Regular Meeting held in The Conference Center, Meeting Room B 4730 Casa Cola Way St. Augustine, Florida on Monday, May 23, 2022 from 4:00 p.m. to 5:22 p.m.

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BOARD MEMBERS PRESENT:
    BRUCE MAGUIRE, Chairman
    SUZANNE GREEN
    REBA LUDLOW
    ROBERT OLSON
BOARD MEMBERS ABSENT:
    JUSTIN MIRGEAUX
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.
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JANET M. BEASON, RPR, RMR, CRR
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P R O C E E D I N G S
CHAIRMAN MAGUIRE: Okay. Call the meeting to order. Robert, if you'll lead the Pledge.
(Pledge of Allegiance.)
MEETING MINUTES
CHAIRMAN MAGUIRE: Okay. Meeting minutes, anybody have any changes, modifications, or updates? Robert.

MR. OLSON: Yes, I have a couple.
Page 144, Line 20 of the minutes, it's -- it's the part of the meeting where I'm talking about the staff shortages and the need to add to our administrative staff.

Line 44, I'm -- or Line 16, Page 44 [sic] I'm referring to positions that Boca Raton Airport Authority currently has, and one of the positions in the transcript is listed as county manager, and actually I believe I said county -accounting manager. I wanted to say accounting manager.

CHAIRMAN MAGUIRE: Okay.
MR. OLSON: So county manager, which could be confusing in later years -CHAIRMAN MAGUIRE: Okay. MR. OLSON: -- for people, accounting manager.

The other thing is -- is a mistake I made referring to the search firm on -- at the following page, 145, Line 23, I refer to the search firm we were talking about as "ATK." And when I first mentioned it, it's actually -- and then I recall Ed saying "ADK," which is the correct. So all those references that have "ATK," and there's a couple on that page and one on the following page, should actually be "ADK."

CHAIRMAN MAGUIRE: Okay. Did you get that?
Okay. Any other changes or modifications? (None.)

CHAIRMAN MAGUIRE: Motion to approve the minutes with the changes mentioned by Robert?

MS. GREEN: Motion to approve.
MS. LUDLOW: Second.
CHAIRMAN MAGUIRE: Motion to approve and second. Favor? Aye.

MS. GREEN: Aye.
MS. LUDLOW: Aye.
MR. OLSON: Aye.
CHAIRMAN MAGUIRE: Opposed?
(No opposition.)
CHAIRMAN MAGUIRE: Passed four to zero. Any
other changes at all?
(None.)

FINANCIAL REPORT

CHAIRMAN MAGUIRE: Let's go to the financial
report. Any comments, changes, modifications to
the financial report? Hearing none --

MS. LUDLOW: No.

CHAIRMAN MAGUIRE: Okay. Motion to approve?

MR. OLSON: (Indicates.)

CHAIRMAN MAGUIRE: I'll tell you we don't need
a motion; they'll just stand as presented.
MR. OLSON: Oh, okay.

CHAIRMAN MAGUIRE: Okay?
AGENDA APPROVAL

CHAIRMAN MAGUIRE: All right. Therefore, the next thing would be agenda approval. Any changes to the agenda?

MR. OLSON: Move we approve.

CHAIRMAN MAGUIRE: Approve the agenda?

MR. OLSON: Since we -- it looks like we have to take action on it because it says approval, right? Or don't we?

CHAIRMAN MAGUIRE: No.
MR. OLSON: Okay.
CHAIRMAN MAGUIRE: They can stand as
necessary --

MR. OLSON: Okay.
CHAIRMAN MAGUIRE: -- if nobody has changes -MR. OLSON: Okay.

CHAIRMAN MAGUIRE: -- okay? Okay. No changes being heard, they will stand as presented. STAFF REPORTS

CHAIRMAN MAGUIRE: Staff reports.
MR. WUELLNER: Yes, a couple of updates for you. It doesn't sound like it's on. Maybe it is. Yes, it is.

All right. Terminal entrance road, Phase I's under contract. You probably noticed the parking lot work began April 25 th and continues at this point. Phase II, design work continues at this point. Looking to be out to bid with that in the next 45 days or so.

Project for the Taxiway B, we solicited bids. Those opened last week, and was about $\$ 200,000$, just -- just round numbers, below the engineer's estimate, so that's a positive development. We expect to submit the actual grant application to FAA probably by Wednesday of this week, and they'll at their discretion over the summer provide the grant at that point. At the point we have the grant, we'll bring back the contract, the bid
summary, and all that stuff for Airport Authority
approval and we'll be moving forward at that point.
Similar, with the fence and gates, we will be
preparing a grant app over the next few days.
Unfortunately this is not currently funded in the
fiscal year. We will submit it in for extra -- or
funds that may become available at the end of their
fiscal year. If not, it is a solid project and
will be funded next year with FAA.
That bidding came in significantly higher than
the -- the original. We bid this you may recall
about, I don't know, two to three years ago, and
it's about -- approximately doubled in that time,
the cost to do that kind of project.
(Phone interruption.)
MR. OLSON: Sorry.
MS. LUDLOW: We should have some kind of
punishment or --
MR. OLSON: I know.
MS. GREEN: At the courthouse like they could
put it in a bag over there and --
MS. LUDLOW: Yeah, that's right.
MR. WUELLNER: Take out the trash at the end
of the night.
Anyway, that's in queue probably for next
year. I'm not holding my breath. It's up about \$2 million at this point, a little over $\$ 2$ million, actually.

And strategic business plan not looking good for funding in the fiscal year, but it's in the queue for next year, also. So we'll -- we'll update you when we see what comes out of the program in July at this point. There's still a chance, but I -- he wasn't terribly optimistic when I talked to him the other day, for current-year funding -- surplus funding, whatever they call it.

MR. OLSON: When would we know if it was -- if they accepted putting it in the next fiscal year?

MR. WUELLNER: It's -- it's in the program for next year.

MR. OLSON: So -- so it's certain.
MR. WUELLNER: It's certain, it's just the time --

MR. OLSON: And what would the match be in the -- if it's in the program for the coming year?

MR. WUELLNER: I believe it's in at a hundred each, a hundred thousand each --

MR. OLSON: Okay. And --
MR. WUELLNER: -- for next year.
MR. OLSON: -- that would be available as soon
as when?
MR. WUELLNER: We would request -- it becomes available technically July 1st, but you have to go through the grant -- they have to allocate the funds. They have to write the grant. We have to execute our side of it. It goes back and finally comes to us. My best guess here is I think he told us mid-September is probably --

MR. OLSON: Okay.
MR. WUELLNER: -- the best.

MR. OLSON: Thank you.
(Phone interruption.)
MS. LUDLOW: This is going to be a good day. MR. WUELLNER: It scares me that mine could be next.

CHAIRMAN MAGUIRE: If anybody else has a cell phone, check it now and make sure it's put on mute. MS. MARTIN: Sorry. MS. LUDLOW: So a hundred thousand each. MR. WUELLNER: Yes, ma'am. MS. LUDLOW: Okay. And the -- so are you saying September, the next fiscal year --

CHAIRMAN MAGUIRE: Yeah, it's going --
MS. LUDLOW: -- the next calendar?
MR. WUELLNER: -- to technically be next
fiscal year. You'll see this project as an actual budgeted item for next year.

MS. LUDLOW: Okay. I have a --
CHAIRMAN MAGUIRE: I think she's going to go back to one of the first issues.

MS. LUDLOW: I am.
CHAIRMAN MAGUIRE: Make that -- wrap it up with the triennial exercise.

MR. WUELLNER: Just let you know we did that on the 18th. A few photos just to run through on the screen, those of you that didn't happen to get here that morning. Tremendous response. Had another -- another really good exercise.

MS. MARTIN: There's me on the upper right.
MR. WUELLNER: Yeah, yeah. There's --
MS. LUDLOW: There's Sacha.
MR. WUELLNER: -- Sacha being carried out by the firefighters. She was kind enough to volunteer to be a victim.

MS. GREEN: Is there an Oscar award there?
MS. MARTIN: I was in pain.
MR. WUELLNER: Yeah, just to give you a flavor of what goes on that day, it's a -- it's a big morning, and my personal thank yous as well as the Airport Authority thank yous to Kevin for as
usual --
MR. OLSON: Yes.

MR. WUELLNER: -- putting that together for us and doing a great job, and of course all of the first responders and those entities and observers and volunteers and all of those that come out to make that a success to meet the requirements of FAR Part 139 for our triennial.

MR. OLSON: And really good coverage in The Record of it.

MR. WUELLNER: Yeah.
MR. OLSON: So whoever coordinated that, also
good communication.
MS. GREEN: Good Facebook coverage.
MR. WUELLNER: Yeah.
MR. OLSON: Yeah.
MS. LUDLOW: And Times-Union.
MR. OLSON: Oh, Times-Union picked it up?
MS. LUDLOW: Yeah, and -- and -- can I talk?
CHAIRMAN MAGUIRE: Go ahead.

MS. LUDLOW: And I want to say, it was really
interesting. You know, because of the things
that's happened, our focus has been on airboats, and this was high tide and they had lots of water and that airboat still had a problem. It took all

> the power it could get to move it around. So I don't know how it moved around in the muck. I mean, I really don't, because I was very interested in that.

CHAIRMAN MAGUIRE: Uh-huh. MS. LUDLOW: But it had to be very powerful and that was high tide. CHAIRMAN MAGUIRE: Okay. MS. LUDLOW: Okay. That's it. CHAIRMAN MAGUIRE: Okay. MR. WUELLNER: That's it other than the photos. CHAIRMAN MAGUIRE: Okay. I think Reba has a question going back to the terminal entrance. MS. LUDLOW: Now he's reading my mind. MR. WUELLNER: Oh, okay. MS. LUDLOW: Yes, Phase II, design continues working with NGC on easement. CHAIRMAN MAGUIRE: Reba, can you move that closer?

