matter before the FAA, the difference adjudicating a legal matter in front of a administrative law judge, such as the FAA, and civil court.

As Mr. Topp mentioned in his statement, that we're -- we've been -- the Authority, that is, has been accused of dealing -- not dealing in good faith, and we are obligated to prove that wrong rather than --

MS. LAQUIDARA: Correct. MR. CLARKE: -- the FAA proving that we're guilty.

MS. LAQUIDARA: Correct.
MR. CLARKE: So innocent until proven guilty,
maybe you can comment on that just general concept.
MS. LAQUIDARA: I can because the FAA is different from other administrative agencies in shifting that burden of proof of good faith.

Now, I'm -- as a trial lawyer, I'm always fond of saying you really do have a burden of good faith in everything you do, because if the finder of fact doesn't believe you're acting in good faith, then they're going to struggle to rule against you.

MR. CLARKE: Uh-huh.
MS. LAQUIDARA: But the FAA, because they're a regulatory body first, their regulations are basically drafted because they see the Airport Authority with a good deal of power, right, and all these regulations that they've given you power to enforce through them, and the FBOs and others as having less power in that situation. And so, therefore, they approach it -- you're almost -almost in a fiduciary position where you can't just strong-arm these people, because you're a very limited and very valuable resource that has a lot of government money in it and it can't work without government regulations and government money. And so if you were able to have the great deal of discretion that you do in other areas of
procurement, then you can do what you want -wanted so long as it wasn't arbitrary and capricious, which pretty -- that's a lot of discretion.

So the FAA, believing that they've imbued you with this power of regulation and provided a good deal of money to you, says, "No. No. On this situation, we're going to look out for the people who are coming in wanting this resource to ensure that it's a level playing field."

MR. CLARKE: Uh-huh. Thank you.
CHAIRMAN OLSON: Other questions?
I guess I wanted to just generally ask on this topic who in Akerman in the practice that's in Florida has the most extensive experience or work with representation of airports with FAA?

MS. LAQUIDARA: I would say it's between Mr. Porter and Mr. Margolin, who's presently representing you, within the state of Florida. Mine is a bit dated because it was back at JAA, and I left -- I left that practice in 2014. So as to the specific FAA litigation, the person you have present now, along with Mr. Jim Porter, who submitted, has the most -- has the most experience. CHAIRMAN OLSON: Okay.

MS. LAQUIDARA: How that stacks up with others, I'm not certain.

CHAIRMAN OLSON: Mr. Porter from your firm assisted in our -- our filings with -- on the Part 16 -- current Part 16 matter; is that correct? MS. LAQUIDARA: You know, I don't recall, sir. I'd have to look at -- at the pleading itself. CHAIRMAN OLSON: Is he based in Jacksonville? MS. LAQUIDARA: No. No. I am the only one based in Jacksonville on the team. CHAIRMAN OLSON: So the others are in Tampa? MS. LAQUIDARA: That's correct. CHAIRMAN OLSON: Okay. MS. LAQUIDARA: And that's why I separated myself out. And I do believe that you may have some local people here for the aviation counsel aspect though. CHAIRMAN OLSON: Okay. MS. LAQUIDARA: It's a small town. I know them. They're good lawyers too. CHAIRMAN OLSON: Okay. Thank you. MS. LAQUIDARA: Thank you. Is that it? CHAIRMAN OLSON: Thank you very much. MS. LAQUIDARA: Thank you. (Ms. Laquidara exited.)

CHAIRMAN OLSON: Going down alphabetically, it looks like Coquina. Is that -- would be the next firm.

MR. HARVEY: Who's that?
CHAIRMAN OLSON: Coquina.
MS. LUDLOW: Ashby.
CHAIRMAN OLSON: It says Coquina.
(Mr. Underhill entered.)
MR. UNDERHILL: Good afternoon.
CHAIRMAN OLSON: Good afternoon.
MR. UNDERHILL: William Ashby Underhill on behalf of Coquina Law Group. We've put in for the aviation side of this, felt that I had good applicants for the general counsel parties that we work well with. Mr. Douglas, know him very well, his law partner, Jeremiah Blocker, feel that they would be good candidates to take care of the general representation part. They took over St. Augustine Beach after Coquina Law Group stopped representing St. Augustine Beach.

I'm a board-certified aviation attorney. I'm the aviation attorney. All $I$ do is aviation law, insurance and commercial litigation. That is what Coquina Law Group does.

I've grown up around aviation. And if this
board wants somebody to take care of aviation matters and to look after the board and do things right, I'm your guy.

Now, I'll go ahead and say this: If this board doesn't -- is anti-general aviation and business aviation, I'm not your guy. That's not me.

I grew up in business aviation, general aviation. I know what a airport can do. I'm very familiar with assurances. I've litigated hangar issues, been a part of assurance litigation in the state of Florida, as well through the FAA, and of course enforcing matters after the FAA.

So I've put in there at a discounted rate 350 an hour. That's $\$ 100$ less than my current rate for manufacturers that $I$ represent in the state of Florida. And it would be my envision that I would be available to general counsel, to answer issues, review the agenda. If you all need me here, I would be here at meetings, because there's no reason to have two attorneys here for a general meeting unless there's going to be an issue with aviation, and that would be, you know, contingent on you all having a firm that wants to work with an outside counsel.

We have an office here in St. Augustine off Highway 16. I also have an office in Daytona Beach, Florida.

If you have any questions, please let me know. Otherwise, I believe I gave you a pretty in-depth CV.

CHAIRMAN OLSON: Other -- I have a question. In your work as aviation counsel, do you -- how do you break down the clients you have or have had that are airports -- airport-sponsored organizations versus others that are, I guess, taking action --

MR. UNDERHILL: I have not represented an airport authority. I have been involved in litigation against an airport before.

CHAIRMAN OLSON: Okay.
MR. UNDERHILL: Actually, two of those, I've been involved in, even though I wasn't a named attorney on the pleadings. Other than that, my representation is of airmen before the FAA. I've represented manufacturers. I have represented airports in defense of litigation, but most of that's been several years, but that's been defense of accidents -- aviation accidents/incidents on the airport.

I represent manufacturers on lien disputes, leases, and that sort of stuff currently, but no airport authorities are currently represented by us.

CHAIRMAN OLSON: Okay. Okay. Including cities or counties that operate airports?

MR. UNDERHILL: No. Currently, we do not represent any --

CHAIRMAN OLSON: Okay.
MR. UNDERHILL: -- cities or counties that operate -- no airport operators.

CHAIRMAN OLSON: Okay. Thank you.
MR. UNDERHILL: I have defended airport operators in the past regarding personal injury defense and that sort of stuff.

CHAIRMAN OLSON: Yes. Yes. Okay. Thank you.
Other questions?
MS. LUDLOW: Yes. And mine's always about money.

So you bill in six-minute increments, but you don't charge for travel time unless required to travel out of the country, and then it's half the hourly rate --

MR. UNDERHILL: Out of the county.
MS. LUDLOW: -- but -- so does that -- and
your fee is 350 an hour and your paralegals are 150. So in your firm, you have two attorneys and two paralegals?

MR. UNDERHILL: Correct.
MS. LUDLOW: Right. So if you weren't here, one of your part- -- your partner would be here.

How did you -- I always do that. How -- how are you going to handle, like, coming to all of these meetings that we have? I mean, you're going to bill in six-minute increments or --

MR. UNDERHILL: If I'm needed, I'm going to be billing -- you know, if the aviation attorney needs to be here, I'm going to bill for my time here.

MS. LUDLOW: Okay.
MR. UNDERHILL: If it's -- at .6, if I'm needed.

MS. LUDLOW: Okay.
MR. UNDERHILL: If I'm not needed, I -- and I'm here, I'm not going to bill it.

MS. LUDLOW: I see. Okay.
MR. UNDERHILL: You know, if I'm just here because I want to be here.

MS. LUDLOW: I see.
MR. UNDERHILL: That would be --
MS. LUDLOW: The good thing --

MR. UNDERHILL: -- necessitated out of the agenda.

MS. LUDLOW: The good thing is you don't have a monthly fee. So that's good. Reassurance is good.

Thank you. That's all I have.
CHAIRMAN OLSON: Other questions for
Mr. Underhill?
Okay. Thank you very much. Appreciate it. MR. UNDERHILL: Thank you. MS. LUDLOW: Thank you, Ashby. (Mr. Underhill exited.)

CHAIRMAN OLSON: Next one is LLW.
MS. LIOTTA: So LLW is actually --
MS. LUDLOW: KKR.
CHAIRMAN OLSON: In partnership or --
MS. LIOTTA: In partnership with KKR. I don't know if they're intending on speaking on behalf of KKR --

CHAIRMAN OLSON: Okay.
MS. LIOTTA: -- but LLW proposed their specific firm for general counsel, not for aviation.

CHAIRMAN OLSON: Okay.
(Ms. Durden entered.)

MS. DURDEN: So you've announced Lewis,
Longman \& Walker. Is it --
CHAIRMAN OLSON: I'm sorry. What was your
question? Your -- well, welcome. And you are...
MS. DURDEN: And I -- thank you. I'm
Brenna Durden.
CHAIRMAN OLSON: Yes.
MS. DURDEN: And I'm with Lewis, Longman \& Walker.

CHAIRMAN OLSON: Yes.
MS. DURDEN: And I don't know whether you want me to speak about $K K R$ at the same time because our proposal was one proposal. They can be split. So I just wasn't sure what the rules are, what you want me to talk about.

CHAIRMAN OLSON: I guess how would we handle that? Speak for both of them?

MS. LIOTTA: Well, $I$ guess, in fairness, if you're happy to speak for $K K R$--

MS. DURDEN: Yes.
MS. LIOTTA: -- they don't have -- they didn't
send a person, so they wouldn't -- so if you -- if you feel comfortable speaking --

MS. DURDEN: I'm here --
MS. LIOTTA: -- and answering for them --

MS. DURDEN: Right.
MS. LIOTTA: -- then I think you could, yes.
MS. DURDEN: Okay. Great. Okay.
Well, first, I am Brenna Durden. I'm with Lewis, Longman \& Walker. And I just want to say thank you for inviting me to be here today. It's a wonderful opportunity, and I'm grateful for your time and your efforts in trying to make this decision.

Lewis -- we did submit a combined application on the -- or a proposal. It is for both Lewis, Longman \& Walker, who would be serving as your general, and Kaplan, Kirsch \& Rockwell, who would be serving as aviation counsel.

