

ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

Regular Meeting

held in The Conference Center, Meeting Room B

4730 Casa Cola Way

St. Augustine, Florida

on Monday, June 21, 2021

from 4:00 p.m. to 5:34 p.m.

* * * * *

BOARD MEMBERS PRESENT:

BRUCE MAGUIRE, Chairman
SUZANNE GREEN
JUSTIN MIRGEAUX
REBA LUDLOW
ROBERT OLSON

* * * * *

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

2 CHAIRMAN MAGUIRE: Time to get started.

3 (Pledge of Allegiance.)

4 MEETING MINUTES & FINANCIAL REPORT ACCEPTANCE

5 CHAIRMAN MAGUIRE: All right. The minutes and
6 the financial report. Did everybody read the
7 minutes, I hope? Anybody have any --

8 MS. LUDLOW: I read every word of the minutes.
9 I didn't know if it's my turn to talk.

10 CHAIRMAN MAGUIRE: Did you eat some go juice
11 or something this morning or --

12 MS. LUDLOW: Double coffee.

13 CHAIRMAN MAGUIRE: Yeah. All right. Anybody
14 have any comments, changes, or modifications to the
15 minutes? I thought that was on. Cindy takes care
16 of all of us, thank goodness.

17 MS. LUDLOW: Believe me.

18 CHAIRMAN MAGUIRE: Any changes to the minutes?
19 Okay. Let's wait. Here comes Suzanne. We'll let
20 her come in.

21 (Ms. Green enters the meeting.)

22 MS. LUDLOW: Oh.

23 MS. GREEN: I had a 3:45 court hearing.

24 CHAIRMAN MAGUIRE: We're addressing the
25 minutes. Do you have any changes or modifications?

1 MS. GREEN: I did not.

2 CHAIRMAN MAGUIRE: Okay. The minutes will
3 stand as presented. Financial reports acceptance.
4 Any changes/questions on the financial reports?

5 MS. LUDLOW: Well, yes. I mean, how can we
6 have questions on the financial report when he
7 hasn't given the financial report?

8 MR. WUELLNER: You actually have them, but you
9 only have had them a few hours.

10 MS. LUDLOW: You're right. So I do have them
11 and, yes, I have questions.

12 CHAIRMAN MAGUIRE: Okay.

13 MR. WUELLNER: Okay.

14 MS. LUDLOW: So I don't know if this is the
15 time to --

16 CHAIRMAN MAGUIRE: This is the time.

17 MS. LUDLOW: Would somebody else do it first?

18 CHAIRMAN MAGUIRE: No, you're the only one.

19 MR. MIRGEAUX: Financial reports, do you mean
20 the May financial statements or do you mean the
21 budget?

22 CHAIRMAN MAGUIRE: The ones that were sent
23 out.

24 MS. LUDLOW: I -- Justin, I can't hear you.

25 MR. MIRGEAUX: So there's --

1 MS. LUDLOW: I can't hear you.

2 MR. MIRGEAUX: -- two sets of financial
3 reports out.

4 MS. LUDLOW: Yes.

5 MR. MIRGEAUX: One is the annual budget for
6 next year --

7 MS. LUDLOW: Yes.

8 MR. MIRGEAUX: -- and one is the May report --

9 CHAIRMAN MAGUIRE: Yeah.

10 MS. GREEN: Correct.

11 MR. MIRGEAUX: -- which is -- you want -- you
12 want --

13 CHAIRMAN MAGUIRE: Well, we'll do the May
14 report first. Any questions on the -- did you get
15 everything on the e-mails?