MS. LUDLOW: Hello?
MR. WUELLNER: Got it.
MS. LUDLOW: 101 mic. Cindy's supposed to give me lessons. Mic 101. Anyway, Phase II design continues. Working
with NGC on easement. What easement is that?
MR. WUELLNER: It's a -- they call it a mutual easement where we can traverse the same piece of property at the same time.

MS. LUDLOW: But isn't this something that when you got the whole project approved, wouldn't it have already been approved?

MR. WUELLNER: Well, all $I$ can say is you've apparently never worked with Northrop Grumman to get anything done in a timely manner. So it is still hanging out there working with Grumman on that. We're due to meet actually tomorrow morning at 10:00 to get it resolved.

MS. LUDLOW: Just these things keep coming up. Like now we find out we don't -- we're not going to get the traffic light till later, a year or two later, right?

MR. WUELLNER: You were never getting the traffic light as a part of the basic project. MS. LUDLOW: Okay. I just want to bring that up that, you know, kind of like you'd like to see the whole project, you know, cost this much and it's going to cost this much at the end. That's all. I just wondered about the easement, why are we working on an easement now, okay.

CHAIRMAN MAGUIRE: Is that it? MS. LUDLOW: Yes, thank you.

CHAIRMAN MAGUIRE: Okay. Go ahead, Ed.

MR. WUELLNER: That -- that's all I have on the staff report.

Oh, you were going to -- I'm sorry. I dropped you an e-mail on the enplanements. I don't know whether you saw it, but it -- I sent you a second one. But the enplanements for March, 290; April were 431, and that's it.

MS. LUDLOW: Okay. He's talking about enplanements, I asked how many. So March is 290? MR. WUELLNER: 291, I think it was. MS. LUDLOW: Okay. And April is 431? And does that include Portland, or when did Portland stop --

MR. WUELLNER: It looks like April would. MS. LUDLOW: April included Portland. MR. WUELLNER: Yeah.

MS. LUDLOW: Okay. How many of those people do you think are tourists?

MR. WUELLNER: I have no idea. I truly don't.
MS. LUDLOW: Okay. I just wondered.
MR. WUELLNER: It's not something, you know, buy a ticket and label yourself tourist, so I don't
have that data.
MS. GREEN: The rental cars went up quite a bit, so --

MR. WUELLNER: Yeah.
MS. GREEN: -- if that answers --
MS. LUDLOW: That's a good mark. Okay. Thank you. That's the enplanements.

And I didn't what Appendices 9.1, so I did like you guys suggested; I sent a note and said, Ed, what is Appendices 9.1 federal grants? And I want enplanement things. So he was well aware and he sent me back the answer. It has to do with federal grants, just like it said.

CHAIRMAN MAGUIRE: Okay.
MS. LUDLOW: Thank you.
CHAIRMAN MAGUIRE: Okay. Was that it for staff, Ed? MR. WUELLNER: Yes, sir.

BUSINESS PARTNER UPDATES
CHAIRMAN MAGUIRE: All right. Business
partners, Mr. -- Commissioner Henry Dean.
COMMISSIONER DEAN: Good afternoon, everybody. Is this on? I guess it's on. Good. Just a couple of things to highlight and then I'll be happy to answer any questions if there are questions.

I want to highlight our continued exponential growth in this county has driven -- this is no surprise to anyone in this room, driven housing prices up through the roof. But if you haven't heard the latest, the latest median price for a home in St. Johns County as of last month was $\$ 550,000$. It's -- it's shocking.

And so, I think that $I$ along with my fellow commissioners during the past year have put quite a bit of emphasis on what can we do about affordable housing for those of our workers that we desperately need, both in the public and private sector.

In the public sector, we have entry-level deputies, entry-level first responders, entry-level nurses, teachers, that obviously cannot afford a half a million dollar home, especially if they just graduated and have any level of student debt. Think about that's a double whammy.

So in the last two years, we approved four affordable housing developments. And when $I$ say affordable housing, we started a pilot project where if the developer -- initially the price -the price point was set it $210-, \$ 210,000$. Then if the developer were going to develop a hundred
homes, he could increase his density, double his density, if he would set aside 40 percent of those homes for at or less than 210-.

And those four projects have gone forth. Actually two are homes for sale and two are apartment rentals. And the apartment rentals have a sliding scale that provides for lower rent based on income. So that's our sort of pilot project.

In addition to that, last Wednesday, the 18th, we had a presentation -- some of you may know Frank Williams, but at one time 40 years ago, he was one of the house members representing St. Johns County. He went out to California. He actually was the chairman of the housing authority for San Bernardino, California, that county, and -which is one of the largest in California.

He came back, retired, and actually lives on my old street, Riverview Drive, down near the Catholic church on $A 1 A$, and he's been asking us to consider creating a housing authority for St. Johns County, which has a number of benefits, in my opinion.

So he had his former executive director fly in on his own nickel and gave a presentation to the advisory -- the affordable housing advisory
committee and the housing finance authority that we do have last Wednesday. Very interesting, and I think you may see as we go forward the possibility of a county housing authority which will have its own independent authority to issue bonds, apply for major federal grants, et cetera.

But $I$ think that my point in touching on this today is that we -- we as a county, all of us, must work to do something to provide reasonable adequate housing for our workers that we desperately need, particularly in the service industry, the tourist industry, in government for those entry-level positions.

And I'll be going into some depth covering growth management infrastructure and other issues. A week from Friday I'll be speaking to the quarterly EDC meeting, the Chamber meeting, if -the tickets are going fast. You better hurry. I don't get a cut, by the way. So any questions?

CHAIRMAN MAGUIRE: No questions. Thank you, very much.

COMMISSIONER DEAN: All right. Good to see everybody. See you next month.

CHAIRMAN MAGUIRE: Okay. Mr. Vinny Beyers. COMMISSIONER DEAN: I have a 5:00 meeting.

CHAIRMAN MAGUIRE: Thank you. Vinny Beyers. (Not present.) MS. LUDLOW: Oh, he's off today. CHAIRMAN MAGUIRE: Mike Thompson or Jaime Topp?

MR. TOPP: Yeah, I'm here. I really -- I just wanted you to know I was in -- I had to fly to Miami the day of the event.

CHAIRMAN MAGUIRE: If you have anything to say, get up there. If not, just say no thank you.

MR. TOPP: I -- I can do that. I really don't, but if $I$ do -- thank you. I'm Jaime Topp and -- with SAAPA.

First of all, $I$ wanted to know how we did at the -- the emergency practice. I had to fly out of town that day, so I -- it was good to hear that it went well. I'm really glad to hear that.

And number two, I don't know if this is the forum for this, but you know the windsock on the U.S. 1 side of 13? You know the first windsock on the right?

MR. HARVEY: Yes.
MR. TOPP: It's blocked by grass and things so it really doesn't get a good reading of the wind. So you might want to take a look at that, either
cut it down or whatever. Because when you're coming in, of course we have pretty sporty winds here, you can't see it. You know, you can see it, but it's just hanging limp and it's blowing 13 knots from the left. So you might want to take a look at that and see if there's something we can do about it.

MR. HARVEY: Okay.

MR. TOPP: Either its -- the bearing is stuck, you know? But anyway, that's all I've got.

CHAIRMAN MAGUIRE: Thank you, very much. Nate McKendrick.
(Not present.)

MS. LUDLOW: I think he may be late, he said.

CHAIRMAN MAGUIRE: Mr. Courtney Pittman?

MR. PITTMAN: Good afternoon. My name's

Courtney Pittman.

CHAIRMAN MAGUIRE: I understand you're new?

MR. PITTMAN: I am the new air traffic control
manager here in St. Augustine. I'm the new face.
I wanted to make you-all aware.

A little brief history of me. I just move --
just became the manager here, but $I$ was also the manager at Gainesville Regional Airport. I was there for two and a half years, and then Ms. Tammy
decided to move on from this tower and I saw it as a golden opportunity for me to improve my career and move up.

Prior to that, I was a controller at Craig Airport. I worked there for five years. That's where $I$ broke my teeth into federal, on this side, the civilian sector, as an air traffic controller.

Prior to that, I did 20 years in the United States Navy, seven different commands. Some of the busiest towers in the United States Navy. So I have a wide range of air traffic control.

But I am looking forward to this challenge here in St. Augustine because this airport's very unique. You have unique individuals, you have a unique layout, and you have a variation of aircraft that you have moving in and out of here.

One of the things I would like to leave you with is $I$ want to have education instead of violation, relationship instead of turning backs to each other. I would like to get to know each and every one of you if the time is available.

Because I'm always in my office Monday through Friday. Just come by. You don't have to call; just come by. I'm there. I want to talk. I want to learn what are the problems. I've heard rumors
and I've heard the gossip you say that may be scuttlebutt. I don't believe in scuttlebutt.

I believe in direct communication between individuals. If there's a problem, I feel as if two adults can solve their problem. Maybe it's just a misunderstanding on our part or -- you know pilots never fail, so I'll never judge you. But please come by. Please let me know who you are and please let me know what you need.

This is not a one-way relationship. Like I always tell people in air traffic control, when it comes to pilots, relationships are built on trust. You must trust that I'm going to put you in the right position to make the right decisions and the right calls in a timely manner and I have to trust that you're going to do what I say. That's a risk that is hard for most people to take. But in air traffic controller it's vital.

And so, I've heard things. I don't care about the past. Let's establish procedure going forward. I want to know what you need. I want -- and I want to ask you -- tell you what $I$ need as well, and maybe we can meet in the middle, iron some things out, and form a relationship going forward.

Now I could talk all day. I'm an energetic
individual. I have a passion for what I do. But I want to leave the floor for you-all to ask me questions. I'm here for you. Yes, sir?

MR. OLSON: First, welcome.
MR. PITTMAN: Thank you.
MR. OLSON: And, you know, it's a step up from Gainesville.