Lewis, Longman \& Walker was formed in 1994 by a number of lawyers who had significant experience in governmental law, in land use law, and environmental law. Lewis, Longman \& Walker, in fact, has at some point served as special counsel to the Airport Authority in regards to wetlands matters here adjacent to the airport. I believe that representation ended sometime in the teens, 2015, 2014 or so, but we -- we were special counsel in regards to that.

We have signif- -- I'll talk first about

Lewis, Longman \& Walker and then a little bit about KKR.

Lewis, Longman \& Walker has served numerous special districts, governmental entities, and cities and counties ever since its inception. This does -- I'll jump right to it. This does include currently two airport authorities: Boca Raton as well as Palm Beach County Department of Aviation, and also Broward at the Fort Lauderdale Airport as special counsel. The other two, we serve as general counsel.

That has been a very, you know, productive experience specific to airports, but our special district participation and representation, we have lists and lists that we included in the proposal to describe the number of different special districts that we have represented.

All of the lawyers -- and Amy Petrick that Ms. Liotta mentioned earlier, Amy was not able to be here today because of a conflict in her schedule. She had to be in Fort Myers. And, also, Kathryn Rossmell had to be in a community meeting, I think, right about now. So we apologize that neither Amy nor Kathryn could be here today. So I'm here in Jacksonville, and they asked me to come
down and speak. I am part of the team.
Most recently, about me, I just stepped down as the city attorney for Atlantic Beach where I was there for specifically six years and ten months -I say almost seven years -- and did the day-to-day representation of the city.

I would say that many of the issues that you face as a government entity are similar to the ones that a local government, like a city or a county, would also experience.

I handled all their transactions. I did all of that every day-to-day representation. As part of that, I also did annual training in ethics and public records and Sunshine Law.

The same is true for Amy and Kathryn and their representations. Kathryn's very active with the Community Development Agency in Boynton Beach, which is a special district and, again, has many of the same kinds of representation and issues that this airport authority would have.

So I don't -- I'll switch over to KKR. KKR is a national law firm with numerous offices throughout the country. Their focus is about 99 percent on airport law. And they are very, very familiar with the special federal and state
regulations applying strictly to airport -airports and airport operations.

One of the things that I wanted to mention about Kaplan is that -- well, two things: First, I just want to say currently Lewis, Longman \& Walker and KKR work together in very much exactly the same setup that we have proposed for this Airport Authority, where Lewis, Longman \& Walker serve as the general counsel but KKR serves as aviation counsel. And they're doing that for the Boca Raton Airport Authority, and it's been very, very successful.

None of the lawyers, as of February 13th, at KKR are licensed to practice in Florida; however, the partner, Steve Osit, the lead partner in our proposal, is in fact sitting for the Bar in February -- or I guess in about two weeks, I think. It's usually about that. He is sitting for the Bar. However, under the -- under the privileges authorized in Florida, when you have a firm that has lawyers that are authorized, you may allow for outside counsel to practice law by -- by -- that's authorized under the Florida Bar rules.

So I do have every anticipation that Steve will pass the Bar in Florida. He's licensed in
about six different states and in the Washington -in the D.C., District of Columbia, currently. And he -- I fully expect that he'll pass the Bar and be a member of the Bar certainly by April. But I did want you to know that.

CHAIRMAN OLSON: Well, I -- if I might interrupt, when you're talking about Mr. Osit, would he be the one that would typically be brought in to assist?

MS. DURDEN: Yes. There's a full team at KKR, just like there is at Lewis, Longman \& Walker, but Mr. Osit would be the lead person.

CHAIRMAN OLSON: Okay. And he's -- you said he's sitting for the Bar for admission to the Florida Bar.

MS. DURDEN: Correct.
CHAIRMAN OLSON: Where does board-certified aviation counsel, how does -- how does one gain that specialty and does he have it?

MS. DURDEN: Well, he -- he does not yet have the certification because you can't even -- you can't sit for it until you are a member of the Florida Bar.

CHAIRMAN OLSON: Okay. So that certification is also on a state basis?

MS. DURDEN: That's a state basis.
CHAIRMAN OLSON: If you're board-certified for aviation, it's by specific state?

MS. DURDEN: Well, yes, it is.
CHAIRMAN OLSON: Okay. MS. DURDEN: In Florida, it is.

CHAIRMAN OLSON: Okay. Thank you.
MS. DURDEN: So I wanted to tell you something about KKR that I think is very impressive about them. They actually -- and I want to read this to the board. They actually teach the course that all the aviation -- hold on. If -- may I put my papers down?

So KKR, as I said, they currently work with us at Boca -- at the Boca Authority. They actually also currently represent over 20 airports in the state of Florida but through a special relationship with a law firm that is licensed to practice law. I'm sure this is why Steve is going to sit for the Bar, because, you know, it just allows him to be able to say that the firm has lawyers authorized to practice.

But as an illustration of KKR's ability and their reputation in the airport community, KKR has for over a decade provided the faculty, the course,
and the organizational support for the annual American Association of Airport Executives Airport Law Workshop, this is the firm that does that, which is the definitive three-day training course for airport lawyers in the United States. So they really are very -- they are the go-to airport and aviation law firm in -- quite frankly, in the country.

So, you know, we think that our proposal is well suited to this airport authority because of our background in governmental law as well as the superior ability of $K K R$ in the aviation world.

And I don't -- I'm happy to answer any questions. Our proposal tells you a lot about our background.

You know, the -- the -- you know, the things like even tonight, the issue about the shade meeting, that's something that $I$ know that all -certainly I have experience, but so does Amy and so does Kathryn specifically and so does Bob Diffenderfer specifically, because those provisions regarding shade meetings are very specific, very strict, and they -- and they apply to any governmental entity who's involved in litigation.

So you can see that it's a very important decision that you guys will be making. And -- and so I would be happy to answer any questions that you might have about Lewis, Longman \& Walker or about our team or about KKR.

Yes, sir.
MR. CLARKE: I have a couple of questions.
One quick question: Can you estimate the -- the proportion of services that your combined firm would offer for general avia- -- general legal matters versus aviation matters? Is it 80/20, 50/50? Just --

MS. DURDEN: Well, I would guess that it's probably closer -- maybe 75/25.

MR. CLARKE: Okay.
MS. DURDEN: And it might depend upon the -you know, the issues that are before you at a particular moment. Certainly, most of the time, it's going to be the general, but -- but there are always -- you always face the FAA and other special aviation provisions for the operation of, particularly, a federally funded airport, as -- as you are.

So it's a lot to keep track of. You know, the tenant issues, the grant assurance issues, the
access issues, the -- you know, even, you know, in -- in our situation here, even the environmental issues, the noise issues, the safety issues, these are all -- you know, to a degree, some of those would be blended, where you would have local government issues and you would have your own provisions versus a blending with the FAA and other federal and state regulations because, of course, DOT is part of your, you know -- I guess your hierarchy, I'll call it, of -- of entities that would be relevant to you as well as have regulatory authority with you.

So does that help?
MR. CLARKE: Yep. Absolutely.
MS. DURDEN: Okay. Great.
MR. CLARKE: Yep. Thank you.
And my second question is, given KKR's, you know, notoriety knowledge in the business and they're -- very impressive that they, you know, would be the go-to firm, do they have some sort of a -- do they publish best practices?

And I'll -- I'll tell you why I'm asking this. We've -- one of our member -- board members -Authority board members has proposed a policy review committee, and we would -- I would guess
that it would be appropriate to line up with an industry best practices publication. Is that something that they would be able to provide?

MS. DURDEN: I'm sure that they could provide that. There's no doubt in my mind. And -- and that kind of policy manual, I would expect to be a blend of both Florida local government law in general as well as some special FAA. I would expect it to be a very blended type of a project. MR. CLARKE: Thank you. CHAIRMAN OLSON: Other questions? MS. LUDLOW: Yes. CHAIRMAN OLSON: Ms. Ludlow? MS. LUDLOW: Yes. It's quite commendable you're the largest practice in the nation? MS. DURDEN: KKR has the largest firm focused on aviation law in the nation. MS. LUDLOW: Focused on -- in the nation. That is amazing.

And I see Mr. Osit's fee is something like $\$ 500$ an hour? MS. DURDEN: I -- I believe it is. MS. LUDLOW: Yes. I -- I have it. CHAIRMAN OLSON: Discounted hourly rate. MS. LUDLOW: Right. But I think shareholders
and non-shareholders are 385, I think.
But you were right about him having so much aviation experience. I mean, he was like a -- let me see -- regulation -- he provided legal support on several high -- airport improvement program. He did include an air carrier incentive. He served in litigation at -- of the FAA. He previously served as chair at the Florida Bar. So I'm quite impressed with his credentials, I -- I will say.

And so no monthly fee, just 3 to 500 an hour, plus expenses?

MS. DURDEN: Yes. And -- and both firms would be very careful about expenses. You know, first off, we are well aware of your per diem issues that, you know, would affect your operation, and certainly aware of -- of making sure that if we have out-of-pocket expenses -- by the way, it's only out-of-pocket expenses. We don't charge for secretarial time. We don't charge for administrative time. We don't charge for printing. You know, so --

MS. LUDLOW: But you charge for paralegals, right?

MS. DURDEN: We would -- we would charge for our paralegals, yes.

MS. LUDLOW: Okay.
MS. DURDEN: But -- but not for -- not for any
of their --
MS. LUDLOW: Clerical work. Sure. MS. DURDEN: -- kinds of costs, correct. MS. LUDLOW: Thank you. That was very nice. MS. DURDEN: Thank you. CHAIRMAN OLSON: Okay. MS. LUDLOW: Do you have anything? CHAIRMAN OLSON: Okay. I guess that's it. Oh -- okay. Thank you very much. MS. DURDEN: Well, thank you. And -- and we
look forward to hearing the decision. MS. LUDLOW: Okay. Thank you. Thanks for coming.
(Ms. Durden exited.)
MR. HARVEY: Who's next?
CHAIRMAN OLSON: So Roberts Firm. That's the last one.

MR. BURNETT: No. You've got Douglas. CHAIRMAN OLSON: I only have four firms. MR. BURNETT: You have one -MS. LUDLOW: Douglas. You've got The Douglas Firm. CHAIRMAN OLSON: Oh.