16 MS. LUDLOW: I have notes on every line.

17 CHAIRMAN MAGUIRE: Okay. Well, let's go
18 through them.

19 MS. GREEN: The budget or the May one?

20 MS. LUDLOW: Pardon me?

21 MS. GREEN: The May -- the May report?

22 MS. LUDLOW: Yes, I do.

23 MS. GREEN: Okay. I just want to follow you.
24 Okay.

25 MS. LUDLOW: I do have notes on the May, see?

1 CHAIRMAN MAGUIRE: All right. Start asking.

2 MR. WUELLNER: Not -- not the budget ones, the
3 other ones.

4 MS. GREEN: Right.

5 MS. LUDLOW: Oh, okay. Not the budget.

6 MS. GREEN: Huh-uh.

7 MR. WUELLNER: You'll get your chance in a
8 minute on those.

9 MS. LUDLOW: Okay. Not -- hold on. I go over
10 everything. Not the balance sheet. Not the
11 financial statement.

12 Okay. I'm good.

13 MR. WUELLNER: So you don't?

14 MS. LUDLOW: Not the budget. The --
15 all right. Hold on. This is the meeting. Here's
16 the Passero and the profit and loss. Operating.
17 Operating. Carry on.

18 CHAIRMAN MAGUIRE: Okay. No -- no comments.
19 The financial statements will stand as presented.

20 AGENDA APPROVAL

21 CHAIRMAN MAGUIRE: All right. Agenda
22 approval. Any changes to the agenda, additions,
23 deletions?

24 MS. GREEN: No, sir.

25 CHAIRMAN MAGUIRE: Then they will stand as

1 presented. Jump right into staff reports.

2 STAFF REPORTS

3 MR. WUELLNER: Thank you. I've got just a few
4 items to call your attention to. On the new
5 T-hangar projects, we've pretty much wrapped up
6 all -- all work on that project. The landscape was
7 the last thing in and we just recently planted how
8 many -- how many trees was it, Kevin?

9 MR. HARVEY: 35.

10 MR. WUELLNER: 35 new trees in that general
11 area. And we're beginning the project closeout at
12 this time, so it should be once and for all
13 complete there.

14 Taxiway Delta, that work continues on the
15 subbase and base at this point. They are for the
16 most part working east to west, although there are
17 some -- are some exceptions to that. The
18 electrical crew is out here now beginning their
19 reel installation. They've been out doing a bunch
20 of prep work, but they are out doing install now.

21 We are looking -- the last formal schedule has
22 paving to begin the week of the 14th of July. I
23 would not hold my breath on that, considering we
24 are -- have already lost three days in the last
25 five for weather and I suspect we'll lose most of

1 this week.

2 A big issue being getting lime rock material
3 on to the job site. The mine locations are for the
4 most part under water, so very little product is
5 getting out of those pits. And then of course
6 there's been an ongoing -- if you're not aware of
7 it, but an ongoing trucking issue in --
8 particularly in northeast Florida, being able to
9 get dump trucks to even move materials between job
10 sites and mines and the like. So that's been a
11 very slow, almost painful process getting material
12 on the job site.

13 But in terms of progress, when the materials
14 are here, it's going very quickly. Still don't
15 see, you know, significant delay. I was commenting
16 to Mr. Mirgeaux that we are on -- we are still
17 providing access -- there are access methods for
18 virtually I believe everyone in the T-hangar area
19 at this point has the ability to get in and out of
20 their units.

21 So we're not really causing significant stress
22 on the -- on the users here, however, it's less
23 than optimal and hopefully we'll get -- get through
24 this in the next month or so and be back on -- back
25 on paved ground and everybody significantly

1 happier.

2 One more just side kind of note. We will be
3 meeting -- "we" meaning myself and our airline
4 consultant will be meeting with -- I think we've
5 got five airline meetings scheduled for Wednesday
6 and Thursday of this week down in Orlando.

7 So we'll report back to you on what those
8 results are. And the timing couldn't be better, it
9 will be just about a month and a half ahead of our
10 hosting that in August still. At your July
11 meeting, we'll update you on that schedule and get
12 additional times with you guys to go over -- we had
13 promised last time we'd get kind of a quick meeting
14 with you and get everybody on the same page
15 relative to carriers that are attending that event.
16 So we'll get that on the calendar with you for
17 probably very early August, would be my guess for
18 an afternoon or part of an afternoon.