MR. PItTMAN: Absolutely. Absolutely.
MR. OLSON: So my question is -- and maybe everyone else in this room knows this -- what is the total personnel require -- or needed to operate our control tower?

MR. PITTMAN: Okay. I'll answer this question just to be honest with you. Now my company tells us we're not supposed to give those types of answers because it's proprietary information, but seven is the answer. Seven individuals.

Due to -- because we're supposed to have a local -- we're supposed to have three positions manned in the tower. And so that gives coverage to give two people to open in the morning and two people to close in the afternoon. So that way traffic doesn't a late open, an emergency situation for the home doesn't cause the tower to be undermanned. So it requires seven. That number
includes myself.
MR. OLSON: Okay. Thank you.
MR. PITTMAN: Yes, sir.
CHAIRMAN MAGUIRE: Go ahead.
MR. PITTMAN: Yes, ma'am.
MS. LUDLOW: Courtney?
MR. PITTMAN: Yes, ma'am.
MS. LUDLOW: I didn't if you were a girl or a boy.

MR. PITTMAN: I get that all the time. I hope I made it clear. MS. LUDLOW: So you can be sure I have called the tower. I called Courtney --

MR. PITTMAN: Yes, ma'am. MS. LUDLOW: -- but he never answered. But he --

MR. PITTMAN: That's because $I$ was going back and forth between two towers, but I'm here now.

MS. LUDLOW: Yes, yes. Actually it was today. Because I wanted him to take a picture -- did they tell you what I wanted?

MR. PITTMAN: No, ma'am.
MS. LUDLOW: Okay. Kevin, you should hear this, too.

I wanted him to take a picture of the red sign
that says $2 / 20$ that's right in the middle of the taxiway. And if you're looking at Delta 3, it's right definitely in the middle of the taxiway --

MR. PITTMAN: Yes, ma'am.
MS. LUDLOW: -- and it's already been hit. So I mean, you have a great view of that.

MR. PITTMAN: Yes, ma'am.
MS. LUDLOW: I wanted you to bring me a
picture. That's all.
MR. PITTMAN: Okay. I'll take care of that.
MS. LUDLOW: Yeah, but that's all right. I
need to -- who do I need to talk to? Because -and of course it had to be the -- Jay Lawrence, the DE, you know, a couple of thousand dollars worth of damages. Because it's a tail wheel and you're up and looking up like this and it is right in the middle of the runway, is it not?

MR. HARVEY: It's in the middle of the ramp over there --

MR. WUELLNER: The ramp there.
MR. HARVEY: -- at the hold position.
MS. LUDLOW: It -- it's in the -- you're on
Delta 3, it's right in the -- you can't see it if you're in a plane.

Anyway, that's all I wanted and I guess I
just -- well, $I$ could tell by your voice if you were a boy or girl so I'd know.

MR. PITTMAN: Thank you.
MS. LUDLOW: That's all. Thank you.
MR. PITTMAN: Yes, ma'am.
MS. LUDLOW: Thank you for being here.
MR. PITTMAN: Thank you for having me.
CHAIRMAN MAGUIRE: Thank you, very much.
MR. PITTMAN: Yes, sir.
CHAIRMAN MAGUIRE: Doug?
MR. BURNETT: Nothing in particular to report this month.

CHAIRMAN MAGUIRE: Okay.
PERFORMING ARTS CENTER REQUEST TO PRESENT
CHAIRMAN MAGUIRE: Okay. Go to business
items. Ed, do you want to take --
MR. WUELLNER: I would just tell you we solicited Cindy on our behalf additional information from the -- from the performing arts center folks and we provided that to you well before the meeting.

It's on there really just for a do you want to or do you not, after seeing that response, whether you want to have a presentation by them or not. It's purely your call at this point.

CHAIRMAN MAGUIRE: Okay. Did everybody read it? Any comments?

MS. LUDLOW: I --
MR. OLSON: Oh, go ahead.
MS. LUDLOW: I'm sorry. I answered. Did everybody answer? I mean, do you have a consensus of what we --

MR. WUELLNER: Yeah, we -- yeah, we can't do it that way. I can't -- we can't -- you're welcome to respond to me, but $I$ can't use that to create consensus or not.

CHAIRMAN MAGUIRE: You have to do the
consensus --
MS. GREEN: The Sunshine Law.
MR. WUELLNER: It's a public meeting requirement.

CHAIRMAN MAGUIRE: Okay. So do we have a consensus either way? What's your position?

MS. LUDLOW: I -- I don't think we need this at this time.

CHAIRMAN MAGUIRE: Okay. Robert?
MR. OLSON: Yeah, I -- I guess I'm looking at
the -- you know, the request, and just from a courtesy standpoint, I suppose it, you know, wouldn't hurt to hear details about their project;
but on the other hand, I think that -- I'm worried that it would give the message out that we have land for general development.

And I think, everything I know and have sat in on master planning for the airport is that the airport acquires land for airport-related purposes and airport-related development. I mean, that can be a broad area, but it is a -- it doesn't seem that a performing arts center fits that arena. CHAIRMAN MAGUIRE: Okay. So you're a negative, too. Suzanne?

MS. GREEN: Yes, I'm with that, too. It is airport development. I mean, we have such a big hangar waiting list and other things that need to be developed here, and I -- I commend them for trying, but $I$ think it does open the flood gates of --

CHAIRMAN MAGUIRE: Okay. I think the consensus is no.

MR. WUELLNER: Thank you. EASTSIDE DEVELOPMENT PROJECT

MR. WUELLNER: Next item we provided you, and there should be up on the screen here in a second, a revised sketch of the area. This is putting some additional detail, the engineers did, on the access
road.

I did want to update you on a couple of related/nonrelated kind of sep- -- what I'm trying to say here is they're separate projects but they would support this project in the end. One being land acquisition required to do the relocated Hawkeye View Lane, which is going to be the west side of that diagram, the blue line there.

The part from the existing Grumman out to Gun Club Road, we have -- FDOT is funding the land acquisition for that in 2024 now, which is -- which is a huge -- huge improvement. That is approximately a $\$ 2$ million land acquisition budget that would be developed for that to acquire that 13 acres -- 11 to 13 acres, that's kind of indetermined at this point.

The land acquisition money could also be used for other acquisition down the road; it's not exclusive for that location. But it is being interestingly funded out of modal funds, which will require you to build the road if you accept the grant. And we're still two years from accepting that grant, so there's a lot of discussion and a lot that will go into that.

But if you do end up accepting the land
acquisition money, you will be required to build the road. Now they will participate in building the road also, but it will commit you to the project at that point.

The other is we -- we have -- we are in the process of gathering, our engineers are, the sub consult, if you will, details on what it will cost to do -- to get the proposals together for the surveying, the testing, and even the utility-related information together ahead of really being able to move forward quickly on this. So, we're -- we're going as fast as we can, but unfortunately there's so much work out there in Northeast Florida getting companies corralled long enough to even get quotes and proposals for things like surveying and the like. I've heard three to four weeks just to get them to show up there to tell you how much it will eventually cost. So it's -- it's kind of backed up out there right now with all the growth in this part of the country. So they are working hard to get those numbers together for us. With that, it's just a revised sketch at this point.

I did want to make you aware that we did move through our large aircraft hangar waiting list at
this point, both commercial and corporate, and on those lists are 27 different individuals listed. We con -- made contact with them and there seem to be continued interest from at least six of those companies at this point and that would be in the area of funding or building their own facility. So this is not with Authority dollars to build these, but just to -- you know, kind of how this project has been laid out at this point. So we feel like there's sufficient interest in general for this kind of a project. So I think it makes a lot of sense once we start getting the proposals together that we begin to move forward from this point, too.

That's about really it related to this. It's just more of an update than a decision-making point at this. I'm hoping that by June we have those proposals together. That will also let us begin to budget it and put some preliminary information into next year and -- and start to build the business plan for this as well as maybe working with Doug. Shortly we'll begin to put together the proposal format, if it's still acceptable, for what we'll be looking for from those folks who will ultimately want to
build something.
So you're going to want to control that based on the last conversation we had at the last Authority meeting on this project. So it is moving forward. We're going as quick as we can with the information we have at this time.

CHAIRMAN MAGUIRE: Okay. Board comments
before I go to public? Okay.

MR. OLSON: Yeah, a couple of questions.
Can -- does it appear that the -- the interest
from the six, if that materializes and becomes development, that all those interests' needs can be fit on this or -- I'm just curious about how that were -- if they would all, as you say, be doing their own building on a ground lease from the airport.

MR. WUELLNER: Correct.

MR. OLSON: How does the stated interest relate to the size capacity of what can be built on the site?

MR. WUELLNER: Frankly, I think that's the step after we solicit proposals for what they would intend to build there.

MR. OLSON: Okay.

MR. WUELLNER: I'm not sure we have that.

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    We -- our intent from the beginning was not to
    literally draw out lots and say this is it. We
    want to be flexible. We want to make it all work
    on the parcel that's available.
    MR. OLSON: So I -- I guess that connects to
    my other questions, is the -- oh, the all-important
    thing seems to be at the outset is the cost to the
    Authority to do the infrastructuring and site prep.
    MR. WUELLNER: Uh-huh.
    MR. OLSON: And that can only be known with
    some more land planning.
    MR. WUELLNER: Correct.
    MR. OLSON: So those are the things that would
    happen this year?
    MR. WUELLNER: Correct. And that's the number
    I'm referring to when we start building the budget
    here next month.
    MR. OLSON: Okay. So --
    MR. WUELLNER: We're hoping to have enough
    detail to be able to --
    MR. OLSON: So in the next couple of months,
    we would be looking at a proposal to do a land
    planning and infrastructuring for --
    MR. WUELLNER: Correct.
    MR. OLSON: -- so we have a cost.
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MR. WUELLNER: Correct. And probably -- and the hope is we'll be ahead of that with survey data and testing data on the soil so that we know what the conditions are -MR. OLSON: Okay. MR. WUELLNER: -- and the ability to build what those -MR. OLSON: Okay. MR. WUELLNER: -- what those costs are likely to run to. MR. OLSON: Okay. Thank you. MR. WUELLNER: Or drawing parallel. CHAIRMAN MAGUIRE: Reba? MS. LUDLOW: Yes, thank you. Okay. You said $\$ 2$ million, and that's there for -- from FDOT. And it's going to take 11 to 13 acres to build that road around the Hawkeye lane? MR. WUELLNER: No. The -- they're really two different projects. One supports the other. The Hawkeye View road realignment will support not only this project we're talking about here, the east side --

MS. LUDLOW: The east -- east. MR. WUELLNER: -- it will also support that -if you remember the master plan drawings, they're
not shown on here, but west -- I guess technically it's north of the east side corporate and the existing Grumman, that area -- I'm just going to get up and point if that's all right. Cindy, you want to back up here a sec?