MS. LIOTTA: Yeah, Douglas didn't apply for aviation.

CHAIRMAN OLSON: Oh, okay. Okay.
MS. LIOTTA: It was only -- just general counsel.
(Mr. Roberts entered.)
CHAIRMAN OLSON: Welcome.
MR. ROBERTS: You all must be a glutton for punishment. I've been talking to all the lawyers outside, and I'm already tired of talking to lawyers, so...

MS. LUDLOW: Hi, Chad.
MR. ROBERTS: How are you? How are you?
Is there a format for this, or would you like me to just drift for a moment or two and then wait for questions?

CHAIRMAN OLSON: I think just go ahead and briefly summarize your firm and why it's -- matches well with our needs and --

MR. ROBERTS: Sure. Sure.
CHAIRMAN OLSON: -- we may have -- have questions.

MR. ROBERTS: Sure. Would be happy to.
Chad Roberts with the Roberts Firm. Most of my biography is in the response to the $R F Q$.

Aviation brat, been here professionally since the early '90s, including going back to the representation of the Moser family that was here. So I have a good strong grounding in the airport, its growth, its evolution, its population here, and the issues that it's faced being an airport. So I feel confident that I've got a real solid grounding in -- in this airport and the people it serves and the needs that it has. And professionally, we've been board-certified in aviation law for -- for 15 years or so. So I feel confident that I can give you some good advice on these things. I really do. One of the things, Commissioner Ludlow, that I would say, just based on your comments, that might impact my candidacy to give advice to you is that don't worry too much about lawyers working together.

MS. LUDLOW: Uh-huh.
MR. ROBERTS: So we're used to working in
teams --
MS. LUDLOW: Uh-huh. MR. ROBERTS: -- where you put together the right team for the right job. MS. LUDLOW: Uh-huh.

MR. ROBERTS: And lawyers know when to stand back and let the right person with the right skill set do that task.

MS. LUDLOW: Uh-huh.
MR. ROBERTS: So we're used to overlapping responsibilities all the time. And I -- I know most every one of those folks in the -- the hallway, and -- and just about any combination and permutation of us could work together and serve you well.

But with that, let me just stop and answer any questions that you have so far.

MS. LIOTTA: Go ahead.
MR. ROBERTS: Yes.
MS. LUDLOW: No, I -- is she --
CHAIRMAN OLSON: I'll -- if no one's popping up, I'll ask.

MR. ROBERTS: Sure.
CHAIRMAN OLSON: I'm looking at your -- you
list the types of clients that you have represented in your specialty.

MR. ROBERTS: Yes.
CHAIRMAN OLSON: How many or what proportion has been airports, airport sponsors versus others that need to relate in some way to the airport?

MR. ROBERTS: Yeah. I -- I've never -- I've never been a lawyer retained by an airport.

CHAIRMAN OLSON: Okay.
MR. ROBERTS: Never done that. I've always been on the outside relating to the airport, including this one in the past and others, representing the users. So that's the side of the V that I've been on professionally.

Pretty small group of folks really
historically that have been government practice lawyers that have tended to be retained by airports. But there's a reason I think you should be open to a different perspective, and it's precisely because you -- you -- you will benefit by the worldview and the perspective that your users and your operators and your tenants have. And that's an advantage.

You know, a lot of times, lawyers in their career will go on different sides of the $V$, right, will change sides from time to time. And when you do, you bring a fresh perspective to that new representation that -- that if you've only had one, you can get a little insular. And so I suggest that think of it as a strength that someone from the private practice, with that perspective and
that grounding, can bring that understanding to your -- to your -- to the advice that you get. And so --

CHAIRMAN OLSON: Okay.
MR. ROBERTS: -- that's how I would -- I would suggest as a way to think about it.

I think your general counsel is going to have the strength for the government law side, like all the candidates that are here. I think the general counsel RFQ candidates will -- will give you that primary government entity kind of advice specific if there's some that's unique. So I think between the two of us with a combination, you'll be well served. I do.

CHAIRMAN OLSON: All right. Other questions of Mr. Roberts?

MR. CLARKE: Yeah, I have one.
Without -- without getting into the specifics of, you know, we -- we have a Part 16 matter, you know, before the FAA, just generally what -- what can we expect? If we are to continue to avail our -- the services of our legal counsel and continue down that path of the administrative law path, what can we expect, you know, from the FAA?

We've had a tenant -- we've had a dispute with
a tenant. They've gone to the FAA, and they said we were -- been accused of negotiating in bad faith. And we responded, and they responded to our response. And, you know, so what's -- what's the next step that the FAA will take and, you know, where will they go with this? MR. ROBERTS: I think the best next step is executive session. MR. CLARKE: Okay. MR. ROBERTS: I think I would serve you best by putting it just like that. MR. CLARKE: Okay. Thank you. MR. ROBERTS: That's how I would serve you best.

CHAIRMAN OLSON: Okay. MS. LUDLOW: Well, then -MS. LIOTTA: I -MS. LUDLOW: You -MS. LIOTTA: Yeah, I -MS. LUDLOW: Okay. You're next. MS. LIOTTA: Okay. I have one or two questions.

First of all, thank you for your service. I see that you're a Navy veteran.

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        MR. ROBERTS: Flew -- flew the Hawkeye -- I
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didn't fly the Hawkeye, as we operated with the Hawkeye battle group folks. So that's part of the pre-law connection here.

MS. LIOTTA: So specific to the RFQ, I think there -- there may be -- the board has in front of it some decisions to make between some very large law firms -MR. ROBERTS: Right. MS. LIOTTA: -- and some smaller, more boutique firms. MR. ROBERTS: Right. Yes. MS. LIOTTA: So I -- if you can speak to coming from a smaller firm -MR. ROBERTS: Right. MS. LIOTTA: -- how you see your role in handling situations where you may come across and looking down the road say, "Oh, well, this may be a litigation matter where you're going to need a litigation firm" -MR. ROBERTS: Exactly. MS. LIOTTA: -- "a team." How would -MR. ROBERTS: Exactly. MS. LIOTTA: How would you handle that, when we have to pull in outside counsel? MR. ROBERTS: That's a great point. And
how -- so let's look at how -- how the public sector -- the private sector does it. Typically, a very large corporation may have a smallish kind of general counsel's office, and they manage those matters and they staff those matters, whether they handle them internally or whether they outsource those.

So, for example -- and I don't know about the particulars of your -- your current -- your current issue, but it can sometimes be the case that there's a team that comes together. You may need bench depth. There are litigation matters where I don't sign up to be the attorney of record because the client needs more bench depth. I'm in a place in my career where I don't have to try to be everything everywhere all the time. If the client is better served by having bench depth, we collaborate with the larger components of the team to find the right solution that's the best fit for it.

So -- so there are -- you know, I can conceive many routine matters where you would benefit from the simply unique kind of advice that I can give from my experience, but when a monstrous litigation project comes along, it's often the time to be a
manager of that litigation. Right? And -- and the best role you can have is someone that understands a big litigation project to simply manage it, help you manage it on your behalf, right, and not be the one up late at night writing the briefs and all that stuff.

So it's -- it's not a big billing role necessarily, but it's -- it's the role where it's nice to have a liaison between -- and I know you're an attorney with background and experience, but in -- in the normal case, it's good to have a liaison between lay folks like you all and outside litigation firms where there's at least one lawyer that's permanently attached to you and representing your best interest that can help manage a bigger project like that.

So that's how I see it, is really just depending on factually specific the circumstance of a matter without hesitating to -- to get some bench depth from -- from the other half of that. That's how I think you all would be best served.

MS. LUDLOW: Okay. Yes. Don't you have to have a special qualification to go before these federal courts?

MR. ROBERTS: No.

MS. LUDLOW: Oh. Because you have talked to the Court of Appeals, the District Court, Middle District --

MR. ROBERTS: So --
MS. LUDLOW: -- 11th Circuit and --
MR. ROBERTS: Right, right, right. So you
have to be -- you have to be admitted to practice.
MS. LUDLOW: Oh, that's all?
MR. ROBERTS: Well --
MS. LUDLOW: No? Not at all?
MR. ROBERTS: -- you have to take an exam --
you have to take an exam and all that stuff.
MS. LUDLOW: Uh-huh.
MR. ROBERTS: There -- there is -- I'm board-certified in aviation law.

MS. LUDLOW: Uh-huh.
MR. ROBERTS: And that's a pretty rigorous process --

MS. LUDLOW: Uh-huh.
MR. ROBERTS: -- both by experience, peer review, and examination.

But for practicing in court, you -- you simply, besides being a member of the Florida Bar and -- and being admitted to that local federal court where you represent to the court that you're
familiar with the local court rules, you're -you're pretty much all set.

MS. LUDLOW: Oh, okay. Anyway, I thought that was --

MR. ROBERTS: I should --
MS. LUDLOW: And you -- you are qualified in Florida and Georgia?

MR. ROBERTS: I'm a member of the Florida and Georgia Bars, yes.

MS. LUDLOW: Okay. And your fees are around like --

MR. ROBERTS: Whatever I put in the application. I can't even tell you.

MS. LUDLOW: Yeah. I think they're 215. So it's probably only you and a paralegal or -- and --

MR. ROBERTS: So -- so I've got attorneys that -- so my folks are $W-9$ folks, not $W$-2 folks -or 1099 folks, not $W$-2 folks.

MS. LUDLOW: I gotcha. Uh-huh.
MR. ROBERTS: And it's -- it's for that same process, a small -- small-shop lawyers --

MS. LUDLOW: Uh-huh. Uh-huh.
MR. ROBERTS: -- we tend to have a mental Rolodex of people in our town who are good at this. I know another solo practitioner that does appeals,
another solo practitioner that's good at writing a brief in federal court that I have confidence in, these kinds of things. So there's -- there's a tight collaboration network that I answer at the end of the day and I'm accountable for at the end -- at the end of the day for everything that goes out under my signature.

So -- but, again, that's part of our -- how we staff things up based on the needs of a particular matter. It gives you a lot of flexibility and it's a lot more economical that way as well.

MS. LUDLOW: So if you came to -- I didn't see an hour -- oh, two -- well, 215 or 250 an hour. So that's what -- you are available to come to the meetings. We've gotten really spoiled having Doug here at all of our meetings because we just use him for everything.

So I was disappointed, though, that you
thought you could not do general and aviation.
MR. ROBERTS: I think you need more bench depth than that. I really do.