19 With that, I'll let Carol update you on
20 legislative and operational update.

21 MS. SAVIAK: Thank you. Hopefully that's a
22 little bit better, hmm? Thank you.

23 Thank you, Ed, for also not mentioning because
24 it was in my report that US DOT/FAA had announced a
25 new round of AIP grants and the NFRA was successful

1 in securing a \$300,000 grant for Taxiway B rehab
2 and design. We had mentioned that a few months
3 ago, Mr. Wuellner had, and --

4 MS. LUDLOW: I can't hear you.

5 MS. SAVIAK: We had mentioned the Taxiway B
6 grant application a few months ago and are pleased
7 to be able to report that we were awarded that
8 grant.

9 A few items that I had mentioned in my report
10 were the CDC and U.S. Department of State travel
11 guidances relative to the both international travel
12 and domestic travel, but all fully vaccinated
13 individuals in the U.S. are free to travel again,
14 and we're obviously rapidly looking at expanding
15 that to other countries.

16 On the statewide level, Governor DeSantis had
17 signed the state budget and the aviation work
18 program for the state --

19 (Mr. Burnett enters the room.)

20 MS. SAVIAK: -- was secured at a positive
21 level and also FDOT state transportation work
22 program.

23 Two other notes was Florida Jobs Growth rate
24 fund was funded at \$74 million and Visit Florida
25 was funded at \$75 million as well, and so those are

1 just positive.

2 We're awaiting review and signature on several
3 of the legislative items that we had followed very
4 closely, including our local bill was which was
5 transmitted to the Governor from the senate on
6 Friday. So hopefully we'll know in the next 15
7 days as to the progress of that, but we expect or
8 anticipate the Governor's approval or at least
9 consent depending on that.

10 So I always try to also get a little
11 operational update, which Kevin always appreciates.
12 I'm smiling when I say this. But in May, the FDOT
13 and FAA renewed our airport license following a
14 successful annual inspection. It's always worth
15 noting. It might be a small thing, but it's
16 actually a very tremendous achievement every year,
17 in my view.

18 MS. LUDLOW: And when was that?

19 MS. SAVIAK: We received the license in May.

20 MS. LUDLOW: Okay.

21 MS. SAVIAK: And that's all I have.

22 CHAIRMAN MAGUIRE: What do they normally
23 inspect in that annual? What items?

24 MR. WUELLNER: Let's call Kevin up and let him
25 explain.

1 CHAIRMAN MAGUIRE: Kevin. We don't get him up
2 enough.

3 MR. WUELLNER: No, we don't.

4 MR. HARVEY: There's a good reason for that.

5 Depending on which entity is providing the
6 inspection that year, it's normally FAA does the
7 annual Part 139 inspection, which usually
8 encompasses what we really need. FDOT will perform
9 it if FAA is not able to, like this year they
10 weren't out doing the inspection, so FDOT comes in
11 and makes sure we're meeting the minimums.

12 So, FDOT will be primarily looking at your
13 approaches. That's their focus. Make sure we
14 don't have any -- excuse me, we don't have any
15 obstructions and that type of thing. FAA, you name
16 it. Markings, signs, day-to-day operations, all of
17 your recordkeeping and so forth. That's it.

18 CHAIRMAN MAGUIRE: Okay. Thank you. Any
19 questions or comments for either one of our
20 speakers?

21 (None.)

22 CHAIRMAN MAGUIRE: All right.

23 MS. LUDLOW: I -- Bruce?

24 CHAIRMAN MAGUIRE: Yes, ma'am.

25 MS. LUDLOW: I -- I'm sorry, but I did find my

1 financial report, so can I ask a question? Did we
2 vote and approve it yet or --

3 CHAIRMAN MAGUIRE: We've already approved it.
4 You can ask, but we've already approved it.

5 MS. LUDLOW: Well, can -- can he answer?

6 CHAIRMAN MAGUIRE: Yeah.

7 MS. LUDLOW: Thank you.

8 MR. WUELLNER: I hope.

9 MS. LUDLOW: Okay. So -- I'm sorry. So I'm
10 learning, it's only my fourth time.

11 So I looked at this thing under Customs, and
12 May 21 is 10,000 and year-to-date is 32,000. So
13 are getting money -- and this is on the profit and
14 loss year to date Page 2. Bruce told me to say
15 that.