This area here will also support the future development of that, too. We're talking about this road.

MS. LUDLOW: Right.
MS. GREEN: Right.
MS. LUDLOW: So you mean support that they will have access to it.

MR. WUELLNER: Correct.
MS. LUDLOW: Okay. While you're there, show me where the Atlantic property that they wanted.

MR. WUELLNER: Over here.
MS. LUDLOW: Okay. So can -- why can't we use that now?

MR. WUELLNER: You could.

MS. LUDLOW: Okay. So if you get a request
for a lease for that property right now, you could lease it?

MR. WUELLNER: Well, we'd have to give -- we have to give Atlantic the option of doing it first.

MS. LUDLOW: No. They backed out.

MR. WUELLNER: That's the right of first refusal. That's what the terms -- they have not backed out of it, no, ma'am.

MS. LUDLOW: I understood that they said they didn't want it.

MR. WUELLNER: That is by -- not at all. There's conversation as recent as today regarding a lease amendment that supports that right of first refusal.

MS. LUDLOW: Okay. So if -- if Atlantic tells you -- do they have to tell you by paper or do -can they just tell you verbally and then you can lease that land?

That's revenue. I mean, that's been sitting there -- it almost sat there until 2036, and that bothers me because that's money sitting there.

MR. WUELLNER: Uh-huh. Yeah, I don't think you quite understand the process, but that's okay.

We did a memorandum of understanding on the front end of this, which is what was to the Authority, with direction to pursue that or get that into the lease agreement through a lease amendment which you pre-authorized as a part of that same motion.

Doug and Atlantic have been back and forth on
that as recently as today. We believe the -- the
document will be executed before the holiday here,
so probably this week.
That will then allow us to trigger the right
of first refusal. We will in writing transmit that
there's interest to do a project there on the
outside. That will start the clock with Atlantic
as to whether they intend to develop the property
or not.
After that expiration date, then we'll be able
to work with either the future tenant or Atlantic
in developing the process. So it's going to move
very quickly from this point.
MS. LUDLOW: How long do you give them?
MR. WUELLNER: I think it's required or will
be required a 30 -day notice, typically. 30 or 60 .
What -- do you know what it is off the top of your
head?
MR. BURNETT: It's -- that's one of the last
issues, is 30 or 60 .
MS. GREEN: Uh-huh.
MR. WUELLNER: One of the two will have to
expire before it can move to the private sector.
MS. LUDLOW: Okay.
MR. BURNETT: But we do anticipate that this
is going to be wrapped up very soon.
MS. LUDLOW: Okay. Okay. So two months and this is -- so we're talking about in July, probably -- June/July. Okay. Well, I just wondered because it is money sitting there, as far as I'm concerned.

MR. WUELLNER: I -- I think it will go to lease very quickly, probably by the end of the summer, frankly, one way or the other.

MS. LUDLOW: Okay. That's all I have on that, but I have something else.

MR. WUELLNER: Is it --
CHAIRMAN MAGUIRE: Is it --
MR. WUELLNER: -- on topic?
CHAIRMAN MAGUIRE: -- on east side development?

MS. LUDLOW: It's on the east side development.

CHAIRMAN MAGUIRE: Okay.
MS. LUDLOW: Okay. All right. So one thing. Over here, alternative two, you said -- I'm just -MR. WUELLNER: That sheet shouldn't have been in the PowerPoint. It was accidentally transmitted to you guys.

MS. LUDLOW: Okay. But you know what? I like
it because you said we have 6 -- $\$ 6$ or $\$ 7$ million to put for in -- infrastructure.

MR. WUELLNER: Uh-huh.
MS. LUDLOW: So why can't we use $\$ 6$ or
\$7 million to build? We have land right now for 42 hangars A row, F row, and Estrella. I know, if you guys think I'm going to give up on these hangars -MR. WUELLNER: No, no. MS. LUDLOW: -- you're just wrong. You might as well build them.

MR. WUELLNER: No, but I think you misread what the slide was representing.

MS. LUDLOW: Authority build infrastructure only, 6.7 million.

MR. WUELLNER: That's very different than the Authority has $\$ 6$ or $\$ 7$ million to put in the fund. That's the slide --

MS. LUDLOW: Where were you going to get -MR. WUELLNER: That's the slide from last month.

MS. LUDLOW: Where were you going to get 6 or 7 -- oh, well, it made a lot of difference. Where do you have 6 or 7 million?

MR. WUELLNER: That's -- that's the con -budget conversation, and also the structure -- the
proposals we solicit from them, if you remember Chairman Maguire suggested perhaps some upfront funding by the individual lessees that would go over there. That is not distilled yet.

MS. LUDLOW: That is if we took that --
MR. WUELLNER: Yes.

MS. LUDLOW: -- proposal.
MR. WUELLNER: But we are not sitting on $\$ 6$ or \$7 million for this project --

MS. LUDLOW: Okay.
MR. WUELLNER: -- at this point.
MS. LUDLOW: And then as far as the east side development, is there -- you list the cost there, but no, you don't list any projected revenue, nor do you list like how many hangars can go on there.

And I think if you list the cost, then you have to list what revenue would come in also. And I would think like the lease values, the land value -- and I don't see my note here so I can't remember what all I put on it. But if they're going to put the cost there, then I think we need to know what the projected revenue is.

MR. WUELLNER: Right. We weren't -- we weren't dealing with the revenue side of it at this point in choosing the alternative. You chose as a
board that alternative, just for the record. You did it last month.

MS. LUDLOW: I remember.

MR. WUELLNER: Okay. Part of the next step is that development of the business plan proposal side of it which will distill the revenue, the cost, who's paying for what, what those budgets are. We don't have that information entirely yet.

MS. LUDLOW: Okay. But then are we going to approve this before we get those numbers?

MR. WUELLNER: No, ma'am. All we're doing at this point is some surveying and soil testing to allow the engineers to take it to the next step on what the cost of this project will be. MS. LUDLOW: Okay. Thank you. MS. GREEN: Because we don't know what we can build yet or what can be built. MR. WUELLNER: Correct. MS. LUDLOW: Well, we end up spending a bunch of money and then all of a sudden it's ours and we have no I -- like the road, nobody knows what the final cost is. We still don't know the final cost of the road.

MR. WUELLNER: Well, ultimately, not to get too deep in the weeds here, you're never going to
know the final cost of a project until you bid it. MS. LUDLOW: I -- I understand. Okay, until you bid it. MR. WUELLNER: Yes. MS. LUDLOW: Okay. So then at least then you would know.

MR. WUELLNER: Correct.
MS. LUDLOW: I mean, you can't say just build me a house, is it going to be three stories or two stories, whatever? So you have to have some idea. MR. WUELLNER: Correct. And we do. That's part of what the engineer's estimate that's prepared for, to give you a very good estimate of what we expect it to cost. But you won't know that final cost until it's bid.

MS. LUDLOW: Right. And then -- okay. And then when you called these people on the list and you asked them -- you said out of 27,6 people are interested. So when you contacted 27 people, is your question, "Are you interested in a large hangar?" and that's -- that's your question, or -MR. WUELLNER: No. Cindy, do you recall the wording on that?

But it -- it's more about them developing their own facility on a -- on a piece of property.

It's not us -- we didn't solicit their occupancy in a hangar. In other words, we're making no commitments at this point to build any kind of buildings. That's not --

MS. LUDLOW: Right. So you --
MR. WUELLNER: That's not on the table right now.

MS. LUDLOW: So you just call and them say, "Are you possibly interested in building a hangar or renting a larger hangar?"

MR. WUELLNER: I didn't ask them anything about renting.

MS. LUDLOW: Build -- "Are you interested in building a hangar?"

MR. WUELLNER: Correct.
MS. LUDLOW: All right. And you called 27
people.
MR. WUELLNER: We contacted 27 people.
MS. LUDLOW: Contacted 27 people. And --
well, that's pretty good.
MR. WUELLNER: Yeah.
MS. LUDLOW: At least six people have money. MR. WUELLNER: We'll see.

CHAIRMAN MAGUIRE: Okay. Any further comment?
MS. LUDLOW: Thank you.

CHAIRMAN MAGUIRE: Okay. Matt Liotta, you have a comment?

MR. LIOTTA: Matt Liotta, 93 Lake Mist, St. Johns.

You know, this project is sort of here because I kicked it off by sending a letter with an actual intent to lease the land. My proposal that went to the airport was for more than $\$ 10$ million of rent for the land with no expectation that the airport would do anything for us.

And since that time, all that's really been achieved is that you've sent out 27 requests, is somebody interested with them only responding in an e-mail, sure, I'm interested. You've got six people saying they're interested with no commitment of any kind. And two of those six people are associated with my company.

So, I mean, really, it -- it doesn't seem like
we're -- we're actually going in the right direction here. We're -- we're -- as the director said the last meeting, the board voted on Option 2 , and now you're going to go down the road and then develop the business plan for it.