MS. LUDLOW: Yeah. I really like your candidness.

MR. ROBERTS: Well, I -- look, I -- I -- it comes from being -- having being at the 30-year
mark, you know what I mean --
MS. LUDLOW: Yeah. Right.
MR. ROBERTS: -- you can be more candid. It's
just easier when you're at a point.
MS. LUDLOW: Right.
MR. ROBERTS: I know these folks out in the hall.

MS. LUDLOW: Uh-huh.
MR. ROBERTS: You know, I know
Cindy Laquidara. We've been in this town for a long time.

MS. LUDLOW: Right.
MR. ROBERTS: They bring -- you can't match the strength of some of that --

MS. LUDLOW: Uh-huh. Uh-huh.
MR. ROBERTS: -- without that experience, and you shouldn't -- shouldn't try. MS. LUDLOW: Right. MR. ROBERTS: What you should do is have a good collaborative working relationship -MS. LUDLOW: Uh-huh. MR. ROBERTS: -- with people like a Cindy or whoever the candidate you're selecting is. But I think you would be better served by having this -exactly what this RFQ model is. I just think
historically you needed a little more aviation-specific focus to your --

MS. LUDLOW: Uh-huh.
MR. ROBERTS: -- advice.
MS. LUDLOW: And you live in Ortega?
MR. ROBERTS: I live in -- no. That's the wrong side of the river. I live in Avondale.

MS. LUDLOW: Oh. I was -- oh, you're right.
MR. ROBERTS: Right. On the other side, yes.
MS. LUDLOW: I was -- I was trying to think, where is Challen Avenue, but --

MR. ROBERTS: Right.
MS. LUDLOW: And you've been here like 20 or 30 years?

MR. ROBERTS: Since eight -- the Navy brought me here in '81. The Navy --

MS. LUDLOW: Oh, the Navy. That's right, you're the son of a career airline pilot.

MR. ROBERTS: I'm an airline brat.
MS. LUDLOW: Is that why you went into law instead of flying?

MR. ROBERTS: I did want to do something different than what my dad did. So I was surface ships, and we -- we shot at airplanes and -- and didn't fly them so much.

MS. LUDLOW: Okay. Yeah. Thank you, Chad.
Thank you so much.
MR. ROBERTS: Yes.
CHAIRMAN OLSON: Okay.
MR. ROBERTS: Anything else?
Who should I -- who should I invite next?
CHAIRMAN OLSON: We have a -- we have an usher.

MR. ROBERTS: Okay. All right. Thanks, everybody.

CHAIRMAN OLSON: Thank you very much. MS. LUDLOW: Thank you.

MR. ROBERTS: You bet.
(Mr. Roberts exited.)
CHAIRMAN OLSON: And that would be Douglas.
Last but not least, Douglas.
MS. LUDLOW: Bye, Clay.
(Mr. Douglas and Mr. Blocker entered.)
MR. DOUGLAS: Good afternoon, everyone.
CHAIRMAN OLSON: Afternoon.
MR. DOUGLAS: My name is Charlie Douglas, and
this is my partner, Jeremiah Blocker.
CHAIRMAN OLSON: Uh-huh.
MS. LUDLOW: I thought I knew you.
MR. DOUGLAS: We have met once before at the

Palatka Airport.
MS. LUDLOW: You fly -- yeah. But I thought you were an old man.

MR. DOUGLAS: Oh, is that right? I'm starting to get some gray hair in my beard.

MS. LUDLOW: I'm sorry. Yes. But, yes, I do remember you going down there. Thank you for being here and bringing Jeremiah also.

CHAIRMAN OLSON: Yes, thank you. And if you'd just briefly describe your firm's services and how you think that strongly connects with what our airports needs.

MR. DOUGLAS: Sure. Thank you for having us here today. We're honored to be in your presence and to be considered for this position of general counsel for your board.

Our firm has been around about ten years, and we are comprised of around 12 lawyers and a staff of around 35 total. And we cover a lot of different areas of the law, but our most pertinent to the services that we would be considered for here today, we represent the Putnam County School Board and the City of St. Augustine Beach, and we handle a lot of matters regarding Sunshine, public records requests, contract law, collective
bargaining, contract review, leases, anything to do with real estate. And I'll ask Jeremiah to speak to real estate in more detail. Jeremiah heads up our real estate division, and he's an LLM, which is an advanced law degree in real estate.

And our -- our firm is really built on a set of core values, and first and foremost is being client-centered. So anything we do, we always do in the best interest of the client. And the best example I've seen of that in the corporate world is Bezos at Amazon. Every time there would be a board meeting, he left a chair empty, and that chair represented the customer of Amazon. And whatever decision they made in the boardroom, they always were mindful of how is that the best way to serve our client, our customer.

And that's how we would approach our relationship with the board here, is a relationship-based approach where we're not just call the lawyer on the telephone, what is the issue of the day; but really to develop -- understand what your goals are and how we can be of value to that and facilitate you accomplishing those goals.

Also, communication is very big in our firm. We have a policy that anytime a client calls, we
call back within 24 hours. All of you as board members would have our cell phones. So anytime any issue would come up, you or our staff would be available to reach us immediately.

So communication is one of those things that we want to go against the grain of why attorneys are criticized a lot, which is the failure to communicate. We -- we do not fail to communicate. We try to go above and beyond to make sure our clients have us -- is accessible as -- as they're required.

Also, we believe in collaboration. So our firm, we handle a lot of different issues. And to the degree that different issues come up before the airport board, we most likely have an attorney in our firm who has some experience in that. I know you have gone out to bid for an FAA-specific attorney, so I'm not necessarily describing that, but we -- we rely on a lot of the -- the Braintrust of the lawyers at our firm to -- to help in matters, such as liability. We have a personal injury group at our firm. So, you know, if it's a car show coming to the airport and how we can help mitigate some of the potential liability to the airport, we would welcome to be part of that
discussion.
And, also, we believe in being cost-conscious for our client. So we understand that you have a fiduciary duty to the taxpayers and you want to be good stewards of the assets that are entrusted into your care. So anytime that we recommend a course of action, please know that we will consider costs and -- and help you make a decision that is going to be in a way that under- -- understands the -the finite resources that are available.

And then, finally, community service is
something that we pride ourselves on. All of our attorneys are involved in community service in one way or the other. We're proud to be from St. Johns County. Jeremiah and I both live in St. Johns County. Our kids go to schools in St. Johns County. And we've had a law firm here for seven years. We first started out in the Record building, and when University of St. Augustine purchased that building, then we relocated to the Ameris Bank building. So we're on the fourth floor in the Ameris Bank building.

So we're very accessible either on the phone or in person. And I'm a pilot myself, so I'm always looking for a reason to come to the airport.

So if you need us down here for anything, we will be here. And anything that we can do to help answer your questions today, we'd be honored.

And, also, if -- Jeremiah, if you would allow for an opportunity to discuss more in the particulars of real estate, as that is a big issue confronting governmental entities such as the airport work.

MR. BLOCKER: Sure.
Thank you all for the opportunity to speak with you today. As St. Johns County is growing tremendously, you all, as elected officials, have some important challenges in how to deal with that growth and how to continue to make sure that we have some exciting opportunities here. With exciting opportunities comes important challenges, and land use is going to be important going forward for you all as elected officials. It's kind of -determines some of the growth that's in the peripherals as well.

So we feel that with the core competencies that we have in our firm, that we can draw on those core competencies and we can help address those needs. So it's not just reviewing contracts, it's not just giving competent legal advice on Sunshine
issues, but it's also addressing some of those long-term challenges that are going to come as you continue to see growth surrounding St. Augustine, St. Johns County.

You all really are on an incredible opportunity here with this airport. As our population grows, we're going to have residents that are going to want to see more opportunities, who are going to want to see more business opportunities come here to St. Johns County. And we want to be a part of that in helping meet the needs of our residents, meeting the needs, and helping you all address those concerns and -especially with land use, in particular.

So thank you all for the opportunity to speak with you today. I'll turn it back to Charlie for questions.

CHAIRMAN OLSON: Okay. Questions? Any questions?

It's just you.
MS. LUDLOW: Gosh, I -- yes, just me.
So do you have one office or two?
MR. DOUGLAS: We have offices in
Jacksonville --
MS. LUDLOW: Yeah.

MR. DOUGLAS: -- Nocatee, St. Augustine, Palatka, and Ocala.

MS. LUDLOW: Oh, so what is your total -- your overall employment number?

MR. DOUGLAS: 12 lawyers and a staff of about 35.

MS. LUDLOW: Oh, you did say -- you did -- I got the 12 lawyers. I didn't get the staff of 35.

So you're saying you -- a base service fee of 6,000 a month, plus $\$ 200$ per hour, and then paralegal is at 125?

MR. DOUGLAS: So it would be 200 an hour for attorney time --

MS. LUDLOW: Yes.
MR. DOUGLAS: -- for those items that are outside the base salary, such as litigation or quasi-judicial services.

MS. LUDLOW: Uh-huh.
MR. DOUGLAS: And then 125 an hour for paralegal time.

MS. LUDLOW: I understand.
MR. DOUGLAS: We would hope to have everything inside of the 6,000, but if there were some specific issues that came up that would require extraordinary services, then we -- we would charge
additional for that.
And there are times that issues would come before the board that would potentially require us to reach out to a specialist, but it sounds like the board's desire is to have an FAA specialist as part of the team anyway, so there will not be as much of a need for us to reach out if there were somebody serving in that capacity already. But to the degree that we're able to help research and communicate with and strategize with counsel --

MS. LUDLOW: Uh-huh.
MR. DOUGLAS: -- either in-house with FAA or outside counsel, we're certainly willing to do that.

MS. LUDLOW: So you would serve more as a general -- like, I see -- are you still working for the City of St. Augustine Beach?

MR. DOUGLAS: Yes, ma'am.
MS. LUDLOW: You still have them. And all the Sunshine Law information you have. It's very interesting.

I guess -- you know, I guess that's all
that -- gosh, I sound bad, don't I?
I -- you know, I just so wish -- it was my hope to get a firm that did both, and that -- that
was my hope. So I'm disappointed because I see that's probably not going to happen. But -- but on your 6,000 a month, and then you charge like expenses, car, travel, and things like that?

MR. DOUGLAS: Yes, ma'am. It would be rare that we would charge for travel.