16 All right. So how is that the -- what do
17 we -- do we get charged for land or do they pay us
18 or what?

19 MR. WUELLNER: The -- you have a long-term
20 operating agreement with U.S. Customs that re --
21 it's considered a user fee facility, meaning the
22 Airport Authority committed many years ago to pay
23 an annual fee to U.S. Customs for their presence
24 here. That cost is designed to offset the officer
25 being here and their cost of doing business on the

1 property.

2 In addition, the Airport Authority provides
3 the building and the related maintenance for
4 U.S. Customs' presence here.

5 MS. LUDLOW: And we use that building for
6 depreciation?

7 MR. WUELLNER: Every facility on the airport
8 is in the depreciation schedule.

9 MS. LUDLOW: I -- I just can't tell where all
10 the depreciations come in.

11 MR. WUELLNER: Really any building, anything
12 that's been constructed is in the depreciation
13 schedule.

14 MS. LUDLOW: Well, can't we have that
15 itemized?

16 MR. WUELLNER: It is actually itemized. It's
17 just itemized to just a minimal level in this.

18 MS. LUDLOW: Yeah, that was rather broad.

19 Okay. The other was one miscellaneous income.
20 We have \$30,000 in miscellaneous income?

21 MR. WUELLNER: Okay. The -- a few months
22 back, you approved the agreement with
23 Northrop Grumman for the -- I'll call it deferred
24 rent, wherein we put that money in an escrow-type
25 account for Northrop Grumman as additional rent,

1 and then periodically Northrop Grumman draws on
2 that fund for significant or large repairs to the
3 North 40 complex.

4 So that's -- that's money that's not really
5 ours to use, but it's a part of the rent equation
6 and the expense equation for Northrop Grumman.

7 MS. LUDLOW: Why are we keeping their money?

8 MR. WUELLNER: They asked us to. It's a way
9 of their -- their ability within their governmental
10 contracts to facilitate the repairs on the building
11 they're obligated by lease to do.

12 MS. LUDLOW: Oh, okay. Lease. Okay.

13 MR. WUELLNER: It's a leased building.

14 MS. LUDLOW: Okay. All right.

15 MR. WUELLNER: From us, that is.

16 MS. LUDLOW: Okay.

17 MR. BURNETT: And -- and if I could, the
18 security you get out of that is --

19 MS. LUDLOW: You have to talk loud. I have an
20 ear infection.

21 MR. BURNETT: Sorry. The security you get out
22 of that is that they're paying additional rent for
23 repairs that needed to be done or need to be done
24 in general to update the facility. And so, every
25 month they're paying into the pool so the

1 Airport Authority actually has the money.

2 MS. LUDLOW: So we already have the money.

3 MR. BURNETT: Uh-huh.

4 MS. LUDLOW: Thank you. Okay.

5 All right. On the last page on Page 5, there
6 was a net income of 389, and -- and for the year it
7 was 836. So there's a difference there of 865,
8 \$865,000. So I think I went back and found out
9 that was depreciation, but I'm not sure. Page --
10 Bruce told me to say Page 5. But there's a
11 difference of \$865,000.

12 MR. WUELLNER: No, it's the total of
13 expenditures made from October through May.

14 MS. LUDLOW: I got that. That's 836. And
15 then --

16 MR. WUELLNER: No, no. That's --

17 MS. LUDLOW: And then in May it was 389.

18 MR. WUELLNER: Correct. Again, that's the
19 Northrop Grumman draws on their roof repairs.

20 MS. LUDLOW: So all of our \$865,000 loss is
21 not depreciation, it is Northrop Grumman?

22 MR. WUELLNER: It's not a -- I'll clarify
23 that. It is not a loss.

24 MS. LUDLOW: Well, I know. It looked like
25 loss to me.

1 MR. WUELLNER: Yeah, but it's -- again, it's
2 the deferred rent equation under Northrop Grumman.
3 It's not our money in the first place.

4 MS. LUDLOW: Okay. Well, I'm glad I asked the
5 question. Then -- hold on. I had the page --
6 okay. So did I ask about the miscellaneous
7 expense, 380 and 219, and you said that was
8 Northrop Grumman?