It's usually the other way around; you want to like actually have a business plan first before you
decide on your options. Does the board actually know what the three options they chose from, what the associated business is for each of those options? I don't think so, because apparently at least on Option 2, there was no business plan and you're going to do that later. And look at how much time just goes to nowhere when you could actually be receiving revenue right now.

And look at this on the other side, this piece right here. We're talking about waiting for the ROFR to be signed in a lease that you're still negotiating so that you can immediately trigger it because you already have interest.

Why are you entering into a lease with a ROFR that you know is going to be triggered instantly once you do it? You need to go to them right now and say, Hey, are you going to meet this proposal that exists? Because if you're not, what are we doing? It's completely the wrong order. It doesn't make any sense. And the reason why this is happening here is all because we didn't even bother to talk about this land existing until we happened to have found out about it because we were talking about this ROFR in the first place in January when we just

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    finally for the first time mentioned that the
    Grumman ROFR even existed, you know.
    And -- and as far as I understand, the
    business planning work that Bob Olson wants to do
    is not going to be funded. So it's just this
    continuation of just going down roads that
    foreclose options for the airport without any sense
    as to what you're doing until it's too late. It
    doesn't make sense.
    MS. LUDLOW: Can I say something on this?
    CHAIRMAN MAGUIRE: Do what?
    MS. LUDLOW: Can I say something --
    CHAIRMAN MAGUIRE: Sure.
    MS. LUDLOW: -- to his?
    Matt, I -- I see what you're saying. Ed, why
    do you have to wait till a certain day to ask them
    if they want to exercise the right of first
    refusal?
    MR. WUELLNER: Because you entered into an
    agreement to amend their lease to include that.
    We're just simply honoring our word to our tenant.
    Once that's complete, we certainly can -- can
    trigger the right of first refusal.
    MS. LUDLOW: So you have to wait till the
    lease time.
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MR. WUELLNER: Well, we're talking about a
week here.
MS. LUDLOW: Yes. Okay.
CHAIRMAN MAGUIRE: All right.
MR. BURNETT: And if I may, Mr. Chairman.
CHAIRMAN MAGUIRE: Go ahead.
MR. BURNETT: Recall, that was a portion of them giving up the space where the two hangars were for the new access improvements on the front side of the airport.

MS. LUDLOW: Grumman?

MR. BURNETT: Yes.
MS. LUDLOW: Yes.
MR. BURNETT: Not Grumman.
MS. LUDLOW: No.

MR. BURNETT: Atlantic.
MS. LUDLOW: Oh, Atlantic, right. That's right.

MR. BURNETT: Because two of the hangars had to come down for that access improvement to occur. So that came out of their lease, which required an amendment to the lease.

And so the negotiated amendment to the lease contemplated this as approved. So you've got the memorandum of understanding that came before the
board for approval and now the lease amendment, which again they -- they communicated to us they want it signed before the end of the month. So that works good for your timing to be able to then turn around and give them notice, if -- if that's the airport's intent.

MS. LUDLOW: I see.
CHAIRMAN MAGUIRE: Thank you.
AUTHORITY STAFFING CONSIDERATIONS - ADK CONTRACT CHAIRMAN MAGUIRE: All right. Next item? MR. WUELLNER: As agreed last month, Mr. Olson and I approached ADK about a full-service executive search for a number two.

The -- they have two -- two levels of service. We believe the higher level of service would be appropriate for the Airport Authority since we do not have a dedicated human resources department to run a significant portion of the interviewing. That -- we provided you both -- both versions of that contract with information ahead of the meeting. I believe it's our recommendation to recommend approval for $\$ 39,900$ to ADK Consulting for the consultant -- or the selection services for a new number two.

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    I'm sure Bob or I could try to answer any
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questions that might be in there, but $I$ think we walked away relatively impressed with the capabilities of this company. In fact, they're used in many many -- they seem to focus on airports as well as governmental types of positions.

CHAIRMAN MAGUIRE: For that contract, what would be the result that we would expect to see come out?

MR. WUELLNER: A qualified candidate that's -up to five candidates that are for consideration of hiring at that point, that have been fully vetted and -- and are ready to go.

MS. LUDLOW: Are you saying CF -- sorry,
Mr. Chair.
CHAIRMAN MAGUIRE: Go ahead.
MS. LUDLOW: Are you saying CFO and COO
operating and financial officer --
MR. WUELLNER: Yes.
MS. LUDLOW: -- is that right?
MR. WUELLNER: Yes.
MS. GREEN: And that is commensurate with the 25 to 33 percent of what the compensation would be? That's what I'm -- research I've done, that's --

MR. WUELLNER: It's very close.
MS. GREEN: Okay.

MR. WUELLNER: Yeah, it's very close.
MS. GREEN: Yeah.

CHAIRMAN MAGUIRE: Is there a time limit on this?

MR. OLSON: Yes.
MR. WUELLNER: Meaning?
CHAIRMAN MAGUIRE: How long are we -- how long will that carry on before they get their results?

MR. WUELLNER: What was -- do you remember the number?

MR. OLSON: The indication -- again, this is a very full-service contract, which is great, because it does not burden the staff.

And going through the steps, we pressed them on what they normally would think of as appropriate or likely for a search and -- this kind of search, and I believe it was --

MR. WUELLNER: Oh.
MR. OLSON: -- four to five -- oh, great.
We've got someone here that can answer that question better than $I$.

MR. ASTRAN: Sorry. I was in the back.
I'm Blake Astran with ADK Executive Search. I'm the vice president of business operations, so I figured I'd step in in case anyone has some
questions.
So you're asking about a time --

MR. OLSON: Yeah.

MR. ASTRAN: -- a time --

MR. OLSON: How soon will we --

MR. ASTRAN: As soon as if you guys -- we get the go-ahead and have a signed contract, we begin -- we do -- we typically say about 90 days for a search to be completed. That means from signed contract to signed offer letter. Not necessarily when the candidate will start.

But as -- as Ed said, we are the number one airport recruiting firm in the country. We do more searches than -- than any other firm. We do airports of all sizes. So we -- we have no doubt that we will be able to provide quality candidates to you.

The goal being at the end, you asked that earlier, is to have a talented candidate pool. If that's three candidates, five candidates, seven candidates, our goal is to make it so that you guys have a difficult decision in the end.

I always tell our clients if it's -- if you guys have a tough choice deciding, we did a good job because you'll have a couple of candidates that

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you're -- you're deciding between.
    It's a hot industry right now. People are
    moving a lot, so you guys are getting in at the
    right time. Summer's a great time for recruitment.
    This kind of position will be specifically
    intriguing to people wanting to move up in the
    industry, becoming an airport director, so I have
    no doubt we can provide a quality candidate pool.
    Especially St. Augustine, a highly desirable
    place to live, people want to relocate to Florida.
    We just -- I just happen to be based here, but our
    company's spread throughout the country. So it's a
    good opportunity to get out here and see the board
    and say hi as well. Any other questions, I'm happy
    to answer.
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        CHAIRMAN MAGUIRE: Questions?
        (None.)
        CHAIRMAN MAGUIRE: Thank you, very much for
    jumping in.
    MR. ASTRAN: Sure.
    MR. WUELLNER: Thanks, Blake.
    CHAIRMAN MAGUIRE: Okay. So --
    MS. GREEN: Public?
    CHAIRMAN MAGUIRE: Huh? Yeah. Any other
    board comment?
    (None.)

CHAIRMAN MAGUIRE: I don't have any letters
here from public comment. Is there any public comment?
(None.)

CHAIRMAN MAGUIRE: Okay. Bring it back to the board. Discussion?

MS. GREEN: No.

CHAIRMAN MAGUIRE: Motion.

MR. OLSON: (Indicates.)

CHAIRMAN MAGUIRE: What does that mean?

MR. OLSON: Oh. I -- I move we act on this
con -- we approve the contract.
CHAIRMAN MAGUIRE: I ask that because you've got to remember the microphone doesn't pick up hand waves.

MR. OLSON: Oh.

MS. GREEN: Neither does Ms. Beason.

CHAIRMAN MAGUIRE: Okay. We have a motion. A second?

MS. GREEN: I'll second.

CHAIRMAN MAGUIRE: Second. All in favor?

MS. GREEN: Aye.
MS. LUDLOW: Aye.

MR. OLSON: Aye.

CHAIRMAN MAGUIRE: Aye. Opposed?
(None.)
CHAIRMAN MAGUIRE: Four to zero unanimous. Thank you, very much. Okay. So get working. Where did he go? Get working. LEASING POLICY AMENDMENT - FAA GRANT ASSURANCES

CHAIRMAN MAGUIRE: Okay. Next?
MR. WUELLNER: Next item I have for you is the lease policy amendment.

This is strictly to place in our lease policy document -- we have an Appendix 9.1 that con- -that just contains the FAA grant assurances as they exist. This simply replaces the old version and puts the new version of grant assurances in our lease policy for reference.

CHAIRMAN MAGUIRE: Any questions from the board?

MS. LUDLOW: No.
CHAIRMAN MAGUIRE: Okay.
MR. OLSON: Is there any -- would there be any surprises for the -- from the updated FAA pol- -the -- what has changed, anything, than what we're doing now or how we --

MR. WUELLNER: Yeah. I think I understand where you're going with it.

MR. OLSON: Yes.
MR. WUELLNER: No. No, there are no real changes because these have been in place in terms of being in your grant documents for the last -for two years.

The last update that FAA did on these was in 2020 and they've been included in every FAA grant you've had since then. So you're already committed to them. They will be --

MR. OLSON: So then my question is -- I guess, is why we are doing this now if we -- if it's already been in effect? Is there some reason we're doing this --

MR. WUELLNER: That's a really great question. It's just something we didn't catch to sub it out. They're in there by reference.

MR. OLSON: Okay.
CHAIRMAN MAGUIRE: Okay.
MS. GREEN: So it doesn't affect anything we've been planning on those --

MR. WUELLNER: There's --
MS. GREEN: -- whatever --
MR. WUELLNER: -- really no significant change.