MS. LUDLOW: Uh-huh.
MR. DOUGLAS: I don't remember the last time
that we have charged for travel --
MS. LUDLOW: Uh-huh.
MR. DOUGLAS: -- for our other governmental clients. So I don't foresee that being much of an issue.

MS. LUDLOW: Well, other people just put that in there, half the going rate or something like that.

MR. DOUGLAS: Okay. Yes, ma'am.
MS. LUDLOW: So that's all I have. And I'm happy to see you again. Good to see you both again.

Got one?
MS. CASH-CHAPMAN: (Shakes head.)
CHAIRMAN OLSON: Okay. Other questions?
Anything?

MS. LIOTTA: (Shakes head.)
CHAIRMAN OLSON: Okay. Thank you so much. I appreciate it.

MR. DOUGLAS: Our pleasure. Thank you. MS. LUDLOW: Bye, guys.
(Mr. Douglas and Mr. Blocker exited.)
CHAIRMAN OLSON: So, Ms. Liotta, you want to suggest what we do next?

MS. LIOTTA: Well, $I$ think it comes down to just, you know, picking -- picking one of them first off -- by RFQ. I think -- I think as the first matter, we maybe just want to see if there's a desire to -- if -- if -- if the board is maybe looking at Akerman for doing both, because everything else is split between two firms, essentially. So if we don't pick Akerman -- I think they want to do both. So I think that would be our first decision point.

MS. LUDLOW: I --
CHAIRMAN OLSON: I guess I've had the most contact recently this morning with Akerman with one of the two people that were mentioned as being the aviation counsel. So I'd be very interested in hearing about other proposers.

MS. LIOTTA: Well, if we want to open it to
about -- I haven't had interaction with the Akerman attorneys, but I, you know, looked very, very closely at the RFQs. I can speak to that.

Generally, if we want to just -- if people want to give their thoughts on -- just on -- on the -- the merits of the -- of the RFQ itself. CHAIRMAN OLSON: It's interesting, we -- this board will have the opportunity to assess Akerman's abilities and have -- and -- presumably next week. I mean, I'm just wondering -- I guess in asking that -- in posing that statement, I'm wondering if we need to act -- I mean, what -- if we need to act today or whether, given that we're going to have that experience within the next week --

MS. LIOTTA: Well, $I$ personally don't want to wait. I really don't want the board to get into a habit of delaying for delay's sake. Akerman is engaged on the Part 16. I don't necessarily think that we should just delay this decision because of that.

So I feel very strongly that we should -- we should have two different law firms and -- and have a specialized aviation and a general counsel.

I've -- you know, I am an attorney. I've worked at a big firm. I've been a solo
practitioner. I've worked in-house. You know, I've done all sorts of manner of legal services and been a consumer of legal services on behalf of companies I've worked for, and I've always, you know, at the end of day -- you know, big firms are great if you need a big firm to do something, but if you don't need the big firm, you're overpaying for what you're getting. So that just -- that's just the way it goes.

CHAIRMAN OLSON: Yeah, there's a large difference in proposed fees. MS. LUDLOW: Yeah.

MS. LIOTTA: Right. So having someone who's our day-to-day lawyer, that's how most companies work with their in-house counsel. You know, it's your -- it's your day-to-day person, they manage the small stuff, they deeply understand what you're trying to accomplish as an organization, so that when you do need to get that specialist, they're very good at managing and select -- and helping select that person because they understand your business. So I think, you know, that's a valuable role to have that person who's embedded in the organization and deeply understands, comes to the meetings, is your person but also can pull in the
specialist when needed.
There'll be things that pop up that will
require a specialist from time to time. Like what if you need to do a bond? I mean, I don't think we need to hire a general counsel who's -- does government bonds. You know, it may came up -- may come up, and that's when you -- you call up the big firm, but it shouldn't be -- in my view, feel very strongly that you shouldn't expect, you know, someone who could do everything for you all the time. I don't think that's a good use of our resources because you're going to just be looking at big billing rates.

And I will note that Akerman has by far the highest billing rates, and I don't think that that's fiscally responsible for us. And I'm saying all those things with -- absolutely not meaning to -- with all respect to their -- their skill set and not a comment on the quality of their work, but I think for us, that would not be a good use of our funds to -- to -- to go with that option.

MS. LUDLOW: Okay. It's my opinion that Akerman is not well versed in aviation or Part 16, since this is the only case they've ever had with Part 16. The only case. And, you know, the way
they have not interacted, which I know Doug and Ed -- Ed will say they weren't supposed to or something like that, I don't have a good feeling about them at all. I just don't. They're not loc- -- what $I$ would prefer is aviation and local. It doesn't look like we're going to get that. So the next best aviation would be KKR. I mean, they're the best one in the nation. And, you know, I -- I was really impressed with them.

But Akerman, for what they've shown us so far, they're way down the line. CHAIRMAN OLSON: Yeah, I -- I -- I hear what the others two have -- people have said already, and I -- I think there are reasons to look at others.

If -- if we hire a local firm, we can match
up, presumably, KKR with -- as we want to. And they don't require a retainer; is that right? KKR does not require a retainer? MS. LIOTTA: I didn't see that they were. It was straight hourly billing. MS. LUDLOW: I didn't see a retainer. CHAIRMAN OLSON: Okay. MS. LUDLOW: Yeah. CHAIRMAN OLSON: Again, I have visited and
spent time -- a good amount of time with the director at the Boca airport, and they are very pleased with their relationship with KKR for aviation, and they have the -- Ms. Durden's firm tied to KKR.

MS. LIOTTA: Yeah, I think, you know, KKR is a perfect example of that big firm specialized experience that -- I brought up the example of the bond. You know, their -- their RFQ specifically stated that they've done bond work for airports. So those sorts of things where there's a special project or a litigation or something like that where it's time to bring in the bench, the deeper bench firm, I think KKR is definitely -- you know, they -- they had an impressive proposal.

MS. LUDLOW: Uh-huh.
MS. LIOTTA: I think, however, someone here day to day to deal with the smaller -- the smaller items -- KKR doesn't have someone in Florida, they can't come to our meetings, and they are a higher bill rate.

MS. LUDLOW: Did they not say they would have a representative for us?

MS. LIOTTA: They said that they would -- no, they don't -- they don't have a -- they don't have
someone who's physically here. It would be -there's -- the partner -- the lead partner of the firm is planning on becoming Barred in Florida. MS. LUDLOW: Oh. MS. LIOTTA: I don't think he lives in Florida.

MS. LUDLOW: Oh.
MS. LIOTTA: So everything is going to be kind of by the phone with KKR.

MS. LUDLOW: Right. Right. Osit -Steven Osit, but he has -- but he has good background in aviation because he's been on the FAA boards and things.

MS. LIOTTA: Sure. I -- I think of them as a -- as -- in my mind, I think of KKR as the big firm you call in when you have a big project. I don't think that that forecloses us looking at Coquina or Roberts as aviation counsel because, you know, if we have someone who's here local, is a, you know -- frankly, a lower bill rate -MS. LUDLOW: Uh-huh.

MS. LIOTTA: -- and can manage a lot of the day-to-day things, when a big project comes up, you know, bring in the KKR. And I think there's a -there's a big value to having someone who can sit
in the room and look someone in the eye and have a discussion with them for something. If we have -if there's -- you know, so I am not as comfortable with having counsel who does -- isn't going to have a physical presence on a regular basis for us.

MS. LUDLOW: Well, I'm not comfortable paying $\$ 7,000$ a month and 660 for -- per attorney. And they haven't been stellar so far. And that's Akerman, so -- but I like the idea of having an aviation attorney that's local. Coquina, Roberts, and Douglas, at least they're all local. And I think that's -- that's very important. But maybe they don't have the expertise that KKR has.

MS. LIOTTA: Well, Douglas is for the -- the general counsel.

MS. LUDLOW: Uh-huh.
MS. LIOTTA: So they -- and I was really quite impressed with their -- or it bounced around a little bit, but I think that's -- I think that's fine because we kind of -- I think at the end of the day, we may be mixing and matching these a little bit to figure out what's going to work for us.

MS. LUDLOW: Good -- good point. I didn't -I was thinking general was only the two big ones.

MS. LIOTTA: No. Douglas --
MS. LUDLOW: So Douglas is general?
MS. LIOTTA: Douglas is for general. And they
did something that I was -- in their -- I was not expecting in their RFQ. They are, you know, to be clear, proposing a 6,000-a-month flat fee for all-inclusive services.

MS. LUDLOW: Uh-huh.
MS. LIOTTA: I was -- you know, that's very, very compelling. So all of our meetings -MS. LUDLOW: Uh-huh. MS. LIOTTA: -- and we're having a lot more of them now -MS. LUDLOW: Well, yes. MS. LIOTTA: -- you know, ordinary view of leases, the land use issues would all be included at 6,000 an hour, period. MS. LUDLOW: A month. CHAIRMAN OLSON: A month. MS. LIOTTA: And then only the additional if -- if it's something more litigation or special project where -- and then it's a -- a two thou- -200 an hour for attorney time, which is still very, very good.

MS. LUDLOW: Very, very good. But we didn't
see any -- that was only your conversation with them, right? So we didn't see anything that said a possible 6,000-a-month all-inclusive?

MS. LIOTTA: No. It's in their RFQ. I didn't actually speak with them.

MS. LUDLOW: It's in their RFQ?
MS. LIOTTA: Yeah.
CHAIRMAN OLSON: Uh-huh.
MS. LIOTTA: I -- that was -- I didn't speak
with any representatives from The Douglas Firm. MS. LUDLOW: Oh, okay. And it does say "general" right there in front of my very eyes. Yes. Thank you. CHAIRMAN OLSON: Mr. Clarke, do you have thoughts?

MR. CLARKE: Good thoughts. I -- I would have to agree, I think LLW and KKR, particularly KKR, stand head and shoulders above every other proposer; in particular, they only represent airports whereas Mr. Roberts and Coquina have only represented pilots and not airports. However, I do -- Mr. Roberts' comment about having the viewpoint of a tenant is -- is compelling to me. I -- I like that viewpoint because I -- I think we need to make sure that our tenants are protected
from -- you know, and -- and their interest.
MS. LUDLOW: Uh-huh.
MR. CLARKE: So that's very compelling.
The Douglas Firm, I think that their local presence and knowledge of the real estate business is -- can't be touched by any -- any of the other firms simply because, I mean, they -- you know, they're here. They've been here -- they're residents of St. Johns County. They've been here in practice for seven years.