9 MR. WUELLNER: There's -- on the expense side,
10 it's the withdrawal from the account from
11 Northrop Grumman. On the revenue side, it's the
12 deposit from Northrop Grumman into that account.

13 MS. LUDLOW: Okay. And -- okay. CBT service
14 is -- and that is our Customs?

15 MR. WUELLNER: Uh-huh.

16 MS. LUDLOW: I wish somebody else had done
17 this. I was counting on you, Bob, to go through
18 this on miscellaneous. Deferred rent.

19 So all -- all of my discrepancies seem to be
20 from -- all my discrep- -- can you guys hear me --
21 seem to be Northrop Grumman -- Northrop Grumman
22 related.

23 MR. WUELLNER: Most of which you asked about
24 is, yes.

25 MS. LUDLOW: Most of them.

1 MR. WUELLNER: Uh-huh.

2 MS. LUDLOW: Okay. So should I get a
3 breakdown of that if it's most of them or not?

4 MR. WUELLNER: Of what? A breakdown of what?

5 MS. LUDLOW: Pardon me?

6 MR. WUELLNER: A breakdown of what? What are
7 you looking for?

8 MS. LUDLOW: Like the miscellaneous expense,
9 if you say part of that is Northrop Grumman.

10 MR. WUELLNER: We're happy to provide that --

11 MS. LUDLOW: Good.

12 MR. WUELLNER: -- if you wish it.

13 MS. LUDLOW: Okay. Good. Yes, I do -- I do.
14 I want to see what they're getting and what they're
15 giving us.

16 MR. WUELLNER: Okay.

17 MS. LUDLOW: I mean, I -- I'm very basic. I'm
18 sorry, you know, I -- but at least I was chief
19 financial officer for a company. So, yes, I would
20 like a breakdown --

21 MR. WUELLNER: Sure.

22 MS. LUDLOW: -- of the miscellaneous. And --
23 and I understand about Customs. And that's my
24 miscellaneous and that's Customs. I think I'm
25 okay, Bruce.

1 CHAIRMAN MAGUIRE: Okay.

2 MS. LUDLOW: I mean Mr. Chairman.

3 CHAIRMAN MAGUIRE: Okay. This is for all the
4 members here. Asking questions to learn is
5 definitely a required issue. So always ask
6 questions if you don't understand, okay? You do
7 not have to wait for a meeting to ask. You can
8 contact the staff at any time if you see something
9 you don't understand.

10 MS. LUDLOW: Yes. Thank you. Good idea. I
11 understand.

12 CHAIRMAN MAGUIRE: Okay. Any other issues
13 with staff reports?

14 (None.)

15 BUSINESS PARTNER UPDATES

16 CHAIRMAN MAGUIRE: Okay. Let's go on now to
17 business partner updates. Henry Dean, sir.

18 COMMISSIONER DEAN: Well, good afternoon. I
19 hope everything's fine with everyone. We got a
20 little rain today.

21 I want to highlight a couple of things and
22 I'll try to be brief, but we had sort of an
23 interesting meeting last Tuesday revolving around
24 primarily beach issues or eroded beaches which in
25 some areas are still pretty bad.

1 I didn't -- I didn't see a lot of stories
2 about it, so some of you may not have seen the fact
3 that last Tuesday, we approved what we call the
4 FEMA berm.

5 Okay. It is a dune enhancement project for
6 the entire county from Matanzas all the way up to
7 the Duval County line, 42 miles. But it's not
8 every mile; it's selected areas where the beach was
9 most critically eroded during Matthew and Irma.

10 And it's sort of taking this long to work out
11 an agreement and a number with FEMA, which roughly
12 is \$30 million, to do certain segments -- sections
13 of our critically eroded -- eroded beaches.

14 And this is just a one-time dune enhancement.
15 We refer to it as the FEMA berm, and it starts
16 with -- if anyone has been down to the south end of
17 the county, along our coastline you might see that
18 north of Matanzas Inlet, Summerhouse Condominium is
19 primarily wiped out. I'm talking about coastal
20 erosion. Continuing on, Crescent Beach is actually
21 pretty good on either side of Crescent Beach and
22 all the way up to the pier and all the way up to
23 the park, really.