MS. GREEN: For our application for grants and
everything.
MR. WUELLNER: Yeah.

CHAIRMAN MAGUIRE: Okay. Matt Liotta, you want to talk about this, too?

MR. LIOTTA: I think that if you're going to be addressing your lease policy, you should address it more fully. There's several things that -- that I've seen that are problematic right now.

For example, we've seen people where there's a hangar that's for a commercial use and then suddenly it goes to someone who's not on the commercial hangar waiting list; it goes to someone who is doing it for personal use. How does that happen? Where is the lease policy for that?

Further, when we talk about FAA grant assurances, one of the grant assurances is related to good faith effort for leasing negotiations. In a Part 16 decision against Pompano, the FAA director wrote that the airport sponsor is required to act in good faith negotiations for leases at airport properties and facilities. And that particular airport did not engage in good faith and the FAA forced compliance action on them.

Where -- where is that here? We need to make sure that that assurance is specifically called out

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in the lease policy so that this airport complies
with that assurance and doesn't have any compliance
actions or Part 16 otherwise. Thanks.
    CHAIRMAN MAGUIRE: Okay. Thank you. Any
other comment?
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(None.)
CHAIRMAN MAGUIRE: Bring it back to the board. Do we need to vote on this, Ed? MR. WUELLNER: Yes, just to include it in. CHAIRMAN MAGUIRE: Okay. A motion to approve this? I saw a finger there. Is that a motion or a question?

MS. LUDLOW: No, it was a question. Because this is very misleading. It says FAA grant assurance and now it goes into leases? That's a whole different ballgame.

MR. WUELLNER: Your -- there are elements of the grant assurances that apply to leasing activities the airport does. FAA uses the grant assurances as a very broad effort to gain compliance of airports; in other words, we have the money, we make the rules.

MS. LUDLOW: Is that what you have in your hand?

MR. WUELLNER: And that -- that's a copy of
the assurances is all.
MS. LUDLOW: Okay. What does it say about leases in there?

MR. WUELLNER: It -- it goes into how you do nondiscriminatory practices, things of that nature that carry over to leasing.

MS. LUDLOW: We should have known that. That says -- that's a lot more than just grants.

MR. WUELLNER: It's been in your --
MS. GREEN: It's been in there for --

MR. WUELLNER: No, no, no. It's also in your
policy in other places --
MS. GREEN: Right.
MR. WUELLNER: -- it's just --
MS. LUDLOW: I don't want --

MR. WUELLNER: -- this is the source.
MS. LUDLOW: -- something to come up that all
of a sudden I pass an FAA grant assurance and I
can't hang a picture on my wall. So I want to make sure what is in there that has to do with leases, with my lease and my hangar and what $I$ can do. MR. WUELLNER: It's -- it's not that kind of a document. This is like nondiscriminatory practices, EEO kinds of -- we're required to include many of the provisions of this assurance
document in our leases, but for the most part, they
apply to commercial-type operators.
MS. GREEN: Can't discriminate. Have to have
equal opportunity.
MR. WUELLNER: Yep.
MS. LUDLOW: Yeah, I know commercials, but
still, you know, it's saying what you can do.
MR. WUELLNER: You -- those types of things
have never -- I won't say never change, but they've
basically been the same for 30,40 years.
MS. LUDLOW: All right.
MR. WUELLNER: What now gets wrapped in here
is items like, buy American steel in contracting
for federal jobs. Those are the kinds of additions
that have shown up in grant assurances nowadays.
CHAIRMAN MAGUIRE: Okay.
MS. LUDLOW: Okay. I'm going to read it,
though.
MR. WUELLNER: Yeah, please do.
MS. GREEN: Oh, yeah.
CHAIRMAN MAGUIRE: Yeah, encourage all board
members to -- to read it.
MS. LUDLOW: I --
MR. WUELLNER: It's all over the place.
MS. GREEN: And the downside if we don't
include it, we've got some issues.
MR. WUELLNER: Then you do have a compliance issue.

MS. GREEN: Right. We're out of compliance. MS. LUDLOW: Well, yeah, $I$ understand that, but --

MR. WUELLNER: Yeah, what -- whether you agree to place this as an appendix within your lease policy is really irrelevant at the end of the -that's a housekeeping item. The reality is every time we've executed a grant, those assurances have been ratified with the FAA and will likely occur again over the summer.

CHAIRMAN MAGUIRE: Okay. Go back to the motion. Do we have a motion?

MS. GREEN: I make a motion we accept the -CHAIRMAN MAGUIRE: Okay. MS. GREEN: -- 9.1.

MR. OLSON: Second.
CHAIRMAN MAGUIRE: Second the motion. Further discussion?
(None.)
CHAIRMAN MAGUIRE: All in favor?
MS. GREEN: Aye.
MS. LUDLOW: Aye.

MR. OLSON: Aye.
CHAIRMAN MAGUIRE: Aye. Opposed?
(None.)
CHAIRMAN MAGUIRE: Four to zero. Next item.
FORMER CHINESE RESTAURANT LOCATION
MR. WUELLNER: Next item I have for you is the site of a former Chinese restaurant down U.S. 1 just north of the car dealership, if you need a little orientation there.

But this is a building we bought as -- I don't even know, 15 years ago, 20 years ago. It operated. We -- we had a lease -- we were handed -- I don't think it's been that long, actually, but it -- the lease came with the purchase. This is that tenant. Prior to that, it's been a pizza place, a barbecue place, a sub shop I think at one time under -- under previous ownership.

CHAIRMAN MAGUIRE: Uh-huh.
MR. WUELLNER: We got it as a Chinese
restaurant and in -- that included the tenant. The tenant notified us he was not going to renew that lease agreement and has since dissolved the business, as we understand it.

This is the building. It's kind of

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brutal/disgusting. The question is, to bring it up
to compliance for us to lease it to someone would
require some investment if we're going to do that.
    We could compel a potential lessee to do those
    improvements and bring it up to code. The city has
already notified us that there's going to be
extremely limited occupancy at that location
because of how it's connected to city utilities.
    It's in pretty rough shape, but it's your call
as to whether you want to direct us to try to lease
it again or we just simply tear it down and move
on.
    CHAIRMAN MAGUIRE: I'll start off.
    My position is I've seen it several times
previously. I have not been in the last short
term. My recommendation is to see what's
potentially sellable in terms of restaurant
equipment on the inside, offer it up for sale, and
demolish it.
    MR. WUELLNER: There's really nothing in there
    but potentially a range hood. I don't even think
    that's --
    CHAIRMAN MAGUIRE: Yeah, when I saw the range
    hood --
    MR. WUELLNER: -- able --
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CHAIRMAN MAGUIRE: -- that's what made me
think of it.
MR. WUELLNER: It's -- otherwise there's
really nothing in there.
CHAIRMAN MAGUIRE: Yeah. All right. Robert?
MR. OLSON: Yeah, I also think that demo is
probably the best course of action.
Any kind of tenant that would want it that
would have to make the -- the kind of improvements
that would require a long-term commitment on the
building, the building is part of a planned parcel
that's connected to other larger airport holding --
MR. WUELLNER: Uh-huh.
MR. OLSON: -- and it's got frontage on
U.S. 1, so there's opportunity coming along for
airport-related development.
So, I guess my only question in my mind is
would -- should we incur the cost of demo now or
can it be capitalized into something that might
happen there soon? But I guess it wouldn't be
soon. So, I mean, I -- those are the kinds of
thoughts in my -- but I think if -- I don't even
know what the cost to clear the site would be now.
MS. GREEN: Do you -- I was going to ask
Mr. Maguire if he would know what the cost of

> demolition is, thereabouts?
> CHAIRMAN MAGUIRE: I wouldn't -- the -- I'm guessing less than 25 .

MR. OLSON: Oh, okay. Well then --
CHAIRMAN MAGUIRE: I mean, you just come in and bring a trackhoe and break it down and throw it in a dumpster and take it off.

MR. OLSON: Okay. Okay.
CHAIRMAN MAGUIRE: I assume there are no
hazardous waste issues on it?
MR. WUELLNER: Doesn't appear to be, no.
MS. GREEN: No gas or --
CHAIRMAN MAGUIRE: Yeah. So...
All right. Comments?
MS. LUDLOW: I -- no, I think it should be disposed of. I don't think there's any hope for it at all, and the -- the vacant land would be much more valuable.

CHAIRMAN MAGUIRE: Okay.
MS. GREEN: Yeah, I agree with other board members, Mr. Olson and Ms. Ludlow, because it is attached to other property and it has great frontage, so I think it's more profitable for the airport to get let's rid of it and we don't have any liability for anyone walking in there or --

MR. OLSON: Yeah. MS. GREEN: Yeah.

CHAIRMAN MAGUIRE: Okay.
MR. WUELLNER: Okay. Don't motion on that. We're good.

CHAIRMAN MAGUIRE: Do you need a motion on that? Just --

MR. WUELLNER: No.
CHAIRMAN MAGUIRE: -- consensus to tear it down.

MR. WUELLNER: If you're good with it, I'm good with it.

CHAIRMAN MAGUIRE: All right.
FY2021-22 AUDIT SCOPE
MR. WUELLNER: The last item I believe I have for you is -- well, I've got two more, but this one is the audit scope, as I promised back a few months ago when we concluded the last audit but before we executed the engagement letter for next year's audit, that we'd provide you that document and allow you the opportunity to add or subtract anything in there.

I don't think there's anything you want to take out of it. Primarily it's set up to be compliant with the GASB accounting stands and meet
the requirements of federal single audit standards, state audit standards, and the like.

But there was mention at one point about adding additional areas that they might want to look at. This is the time to have that conversation if you want.

CHAIRMAN MAGUIRE: Okay. Questions? Robert?
MR. OLSON: Yeah. Does this proposal include any added work related to our two years of what -I'm using the term, not an accounting term, beating the doghouse as far as a high risk entity?