As you well know, the Airport Authority owns a large parcel of non-aviation property that is potentially very lucrative in revenue for the Airport Authority, and I think they would be in a very good position to help us maximize our return on that -- that investment that has been made over the years.

So I'm kind of torn between KKW [sic] and LLR [sic] and Mr. Roberts and -- and Douglas. I think we'd be served very well if we had any combination of the -- of those firms.

MS. LIOTTA: Yeah.
MR. CLARKE: But, you know, I just want to lay that out for now.

MS. LIOTTA: You know, to me, the biggest --

MS. LUDLOW: I was very impressed with the Douglas Law Firm also, but I like Chad Roberts too. I'm thinking Ashby -- Coquina -- might still be a little small for us.

MS. LIOTTA: Yeah, LLW, I thought, had some -some great -- great resumés. My concern with them is the same that I had with $K K R$, is for your day-to-day representation --

MS. LUDLOW: Uh-huh.
MS. LIOTTA: -- they don't have anyone local.
MS. LUDLOW: Right.
MS. LIOTTA: I mean, Ms. Durden is -- you know, Brenna came in and spoke with us, but she would not be our lead or our backup for day -- for day-to-day matters.

MS. LUDLOW: Right.
MS. LIOTTA: And so I really think we need someone who would be -- you know, be able to come to the meetings, do that day-to-day, and be able to talk to staff and executive director and have all that contact.

So I feel -- you know, I agree with -- with -with Ms. Ludlow that, you know, Roberts, Coquina, and Douglas are very strong candidates. They're all local. They all have very reasonable billing
rates. And, you know, that does not foreclose the Authority from reaching out to KKR to take over or -- or start a complex matter --

MS. LUDLOW: Uh-huh.
MS. LIOTTA: -- and, you know, bring in that
deep expertise when it's -- when it's needed.
MS. LUDLOW: I think -- I think aviation
attorney.
CHAIRMAN OLSON: Okay. Let's see. Does --
does someone want to be specific as to an action that we take today?

MS. LIOTTA: I think before we do any actions, maybe we can do the public comment before we do votes.

CHAIRMAN OLSON: Yeah, there -- there aren't any requests for public comment for airport legal services solicitation. It's general public comment is -- we have two requests for general public comment.

MS. LIOTTA: Okay. I saw the papers there, so I was just checking.

CHAIRMAN OLSON: I mean, that's -- that's what I have. I have public comment, general, but I -- I know we receive public comment before we take an action, but we don't have any requests --

MS. LIOTTA: Okay.
CHAIRMAN OLSON: -- that I see, unless --
MS. LUDLOW: We can ask.
CHAIRMAN OLSON: -- we ask.
Anyone wanting to get into the discussion of attorney selection? Any comment?
(None.)
CHAIRMAN OLSON: I guess not. So -- okay. So back to is there a specific --

MR. LIOTTA: I'll throw in a comment, just because nobody else is, if you don't mind.

CHAIRMAN OLSON: Okay.
MR. LIOTTA: As you probably saw in the --
CHAIRMAN OLSON: Identify yourself.
MR. LIOTTA: Oh, that's right. Excuse me. Matt Liotta, 93 Lake Mist Court, St. Johns.

As you probably saw in -- in the response from LLW, we -- I actually previously engaged them. We finished our -- our matter, but I worked personally with Brenna Durden, and I found her to be a very good attorney, and I think she would serve you well.

CHAIRMAN OLSON: Yeah. Okay. Does anyone want to be specific on a path forward and the next specific action, such as a motion?

MS. LUDLOW: I -- I think we have -- we still have to tune up or do the fine points with them, but I would make a motion to accept -- what was I going to say? Shoot -- to accept the Douglas Law Firm.

MS. LIOTTA: Second.
CHAIRMAN OLSON: A motion made and seconded to accept the -- for general counsel. That means -accepting, meaning -- do we have to negotiate something, or is there nothing we need to negotiate? We simply accept their proposal and they're our general counsel? Is it as simple as that?

MR. CLARKE: Yes.
MS. LIOTTA: I believe so.
CHAIRMAN OLSON: Okay. Okay. So --
MS. LIOTTA: It's their offer, so we would be accepting it.

MS. LUDLOW: Yeah, I do think --
CHAIRMAN OLSON: Motion --
MS. LUDLOW: Have any advice, Doug?
MR. BURNETT: I think you're on the right track. The way the RFQ was done actually has the engagement letter in there, and so you've got the dollar amounts and you've got an agreement that you
would be authorizing the executive director to execute on behalf of the Airport Authority.

CHAIRMAN OLSON: Okay. So we have a motion
and a second on the floor. Let's take a vote. I
guess, will this be a -- procedurally, a voice -- a
voice vote or --
MR. WUELLNER: (Nods head.)
CHAIRMAN OLSON: -- individual voting?
Voice vote?
Okay. All in favor of the motion, signify by saying "aye."

MR. CLARKE: Aye.
CHAIRMAN OLSON: Aye.
MS. LIOTTA: Aye.
MS. LUDLOW: Aye.
MS. CASH-CHAPMAN: Aye.
CHAIRMAN OLSON: Opposed?
(None.)
CHAIRMAN OLSON: No opposed. Okay. Motion carried.

MS. LUDLOW: We got something done.
CHAIRMAN OLSON: So the next question is air -- is the specialized counsel for aviation. We've had comments. Does someone want to make a motion on that?

MS. LIOTTA: Do you have any further discussions? Because I think we've narrowed it down maybe to -- Roberts, Coquina, and KKR have all been mentioned.

Is there -- I personally want -- want --
really want someone who's local. And I feel
like -- I do really appreciate $K K R$ and I think that they would easily envision us reaching out to them for -- to take on complex matters. I don't know if anyone else feels differently or has particular feedback as -- as between Coquina and Roberts.

MS. LUDLOW: And I do. Okay. It's a good thing you brought it up. As much as, you know, I really like Ashby, but he doesn't have the depth of the knowledge, I think, that Chad Roberts has. I appreciate when someone says, you know, "Hey, you should get a real expert and that's not me." You know, and I just appreciate his demeanor and -- and I think we would be in good hands with him. And -and what did he say about the Mosers? Didn't he represent Moser for a while?

MS. LIOTTA: Yeah.
MR. CLARKE: Yeah.
CHAIRMAN OLSON: Yeah. He -- he said he has not represented an airport, and I'm a little
uncomfortable with -- with that because my view is that --

MS. LIOTTA: Well, I --
CHAIRMAN OLSON: -- for this specialized work, I think representing -- having some experience in representing actual airports is a positive.

MS. LUDLOW: Neither does Ashby, right?
CHAIRMAN OLSON: I mean, not every legal issue before FAA presumably is -- relates to a tenant or an user with the airport. I assume there's a lot of other aviation matters that require attention. And if we're going to go real local on the general, which we've acted on, seems like bringing in a heavyweight to use whenever we need it that has this wealth of experience could be a plus, could be a plus right now with the matter we're dealing with.

MS. LIOTTA: Well, I don't disagree that, you know, there are matters pending right now that could use, you know, deep expertise. I will say that, you know, having -- having -- being a practicing attorney, I've done -- I can appreciate that, you know, experience in the subject matter is experience in the subject matter, so you can represent -- you can be on either side of the $V$.

You know, the attorney -- the attorney we select will represent us at the end of the day.

Having a perspective and understanding of what it's like to represent users and tenants is helpful actually because you can say, "Well, this is where they're coming from. This is what they will likely say. This is what their position is going to be." It actually helps you see things a little better. I find that to be a positive. And, again, if it's something very complex, specialized, that's probably where you'd bring in a -- bring in the KKR anyway.

MS. LUDLOW: Uh-huh.
MS. LIOTTA: So I -- I still think on the day-to-day work, "Hey, does this lease, you know, generally have assurances issues?" or, you know, those sorts of analyses are going to be the same whether, you know, we have someone who's represented airports or tenants in the past.

The assurances are the assurances. How they get applied, you know, understanding that is -- you know, irrespective of the exact representations we've had in the past, it's a subject matter expertise.

MS. LUDLOW: And I'm all for local. And I
really like it that they do get to know us. And sometimes we might need something special, something real fast, and they -- it would be harder to get with someone out of the country [sic] that has no idea who we are. So, yes, I totally agree on the Roberts Firm.

MS. CASH-CHAPMAN: Well, I also -- I don't want to discount that Coquina -- I know he didn't really mention it in his presentation, but we do still have here that -- for speaking engagements and publications, The Florida Bar Aviation Law Board Certification Review Course, he's been on various years; Aviation Insurance Association conferences; The Florida Bar Convention; Aviation Committee meetings.

So he does have -- I just don't want to discount -- I feel like we're only talking about the two --

CHAIRMAN OLSON: Yeah.
MS. CASH-CHAPMAN: -- but we do still have three people here. I just don't want to see him get lost in the shuffle because he had a little bit of a faster overview for us. But he does still meet the same qualifications as Roberts. So I just want to --

MS. LUDLOW: Thank you.
MS. CASH-CHAPMAN: -- not forget about him. CHAIRMAN OLSON: So -MS. LUDLOW: Make a motion? Should -- I make a motion we accept Roberts Firm as our aviation legal counsel. MR. CLARKE: I'll second.

CHAIRMAN OLSON: Motion made and seconded.
All in favor signify by saying "aye."
MS. LUDLOW: Aye.
MR. CLARKE: Aye.
MS. LIOTTA: Aye.
CHAIRMAN OLSON: All opposed?
I will register a no vote on that, but we can proceed, I guess.

And so we have both aviation counsel and we have general counsel.

MS. LUDLOW: Did you vote?
MR. BURNETT: Mr. Chairman, I just want to make sure the vote's clear. It's a 4-to-1 vote?

CHAIRMAN OLSON: Yes.
MR. BURNETT: Is that correct, Ms. Cash-Chapman? I didn't see you register a vote.

MS. CASH-CHAPMAN: I wasn't quite ready. I
was still -- still thinking --
CHAIRMAN OLSON: Oh, okay.
MS. CASH-CHAPMAN: No, that's okay though.
CHAIRMAN OLSON: I went too fast.
MS. CASH-CHAPMAN: No, that's all right.
I think I'm -- I'm going to go with Mr. Olson
on this and -- and say no, but I'm comfortable moving forward. It just wouldn't be my --

MR. BURNETT: So we'll record a 3-to-2 vote for the official vote.