24 Our biggest problems north of Vilano Beach are
25 from roughly the north end of Guana River preserve,

1 the north boundary all the way up to roughly just
2 beyond Sawgrass or Corona Road. DEP has determined
3 that that stretch, that section, is the most
4 critically eroded in the entire state following
5 Matthew and Irma. So that will also be subject of
6 the dune enhancement under the FEMA program.

7 We were having difficulty -- we don't have
8 access yet. Offshore sand is not yet permitted.
9 We're involved with permitting offshore sand for a
10 longer project, a long-term project for beach
11 renourishment. But for the FEMA berm, we're going
12 to have to do what's called a truck haul, and we're
13 actually hauling the sand in. The contractor will
14 be truck-hauling it in from around Keystone
15 Heights.

16 Vulcan, which used to be Florida Rock, has a
17 sand mine called Goldhead there. They'll be
18 trucking in truckloads of sand. And it's going to
19 be an extremely risky process and -- and safety
20 issues if we were limited to only the three
21 individual lots along Ponte Vedra Boulevard.

22 So I suggested to my fellow board members
23 Tuesday that if there's ever a time that we need to
24 use Mickler's Landing parking lot for a staging
25 area, this is it. And the board agreed, and

1 several environmental activists spoke and agreed
2 that if we don't have a beach, there's no need for
3 Mickler's Landing parking lot.

4 So we're going to -- we're going to use
5 Mickler's Landing parking lot for four to six
6 months Monday through Friday, but keep it open on
7 the weekends, to do this dune enhancement under the
8 FEMA grant. So after several hours of discussion,
9 we approved that unanimously.

10 The other action we took, you may or may not
11 have heard about. We've been discussing for three
12 years off and on whether or not we should increase
13 the bed tax or the tourist development tax from
14 \$.04 to \$.05 for tourist-related issues, and that
15 requires a super majority vote.

16 So on Tuesday, we did give indication from
17 four of us to move ahead. We had the first
18 reading, it's an ordinance. So we're going to come
19 back on July 20th for the final reading of the
20 ordinance. And based on comments made at the
21 meeting Tuesday, I'm anticipating that will pass
22 four to one. And if it does, what I recommended,
23 you have to -- if you increase the bed tax \$.01,
24 the next issue is how do you spend it?

25 And there are five categories. And I'll try

1 to not get into the weeds too much, but I'm
2 recommending to my fellow board members that we
3 break it down this way with for the \$.01.

4 60 percent to beach renourishment for
5 Ponte Vedra Beach for that critically eroded area I
6 just spoke about, 20 percent for marketing, and
7 20 percent for infrastructure -- recreational
8 infrastructure like boat ramps, and that is a total
9 of the \$.01.

10 That provides -- 60 percent provides about
11 \$1.8 million a year for beach renourishment, and
12 then the two 20 percenters each are \$600,000,
13 because the total anticipated revenue from \$.01
14 annually is \$3 million. So it breaks out 1.8, 600
15 and 600.

16 That'll come back. If you -- you or any of
17 your colleagues, friends, neighbors, family have an
18 interest in how this is proceeding, let us know
19 before July 20th. That's our next meeting. We're
20 not having an early meeting in July; we're only
21 having the one meeting on July 20th.

22 And I'll close with this. The reason that
23 we're having kind of a whoop-de-do on July 20th is
24 for St. Johns County, the -- it's kind of a big
25 thing is that we're celebrating next month our

1 200th anniversary as a county. I'm sure most of
2 you heard about that.

3 But it's kind of a big deal because when Spain
4 invaded Florida, the United States under the treaty
5 with Spain in 1821, July of 1821, on that -- on
6 that conveyance, simultaneously Congress created
7 for the territory of Florida an east county known
8 as St. Johns and a west county known as Pensacola.
9 That was half the state was St. Johns and half the
10 state was Pensacola as far as jurisdiction.
11 St. Augustine was the capital of St. Johns County,
12 which took up half the state.

13 And that all happened in July of 1821. So
14 we're going to have several celebrations. We
15 decided a year ago as a commission not to spend a
16 whole lot of money. We didn't want to spend, you
17 know, \$50,000 or a hundred thousand dollars to
18 celebrate.