Because I've heard and read or research
somewhere that when you are in that category, there are additional audit -- there's additional audit work that needs to be done, and I'm wondering whether this scope and price proposal --

MR. WUELLNER: Includes that work.
MR. OLSON: It does include that work.
MR. WUELLNER: Yes.
MR. OLSON: Okay. So it is -- it is different
from our last --
MR. WUELLNER: It is not because our -- all of our audits have had that exact same reporting requirement under GASB. So we've always reported --

MR. OLSON: Okay.
MR. WUELLNER: -- the level of detail required
under the -- that determination.
MR. OLSON: Okay. Thank you.
MS. GREEN: Is the price point con --
commensurate with ones we've had before? I'm
trying to remember.
MR. WUELLNER: It's --
MS. GREEN: A little higher?
MR. WUELLNER: It's a little higher than what it's been.

MS. GREEN: Yeah.
CHAIRMAN MAGUIRE: Okay.
MR. WUELLNER: But what isn't right this
minute?

MS. GREEN: I know. I just...
MS. LUDLOW: Is -- is this a time that you might tell us that you have a new employee from our accounting firm?

MR. WUELLNER: That we have a new employee?
MS. LUDLOW: Do we have a new employee?
MR. WUELLNER: I'm not sure what you mean.
MS. LUDLOW: Do you have a new employee?
MR. WUELLNER: Do I have a new employee?
MS. LUDLOW: Yeah.

MR. WUELLNER: Yeah. Oh, Dana. Yeah, I'm following you.

Yes, we -- we brought over a bookkeeper to replace -- we have brought the accounting function back in-house again. Not at all pleased with what we've been getting as a product on the outside at this point.

MS. LUDLOW: But she was the one that was doing the work actually for the accounting firm, so it didn't change too much.

MR. WUELLNER: Well, that's not entirely true, but yes.

MS. LUDLOW: Right. Okay. But we're keeping the same accounting firm.

MR. WUELLNER: We are right now not using an outside accounting firm. We have been -- been able to use -- the items that need CPA review, your audit firm is committed and able to do as part of the audit process or ahead of the audit process. So --

MS. LUDLOW: Okay. So now --
MR. WUELLNER: -- I don't expect any issues from this point forward.

MS. LUDLOW: Now it just goes to the CPA for the audit.
MR. WUELLNER: Correct. Like, for instance,
this month's financial reporting is all done
in-house now.
MS. LUDLOW: Uh-huh. Okay. Well, we could
have welcomed her.
MR. WUELLNER: I don't know if she's here.
Yes.
CHAIRMAN MAGUIRE: Okay. The question is any
additional items to include?
(None.)
CHAIRMAN MAGUIRE: Seeing none, move on to the
next.
MR. WUELLNER: Thank you.
FY2022-21 BUDGET DEVELOPMENT
MR. WUELLNER: Last item I have for you is the
sort of become traditional request or discussion,
however brief, on the budget development going into
next year.
While these are not committal kinds of things,
we just want you to make sure you understand that
the primary budget drivers are as always capital
development program. It historically ranges
anywhere from 60 to 80 percent of the Authority's
budget. It -- it's typically in capital of some
form or another. That is also then tied to in most
cases a federal or state grant program for some
portion of that money.
We are making the assumption, unless you tell us otherwise, that we will once again remain off ad valorem taxes. We are asking you if there's anything else you want us to consider.

At this point, you still have a couple of meetings going over the next several months where we can -- we can make those decisions, but are there additional things or -- or efforts you want to have included in the budgeting process looking into October and beyond?

Otherwise, we've identified the dates of the next four meetings that will support the development of your annual budget. That includes June 20th will be the preliminary budget presentation. You will have then till the July meeting, which is on the 18th to do your TRIM notification, which will be your -- if you recall at your -- where you solidify your decision-making as it relates to ad valorem taxes. That's your go/no-go on ad valorem date.

Following that, you have two public hearings required by statute to occur in September. Those will occur in September $12 t h$ and the $19 t h$, one of
which will be a combined meeting with the regular business meeting of the Airport Authority. So that's the schedule as it lays out. So if you've got -- again, you have about a month. If you've got projects you want us to try to work in here, you have just anything that you want to discuss relative to building the budget, now's the time today and over the next couple of weeks to get in and help us understand what it is you want us to do.

CHAIRMAN MAGUIRE: I think that's the key, take it today if you have it, but if you don't, think about it over the next couple of weeks and tell him. Robert?

MR. OLSON: I guess the budget would include anticipating the new position that -MR. WUELLNER: Uh-huh, of course. MR. OLSON: -- ADK is going to recruit for us, plus a refilling the Carol Saviak position?

MR. WUELLNER: We'll be looking at that closely, yes.

MR. OLSON: Okay. So we'll have really three new positions in this budget, because it will be -MR. WUELLNER: Actually two -MR. OLSON: -- the bookkeeping --

MR. WUELLNER: It's actually two. The -- the honestly, the accounting is a wash. Before, we were paying for outside services.

MR. OLSON: Oh, okay. But it's just
shifted --
MR. WUELLNER: But it is a position.
MR. OLSON: -- into staff.
MR. WUELLNER: Correct.
MR. OLSON: And then the other thing is the match for the business plan.

MR. WUELLNER: Correct.
MR. OLSON: Okay. Thank you.
CHAIRMAN MAGUIRE: Okay. Other comments?
(None.)
CHAIRMAN MAGUIRE: No? Okay. Is that it for --

MR. WUELLNER: Yes.
PUBLIC COMMENT - GENERAL

CHAIRMAN MAGUIRE: All right. Let's move on down to next will be the public comment. I have two cards. If anybody else has a public comment request, bring it up. We'll start off with Mr. Liotta again.

MR. LIOTTA: So it's now been over a year since $I$ formally asked for an amendment to our
lease at Casa Cola, which we still don't have.
And, you know, we won't rehash that, but during this time, I've had the opportunity to listen to Chairman Dean talk about a whole variety of things from the county such as the beach renourishment project and how that supports the residents as well as the tourism in the area. Recently of course he just talked about affordable housing and how that's important to the county citizenry. You know what I've seen from -- from him in these meetings is paying attention to the problems that occur in the county and making real efforts to solve them.

In the year that I've been here, the problems that are here are still here. The waiting list for the hangars is as long as it's ever been. There's still no plans to make any new hangars. You've got companies like ours that we are now employing 108 people and we've got nowhere to grow, and we keep trying to do something here with no response. I'm starting to think that maybe the county would be better at running this airport than the airport runs it, and I'm not alone. I would really encourage this board to stop and think, can they make a change to make this better or do they need
the county to take over? Thank you.
CHAIRMAN MAGUIRE: Okay. Bill Hay.

MR. HAY: Happy thoughts. Happy thoughts.

Bill Hay, 3445 St. Johns Bluff Road.

I, too, would like for the board to consider in the future planning or setting aside some property for additional T-hangars. I get no less than three or four e-mails a month because folks know that I'm here now that are still stuck at Craig, wanting to know if there's any building going on down here. And $I$ know Cindy, it was five years from the time $I$ applied until the time she called me, and I had actually forgotten $I$ had even applied, it had been so long. So I'm blessed to be here now.

The other thing $I$ wanted to say that's in a good light is I've had the experience to be around Greg. I've been at Craig since $I$ was 12 years old, so I've gone through a lot of controllers. And Greg, who was interim here for a while, is fantastic.

Courtney, and I'm not getting a check from him, is absolutely amazing when it comes to keeping his guys in the right mindset that they're dealing with students, they're dealing with unfamiliar
pilots. And when Courtney says come by the tower, he wants to talk to you, he wants to hear what you have to say, he's serious. And he's -- he's really good. You guys are blessed to have him because you could have had several others, and you did -- you lucked out. You got the cream of the crop. And the last thing is that recently -- you know, I follow politics quite a bit from my other life. And the -- the boutique airline subsidy of which Elite falls into the class of boutique airline, the Biden Administration had lobbied and selected and got them to change the way they managed the boutique subsidy on fuel for -- for these smaller airlines, and that's going away now. It used to be that they would give a subsidy for three years and then if before that subsidy ran out that particular boutique airline sold their routes or their position at an airport to another boutique, that three-year clock started over again. That ended as of about three weeks ago.

So if Elite doesn't make it on their subsidy, another boutique would have to start at the very beginning to reapply. And $I$ can tell you that the way the economy's going and how much they're tightening up on just giving money away -- unless

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it's to a foreign country that's in a war, then
they give away millions -- but they're tightening
up on these little subsidy upstart airlines.
    And so, that's something to consider when --
    when it comes to thinking about building other
    T-hangars. You might want that general aviation
    revenue. Thank you.
        CHAIRMAN MAGUIRE: Thank you, very much.
        MEMBER COMMENTS AND REPORTS
    CHAIRMAN MAGUIRE: Okay. Bring it back to the
    board for Authority member comments. Start off
    with Ms. Reba Ludlow.
    MS. LUDLOW: Why do I start first?
    CHAIRMAN MAGUIRE: Because your name's first.
    MS. GREEN: Because you're first.
    CHAIRMAN MAGUIRE: Okay. Aerospace, TPO --
    MS. LUDLOW: Because I'm the oldest.
    CHAIRMAN MAGUIRE: -- and Safety Committee.
    MS. LUDLOW: Because I'm the oldest.
    Okay. I am going to talk about the -- the
    flying club, the Aerospace Academy. I don't know
    if they found a place. They do have a plane,
Marty -- Marty Martindale's old plane. But I
don't -- do you know, Ed, have they asked you for a
place to put that plane?
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MR. WUELLNER: I'm not aware of it.
MS. LUDLOW: Not that you know of?
MR. WUELLNER: No.