And, Mr. Chairman, if I may bring up one
point. Perhaps -- understanding the board's comments and you've now selected the Roberts Firm, but there is obviously a great affinity for $K K R$ on the big issues, perhaps you communicate to Mr. Roberts that he -- he should report back to you when he believes KKR -- KKR should be brought in on a matter so then he has some ownership in bringing that back to you; and perhaps even go so far as a second piece to that, which is to have Mr. Roberts communicate to KKR as to the board's intent related to this matter, that they would be a potential option for matters where their extra legal power and depth is needed. CHAIRMAN OLSON: Is the -- is the board on
line with that, communicating that intent?
MS. LUDLOW: Yeah. And he -- and he demonstrated that already. He said, "That's not my expertise or my forte. You need to call in somebody else." So I think he's very willing to have KKR. And if you want him to specify exactly KKR, I think that's okay, too, but I wouldn't think that they would be the only ones. Why should we designate, you know, to him when he's the attorney? MS. LIOTTA: Well, I -- I think maybe what might be helpful is having the -- the -Mr. Roberts, specifically when he does speak to them, discuss the possibility of us going -- if they'd be open to going ahead and signing the engagement letter, which does have very favorable billing rates off their -- their normal, so that if they do pick up the phone for a big matter, we have those -- we have the rates that are in this RFQ already agreed to.

So they're not -- they're not going to be the everyday aviation, but when they're needed for -you know, there'd be an understanding that if they're brought in, there's already an engagement in place for those matters.

CHAIRMAN OLSON: So that was the -- that was a
letter to the Authority. Would the Authority need to -- would the Authority need to sign on to that? MS. LIOTTA: Well, yes, but, I mean, having -the RFQ was, you know, I think, an offer for them to do all of our aviation work. So it might be helpful to say, Well, hey, if we -- would you -KKR be willing to have this agreement but the scope be a little different where, you know, it's not everything, every -- aviation all the time. It's when the Authority wants to bring in -MS. LUDLOW: Uh-huh. MS. LIOTTA: -- or when Mr. Roberts recommends the specialist.

CHAIRMAN OLSON: Yeah, I understand that. MS. LIOTTA: And if it's their -- you know, then -- then you already have their rates agreed to and they're -- they're -- you know, I thought they were -- they're almost half of their -- their published rates --

CHAIRMAN OLSON: Yeah. MS. LIOTTA: -- which was quite good. MS. LUDLOW: But I don't think we should have a base rate. I think they should say, "Yes, you call us, and it will be $\$ 200$ an hour or something." MS. LIOTTA: That's -- that's what I meant.

MS. LUDLOW: Yes.
MS. LIOTTA: Their -- their RFQ was for their
hourly rate.
MS. LUDLOW: Yes.
MS. LIOTTA: There's no --
MS. LUDLOW: Do you know what it was? It
wasn't 500, was it?
MS. LIOTTA: It was -- 500 was their
discounted rate.
MS. LUDLOW: Okay.
MS. LIOTTA: They bill out at almost a thousand dollars an hour, which a lot of big firms do. So...

CHAIRMAN OLSON: Okay. So no other action needed. We have our counsel selected.

Okay. So we have -- now we have public comment. We have two --

MS. CASH-CHAPMAN: Need to bring them in.
MR. HARVEY: Are you ready to bring them in?
CHAIRMAN OLSON: Oh, sorry.
MS. LUDLOW: Well, I thought they left.
MS. CASH-CHAPMAN: They're just outside waiting for us.

MS. LUDLOW: I already forgot about them.
MS. MARTIN: They're all out there, I think.

MS. LUDLOW: We should bring them in.
We have to tell them. Kevin will bring them in.

CHAIRMAN OLSON: Oh, is that -- I mean, our procedure, I guess, we do. Okay. MS. LUDLOW: I knew he wanted something. CHAIRMAN OLSON: Okay.

MS. LUDLOW: No, we are not. We have to give them the news.
(All of the attorneys entered.)
MS. LUDLOW: We apologize for taking so long.
CHAIRMAN OLSON: Yes. We, again, very much thank the firms for their time, their considerable time, and we recognize this meeting has gone on for a while. The board has acted on selections. For general counsel firm: Douglas. For aviation counsel: Roberts, with a caveat of having -keeping $K K R$ in the backup situation for additional support for as -- as needed for aviation issues. So, again, we greatly appreciate all the interest and presentation and time and thank you. MR. ROBERTS: Thank you. MS. LAQUIDARA: Thank you. And congratulations to the winners. Thank you. Best of luck.

MS. DURDEN: Thank you very much.
MS. LUDLOW: Bye. Thank you.
CHAIRMAN OLSON: Okay. Now we're to general comment.
PUBLIC COMMENT - GENERAL

CHAIRMAN OLSON: Okay. Mr. Riera?
MR. RIERA: Jose Riera, 133 Paranza Trace, St. Augustine.

In general, it's going to be a little bit specific, and being into negotiations with legal firms before -- actually, I'm not going to go into all the firms. I'm thinking that if we select KKR, are they going to say "Wait a minute. This proposal was in with this, and now all of a sudden you're coming to me with that, and the price is not that"? So just be aware of that, that that could possibly be, and so, you know, we may be stuck with that.

Other than that, thank you for your time in doing this selection. I think it's been productive and we needed to get this done. And hopefully we can start getting some traction and getting things done.

Thank you.
CHAIRMAN OLSON: Thank you.

Ms. Martin?
MS. MARTIN: Ooh. Oops. Oh, it's stuck.
MR. HARVEY: Stand by.
MS. MARTIN: There we go.
MR. HARVEY: There you go.
MS. MARTIN: I have no hands left.
I just wanted to make -- since you're going to be meeting with the proposed candidates for executive director, I had some -- I've went through all my notes. I gave you my notes from the meeting where they were on the Zoom, but I went through and I -- I had some questions. So I just wanted to let you know what the questions were because I don't think they were addressed in the questions that the board asked the candidates. And I'm also afraid that what some of them -- either one may have said may be not totally kosher or, you know -- I don't think got the detail.

Like one candidate said his most wonderful involvement with the community was a dog fundraiser. To me, you know what happened to the, you know, air show. But, anyway, you have copies of this.

But under Operations Policies: During the past year, what airport operations policies have
been reviewed at your airport for possible changes? And if not, what policies should be reviewed for changes?

I'm just assuming that every airport has policies that need to be reviewed for changes.

Then Community Interaction: Give examples of community interaction projects or events that have happened at your airport.

Grant Funding: Give examples of what projects have been at least partially funded by grants during the last five years. Were they federal or state? Because it wasn't -- one candidate said he had 18 in five years, but he didn't give any details on what those were.

And then Action or Agenda Items Presented:
Can you provide a copy of a PowerPoint for ideas you presented or an agenda for action items presented to the people or entity for whom you report? You know, what's his reporting ability in terms of action items? Why did -- why did they want to leave their current airports or past airports?

And what are -- the biggest thing is, what are the challenges you see if you're here at the St. Augustine Airport as executive director and
what are the opportunities you see? You know, what kind of answers do you get from that?

And I -- especially you should consider the input received from our current airport staff, especially from Kevin and Cindy, and what candidate would they prefer to work with and why or why not.

And then on Committees, I have some experience with a committee. The Airport Authority wants to be able to get input from the community, stakeholders, tenants, et cetera. Communities -committees can have an important role, so they can be a part of idea generation and decision-making, but I have a question to ask of the attorney.

What is the difference between an ad hoc committee versus like charging committee? Do they have the same legal requirements for our Authority, or must all committees be governed under the administrative onus of the Sunshine Laws and the resulting costs of operation of committees as well as delays in the actual output of information for action?

And as they are going to be made -- made up of volunteers, how can we simplify the operation of committees in terms of requirements of meeting frequency, pre-meeting research done in advance to
save on meeting time and administration costs?
And then, you know, the goal of these committees is to make recommendation for actions to the Airport Authority Board. You need to keep that in mind.

At the round-table presentation today on resiliency and stormwater program for the city, it was mentioned that on their website, under that program, they are asking for public input and questions. So this is an ongoing -- open public forum, so maybe ours could list committee categories for input.

In Vilano Beach Main Street, our committees are very important, but they're kind of loosely structured in that they are results oriented in terms of brainstorming.

The landscape committee meets every Saturday and cleans up and looks at the businesses to see if they should be cleaning up their -- their properties.

The marketing committee is, again, a brainstorming thing, and they get together and they see opportunities and they report back to the board.

And the events committee, in particular, our
board has a very big list of items that for every event have to be taken care of, like permitting and food and music. And then the committees figure out how to do that, but they also come up with ideas on new events that might happen.

Anyway, I just wanted you to think of some other possible questions to ask when you meet with the candidates.

Thank you.
CHAIRMAN OLSON: Thank you, Ms. Martin. And we have, again, no other public comments. It looks like we're at the end of our meeting. MEMBER COMMENTS AND REPORTS CHAIRMAN OLSON: I just want to remind the board about our planned session next week, and we have the availability dates, times from you all. And our next meeting is a workshop, and that is on the -- they're all listed -- February -February 27th at 2:00 p.m. -- no. No. I'm sorry. March -MR. CLARKE: 27th. CHAIRMAN OLSON: What's our -- what's our next -MS. LUDLOW: March 13 and 27. CHAIRMAN OLSON: Oh, okay.

MR. CLARKE: 27th, 3:00 p.m.
CHAIRMAN OLSON: Oh, you all are looking at it. Okay. I don't have that page in front of me now. Okay. So we -- we have those dates. And our next regular Authority meeting is March 13th. Okay.

MR. CLARKE: Did you say at 2:00 p.m. for the air service development? Is the special meeting at 2:00 p.m. on --

CHAIRMAN OLSON: Yes, that's listed at
2:00 p.m. on the -- on February 27th --
MR. CLARKE: Okay.
CHAIRMAN OLSON: -- special meeting to discuss air service development.

Okay. No other business. Meeting --
MR. BURNETT: Mr. Chair? Mr. Chairman, thank you.

CHAIRMAN OLSON: Yes.
MR. BURNETT: Just to clarify, the regular meetings that -- that are intended to be on the second and fourth Monday, obviously they may change as to the date, but currently they're set for March 13th and March 27th. The board has confirmed the new starting time for those meetings will be 2:00 p.m.?