MS. LUDLOW: Okay. Well, they haven't said to me that they have, either, so $I$ don't know exactly where that stands. But I do know that they were looking for a fuselage to work on. So, if anybody has part of an airplane they'd like to donate to the school, you know, they would appreciate that. The other thing they wanted was a flying club for students, and so I referred that over to our flying club, our very successful flying club, and they were going to get with the students and help -- and help them get started, whatever they do.

The -- and TPO, I missed the meeting. I read the minutes. And really the only thing about St. Johns County, there were two references, and one was year-end cost for the road 2 -- 313 to -anyway, it was immaterial. Those two are rather close.

But my -- the safety review committee, and that is a big deal, I want to tell you. This whole airport is very enthusiastic about a safety review committee.

One thing $I$ want to -- one thing $I$ want on the record is that $I$ didn't realize until Ed told us that we only adhere to the minimum requirements, you know. And maybe the rest of the board knew that, but I didn't. I would like to see that changed, $I$ can tell you that.

I talked to the Sheriff's Office. We have people that have volunteered from the Sheriff's Office. We have fire and rescue. Even TSA, I don't know what they can do, but they said if we can help in any way, you know, TSA, we are here to help you. Some of the things that came up, you know, as you're talking to these people, everyone is very emotional about safety at the airport.

So, you know, our consensus here was that, you know, we would have leaders, experienced leaders, you know, like the Sheriff's Department and fire and -- and rescue and those things, and then we would have people, the stakeholders, you know, big companies, you know, like FACT, the National Guard, you know, Ring Power and those, and then we would also have a general aviation represented. So we've asked Kevin if he will represent the board for us on -- on this committee.

$$
\begin{aligned}
& \text { So it looks like the -- the group, the } \\
& \text { Sheriff's Office and fire department, as soon as we } \\
& \text { get enough names of people -- so far I've talked to } \\
& \text { nine -- nine companies -- nine of the big } \\
& \text { commercial companies on the field and they are very } \\
& \text { enthusiastic. And so now I'm talking to the } \\
& \text { general aviation to see how -- not that they just } \\
& \text { want to be on a safety board, but what can they } \\
& \text { offer as experience and time and things like that. } \\
& \text { that came up -- and, you know, I don't know if it's } \\
& \text { ever come up before, but it was like why -- this is } \\
& \text { a very bad Toastmaster sentence -- why don't we } \\
& \text { have fire extinguishers at the end of the hangars? } \\
& \text { Because if somebody needs fire extinguishers, } \\
& \text { they're locked inside the hangar. So how are they } \\
& \text { going to get them? } \\
& \text { videoed. And we thought the drone was taking } \\
& \text { was excellent. The only thing about the exercise } \\
& \text { fust came up. Another thing was that do they know } \\
& \text { fire and rescue come in? } \\
& \text { fater -- where the water supply is when the }
\end{aligned}
$$

pictures of it and it was, but it wasn't recording it, it was just sending it to another place. So, that -- so we need the video for our next thing. And Kevin's going to take care of representing us, and when the Sheriff's Department and those people get together, then I'll have a report.

CHAIRMAN MAGUIRE: Okay.
MS. LUDLOW: Would anybody like to add
anything, any suggestions to that?
CHAIRMAN MAGUIRE: Any questions for those
three events?
MS. LUDLOW: Any ideas of anything that --
else that I can do?
CHAIRMAN MAGUIRE: I'd like to go back to your comment on 313. TPO had nothing to say about 313?

MS. LUDLOW: Yeah, they had -- it was 313 to something and it was just a year-end amount on how much they had spent on it. I -- that's part of the papers that fell on the floor. It's in the car.

CHAIRMAN MAGUIRE: Okay.
MS. LUDLOW: I'll look at it.
CHAIRMAN MAGUIRE: All right.
MS. LUDLOW: And that's all I have.
Don't we have any other clubs that we represent? Remember you guys used to have like I
know TPO and the Aerospace Academy, but didn't we have other things in the past?

MS. GREEN: Not a whole lot.
MR. WUELLNER: Just EDC.
MS. GREEN: Right.
MS. LUDLOW: Oh, that's right, TDC.
MS. GREEN: EDC.
MR. WUELLNER: EDC.
MS. LUDLOW: Yeah, EDC, the development.
Okay. It just seems like -- oh, there you are.
CHAIRMAN MAGUIRE: Okay. Robert, you're next.
MR. OLSON: I have nothing to add.
CHAIRMAN MAGUIRE: Nothing?
MR. OLSON: Nothing to report.
CHAIRMAN MAGUIRE: Okay. Suzanne Green?
MS. GREEN: I don't think my mic is working, but I did attend the EDC meeting, and that was our legislative update, and our Travis Hutson was there, Paul Renner, Cyndi Stevenson, and then from St. Augustine, Nancy Kline, and from St. Augustine Beach, Don Samora.

And it was very informative about how much money that our legislature -- thanks -- how much money our -- how much money our legislature has funded for St. Johns County, which is a very good

> positive thing this year, a lot more than we had before.

St. Augustine Beach and St. Augustine are doing a lot of work with regards to traffic and roads and trying to alleviate the high traffic that we have, and also the development obviously of course.

And then I do encourage -- like
Commissioner Dean said, I am going to go to June 3rd where he is going to specifically speak about the -- the growth and how to manage -- manage growth, not growth manage us. So that should be a very interesting EDC breakfast to find out.

And that affects us quite a bit, because as we know, we do have more people here. We do have need for general aviation hangars. We do have need for, you know, some commercial. It's being begged for whenever $I$ go out. So I think the EDC is actually getting pretty busy right now and will be because of all this growth.

CHAIRMAN MAGUIRE: Good. All right. Good. I think I'm on. Yeah, I'm on.

Okay. Thanks for putting up with me. Just -y'all have heard me cough. Just to let you know, I am not sick. I had a COVID and -- testing on

Monday, Wednesday, and Saturday because I'm leaving tomorrow to go to Greece, not because I was coming here and wanted to protect you guys. But my coughing is left over from last week when I had a cold.

So, other than that, I have nothing. I will
have a good time in Greece.
MS. GREEN: Yes, you will.
MR. OLSON: Yes.
CHAIRMAN MAGUIRE: Yeah. So if there's nothing else, adjourned.

MS. GREEN: The 20th? June 20th?
CHAIRMAN MAGUIRE: As usual, look at your last
page for the dates for all meetings.
MS. GREEN: Just wanted to remind.
(Meeting adjourned at 5:22 p.m.)


## REPORTER'S COURT CERTIFICATE

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STATE OF FLORIDA )
COUNTY OF ST. JOHNS )
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    I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that \(I\)
    was authorized to and did stenographically report the
foregoing proceedings and that the transcript is a true
record of my stenographic notes.
Dated this 3rd day of June, 2022.

|  | \$ | 3 | 38/3 42/24 43/12 45/10 | ADJOURNMENT [1] |
| :---: | :---: | :---: | :---: | :---: |
| CHAIRMAN | \$10 [1] 44/8 | 30 [3] 37/16 37/20 | 1 | 2/ |
| MAGUIRE: [139] | \$2 [4] 8/2 8/2 29/13 | 59/10 |  | ADK [8] 2/11 4/6 4/9 48/9 48/12 48/22 50/23 |
| COMMISSIONER | 34/15 | 30-day [1] 37/16 |  | 71/18 |
| DEAN: [3] 15/22 18/22 | \$2 million [4] 8/2 8/2 | 313 [4] 77/19 80/15 | $71 / 1373 / 473 / 875 / 20$ $76 / 576 / 2077 / 1777 / 24$ | 71/18 <br> ADK Consulting [1] |
| 18/25 | 29/13 34/15 | 80/15 80/16 | 78/14 79/23 80/15 | ADK Consulting [1] 48/22 |
| MR. ASTRAN: [4] | \$200,000 [1] 6/18 | 32080 [1] 1/17 | 81/22 82/11 | Administration [1] |
| 50/22 51/4 51/6 52/20 | \$210,000 [1] 16/24 | 32084 [1] 1/23 | ABSENT [1] 1/12 | $75 / 11$ |
| MR. BURNETT: [9] | \$39,900 [1] 48/22 | 33 [1] 49/22 | absolutely [3] 23/8 | administrative [1] 3/13 |
| 26/11 37/19 37/25 47/5 | \$550,000 [1] 16/7 | 3445 [1] 74/4 | $\left\lvert\, \begin{gathered} \text { absolutely } \\ 23 / 874 / 23 \end{gathered}\right.$ | adults [1] 22/5 |
| 47/7 47/12 47/14 47/16 | \$6 [4] $40 / 8$ | 3rd [2] 82/10 84/10 | Academy [2] 76/21 | advisory [2] 17/25 |
| MR. HARVEY: [4] | \$7 [4] 39/1 39/5 39/16 | 4 | 81/1 | 17/25 |
| 19/22 20/8 25/18 25/21 | 40/9 | 40 [2] 17/11 59/10 | accept [2] 29/21 60/16 | Aerospace [3] 76/16 |
| MR. HAY: [1] 74/3 | \$7 million [1] 39/5 | 40 percent [1] 17/2 | [ | 81/ |
| MR. LIOTTA: [3] 44/3 56/5 72/24 | 0 | 42 [1] 39/5 431 [2] $14 /$ | accepted [1] 8/13 | [2] 76/21 81/1 |
| MR. OLSON: [79] 3/9 | 0570 [1] 1/24 | 44 [2] 3/14 3/14 | accepting [2] 29/2 | affect [1] 55 |
| 3/22 3/25 4/21 5/8 5/11 | 1 | 45 [1] 6/16 |  |  |
| 5/17 5/19 5/23 6/1 6/3 |  | 4730 [1] 1/4 | access [4] 28/25 35/12 47/9 47/20 | afford [1] 16/16 affordable [5] 16/10 |
| 7/16 7/19 8/12 8/16 | 101 [2] 12/23 12/24 | 48 [1] 2/11 |  | affordable [5] 16/10 16/21 16/22 17/25 |
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