MS. LUDLOW: No. 4:00.
CHAIRMAN OLSON: Back to 4:00.
MR. BURNETT: It is 4:00? I'm looking --
MS. CASH-CHAPMAN: I think it's being proposed right now. We haven't actually discussed that yet.

MR. BURNETT: Okay. That's -- I just wanted to make sure that it was clear to the public and for staff for advertising. There was some -CHAIRMAN OLSON: Okay. MR. BURNETT: -- thought that the time -- time would change. I just wanted to make sure that -CHAIRMAN OLSON: Can we make a quick consensus on changing the meeting times to $2: 00 \mathrm{p} . \mathrm{m}$. in lieu -- instead of 4:00 p.m. right now? Can we do that?

MS. LUDLOW: Well, I got a lot of complaints, because I'm representative of those people out there at the airport and the people that work. And they sat -- he sat right there and said, "Thank goodness. Don't -- don't let them change it past 4:00 because you won't get anybody here."

So I think when we want to have special meetings, like the air service and strategic, then let's, you know, plan those. But for our regular meetings, $I$ think it's important that the community
knows the regular meeting is at one time, at 4:00.
CHAIRMAN OLSON: Yes, the proposal is to change our regular meeting to one time, and that would be 2:00 p.m. But are you speaking -- you're not supportive of that? MS. LUDLOW: No, I'm not. CHAIRMAN OLSON: Okay. MS. LUDLOW: I'm supportive of special meetings being at different times but our regular meetings being at 4:00. I have to announce all that out there, so... CHAIRMAN OLSON: Okay. Other thoughts? MS. LIOTTA: I think keeping it at 4:00 makes sense. Hopefully, as some of these bigger issues get -- get resolved -MS. LUDLOW: Right. MS. LIOTTA: -- meetings won't be two-plus hours. And it is nice that it's towards the end of the day so more people can -- you know, can attend. And -- and, you know, Ms. Ludlow, I think you also -- I don't know if they're on Mondays, but you're -- you -- you have -- you work with the -MS. LUDLOW: My people? My shut-in people on Monday.

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        MS. LIOTTA: Oh, I didn't know -- didn't know
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you were doing volunteer work, so that -- yeah,
with other -- yeah.
MS. LUDLOW: Oh, yeah. I cook dinner every Monday to -- Mondays I work 9:00 to 5:00, but -- I forgot what I was going to say. CHAIRMAN OLSON: Okay. MS. CASH-CHAPMAN: I would like to see it earlier only for the sake of the staff that has to be here hours and hours --
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CHAIRMAN OLSON: Yes.
MS. CASH-CHAPMAN: -- after the workday. But if we can try to really focus on our meetings, I'm hopeful that the additional meetings and the -- the committee meetings and things like that that we're hoping to introduce will allow for shorter meetings because it's really -- I understand that we want, you know, the people to be here, but they can see the agenda ahead of time and hopefully, if there's something they feel passionate about, they can make the arrangements to be here. I just want to be cognizant of all of the effort and energy that it takes for us to meet at that time and then how long it does take for that. MS. LUDLOW: What I -- I -- that's what I was going to say and what I forgot, that we should --
maybe we should have a limit, say two hours, and then what -- because nobody wants to sit here three and four hours and -- then, hopefully, we would get down to one hour. But do you think we could have a two-hour limit?

CHAIRMAN OLSON: Okay. So it looks like at this point we don't have a consensus about -- or support for changing our regular meeting time. So regular meetings as of now will remain at 4:00 p.m.

MS. LIOTTA: Oh, I do -- I do have one, I guess, comment. I'm not sure, would it be -- the outcome of -- for scheduling the agenda for the next regular meeting, which I guess is March 13th, as we did not resolve the charters for the committees. I definitely want to see that on there. The markups to four of the charters, I -- I got those back to staff.

MS. LUDLOW: Uh-huh.
MS. LIOTTA: So, hopefully, those -- those can be distributed.

And -- and I wanted to follow up and see when the -- the redline to the policy charter, I think, will be out so that they can all be looked at together. And March 13 is a comfortable amount of time. So I just wanted to make sure they're, if
we're going to be having that, addressed.
MS. MARTIN: I didn't get an answer from Doug about --

CHAIRMAN OLSON: Yes.
MS. MARTIN: -- ad hoc or -- versus charge committees.

MS. LIOTTA: Well, I think -- my understanding of what Mr. Burnett said was that it's not a matter of just what the committee does. So if the committee is recommending things, actions to --

MS. MARTIN: Yes.
MS. LIOTTA: -- to the Authority, then that would be under Sunshine. So based on the scope of the committee, I think, more than if it's -- how it's characterized.

MS. MARTIN: Well, I don't know about the Airport Authority, but --

MR. BURNETT: And, Mr. Chairman, one other business item, and it really involves the fact that you now have two groups of lawyers representing the Authority.

You've got a special board meeting February 27 th at 2:00 and a strategic plan workshop February 27th at 3:00. Do you just want general counsel at both of those meetings, or do you want
aviation counsel at either one?
And you may want to think of that going forward, sort of to set the stage, so you know going forward you make that determination at each meeting as to what you're -- support you're going to envision needing.

CHAIRMAN OLSON: I think -- I guess it would make a difference as to whether we're taking action or not?

MS. LUDLOW: Are you saying -- is air service development, is that the executive director? Or what is air service development? I don't know what it is.

MR. WUELLNER: We consider contract for air service.

CHAIRMAN OLSON: Yes.
MS. LUDLOW: Pardon me?
MR. WUELLNER: We consider contract for air service.

MS. LUDLOW: You consider contracts for --
MR. WUELLNER: Air service.
MS. CASH-CHAPMAN: Air service.
MS. LUDLOW: For air --
CHAIRMAN OLSON: Air carriers.
MS. LUDLOW: We don't know anything about
that.
MS. CASH-CHAPMAN: I think that's what Ed will explain.

MR. WUELLNER: You will -- you will very shortly. I have that.

MS. LIOTTA: Well, I -- I would think a good way to handle it might be just general counsel is the default for regular meetings. If there is a particular agenda item that might require the aviation counsel to appear, maybe we could arrange that so that that's first, since that's hourly billable and not a flat rate, so that if we need two attorneys, you know, we organize that. Otherwise -- and we can look to our general counsel to advise if he thinks that we need to have aviation counsel for anything on a regular meeting. That's what I'd suggest.

MR. CLARKE: I would like to suggest that we invite both attorneys at least to the special workshop meeting and -- and business planning meeting. It's an initiative that the -- the Authority has undertaken -- was undertaken last year, and it's -- evidently, it's the first time in many years that that was considered. And we're looking, I would say -- suggest just for this one
time because it embodies our -- what we hope is a long-term vision, you know, for the future of the airport. And $I$ think it would be good just to -to bring our new counsel up to speed on -- on where we're going. But that's my suggestion. CHAIRMAN OLSON: That would be a good way for the -- these two firms to get to know us better, too, like what's -- what's happening and -MR. CLARKE: Exactly. CHAIRMAN OLSON: Okay. Okay. No further -MS. CASH-CHAPMAN: Well, before -- before we end, I just -- I wanted to say thank you to Mr. Burnett because I'm pretty sure this is his last meeting with us, and I wanted to acknowledge that he's given us a lot of guidance and support. I know he has in just the two months that -- that we've been here as a full board, but I know that it's been years prior. So I didn't want that to go unrecognized, that he's done quite a bit for us and that we should all appreciate and -- and thank him. And we wish you the best. CHAIRMAN OLSON: Well said. Well said. Thank you.

MS. LUDLOW: And I have one more thing. I always bring up what my constituents -- it's funny.

It's not bad. I'm the last one to want to extend the meeting, believe me.

But this came from, you know, some of my airport people. And it says "As you know, Part 3 of Chapter 12, Florida Statutes, contain standards of ethical conduct and disclosures applicable to public officers and employees. As the airport attorney, Doug, are you aware of Mr. Wuellner accepting any gifts prohibited by law, e.g., from Passero?"

Mr. Doug Burnett, are you aware of any gifts?
MS. CASH-CHAPMAN: I tried to end on a happy
note.
MR. BURNETT: I'm not sure my microphone is on.

You're asking me if I'm aware of some gift that were given to --

MS. LUDLOW: I'm asking you are you aware of a gift to Mr. Wuellner from Passero.

MR. BURNETT: No. I can't even fathom where that's coming from or what the reference would be.

CHAIRMAN OLSON: Okay. So that question's been answered, right? It just was answered --

MS. LUDLOW: Well, no, he's not through.
CHAIRMAN OLSON: I heard him answer.

MR. BURNETT: I'm not sure --
MS. LUDLOW: I want to make sure it goes on the record.

So you say that --
CHAIRMAN OLSON: We're recording it.
MS. LUDLOW: -- you say that you did -- you do not know of Mr. Wuellner accepting any gifts from Passero?

MR. BURNETT: I'm not aware of anything. I guess what $I$ would say in response to that is if you have a question related to either one of the two individuals, they're -- they're in the room. I'm not sure why I'm being asked.

MS. LUDLOW: No, no, no. I've -- I've just brought up what -- they bring it to me. They voted for me, so I have to bring it to you. So that's something that needs to be answered because I need to go back to tell, you know, my airport people what -- what the answer is.

MR. BURNETT: What my -- what my knowledge on the issue is? I'm not sure I understand.

MS. LUDLOW: Yes. Are you aware of any -- are you aware of Mr. Wuellner accepting any gifts prohibited by law from Passero?

MR. BURNETT: And -- and I answered the
question.
MS. LUDLOW: And what did you say? MR. BURNETT: I'm not aware of anything. MS. LUDLOW: Okay. CHAIRMAN OLSON: Okay. So no other issues today, meeting adjourned. (Meeting was adjourned at 6:24 p.m.)

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STATE OF FLORIDA )
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COUNTY OF ST. JOHNS)

I, Melissa Schroeder, Registered Professional
Reporter, certify that I was authorized to and did stenographically report the foregoing proceedings; and that the transcript is a true and complete record of my stenographic notes.

I further certify that $I$ am not a relative, employee, attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in the action.

DATED this 22nd day of February, 2023, in St. Johns County, Florida.

## Melissa Schroeder

Melissa Schroeder, Registered Professional Reporter

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