19 So we're doing some -- we're doing a little
20 time capsule at the office on July 21st. We're
21 doing a -- we're having a proclamation. And in
22 fact, the legislature, one of the things they did
23 this session was issue a proclamation recognizing
24 St. Johns County's 200 anniversary as a county. So
25 that's kind of a -- going to be an interesting

1 month.

2 Those are the things I wanted to touch on this
3 afternoon. Are there any questions, Mr. Chairman?

4 CHAIRMAN MAGUIRE: Questions? On the -- the
5 \$.05, is there a sunset on how that is split up or
6 is that a perpetual?

7 COMMISSIONER DEAN: Well, we the county
8 commission -- as far as the allocation?

9 CHAIRMAN MAGUIRE: Yes.

10 COMMISSIONER DEAN: We can change that at any
11 time we wish.

12 CHAIRMAN MAGUIRE: I know you can, but is it
13 designated or it is going to be something that
14 three or four or five years, they're still giving
15 60 percent to Ponte Vedra or -- for beach
16 renourishment?

17 COMMISSIONER DEAN: I mean, it depends on what
18 future commissions decide to do. They can change
19 it at any meeting. So, I mean, it's not perpetual
20 and can be changed as, you know -- I mean, we may
21 not even get a federal project for Ponte Vedra
22 Beach, but we're -- I'm anticipating that we will
23 at least for the critically eroded section. But if
24 we don't, there won't be any need to earmark it for
25 that use.

1 CHAIRMAN MAGUIRE: All right.

2 COMMISSIONER DEAN: And maybe we would even
3 reduce it. I don't know. That's up to the full
4 commission.

5 But we're proceeding ahead -- I think I can
6 speak for the board at this -- because we discussed
7 it Tuesday. We're proceeding ahead with sort of
8 the sinking fund if we start collecting because
9 we're going to need it to match -- we're the local
10 sponsor and we're going to need it to match the
11 federal money and the state money, which by the
12 way, this session that just ended last month,
13 earmarked or appropriated 3 1/2 million for the
14 Ponte Vedra Beach project to match our
15 3 1/2 million we had already put in.

16 So we've actually already now started --
17 started with a fund that now is 7 million and we
18 haven't even adopted the bed tax yet to add to
19 that.

20 CHAIRMAN MAGUIRE: Okay. Any other questions?

21 MS. LUDLOW: I do. I wanted to say, I don't
22 know if anybody here is -- goes to
23 Mickler's Landing because --

24 CHAIRMAN MAGUIRE: Can you speak into the
25 microphone?

1 MS. LUDLOW: I don't know if anybody here goes
2 to Mickler's Landing, but yes, it's going to be
3 closed for the five days for the equipment, but it
4 is not going to be totally a hundred percent opened
5 on the weekend. It's only going to be partially
6 opened because they're going to store their
7 vehicles there, right?

8 COMMISSIONER DEAN: Yeah. But it will be more
9 than 50 percent open. It will be more like
10 75 percent open.

11 But again, my position is pretty simple:
12 Without the beach, we can't -- there's no reason to
13 have the parking lot. So, I mean, we're doing the
14 best we can with what we've got.

15 CHAIRMAN MAGUIRE: Okay.

16 MS. LUDLOW: Thank you, Henry.

17 COMMISSIONER DEAN: Yep.

18 CHAIRMAN MAGUIRE: Okay. Mr. Vinny Beyers?

19 MR. BEYERS: No comment.

20 CHAIRMAN MAGUIRE: No comment? Sam Barresi?
21 Len, are you speaking on behalf of him?

22 MR. TUCKER: I am.

23 MS. LUDLOW: He's not in good health.

24 MR. TUCKER: Sam is still out, so I'm Len
25 Tucker and I'll speak on behalf of -- give you a

1 report from the Pilots Association.

2 We were able about two weeks ago to use the
3 facility, had about 60 people at one of our events
4 there and it turned out very well with all the
5 improvements that have been managed in that area.
6 So I think they've done some decorating inside,
7 hung airplanes. It's a very attractive facility,
8 if anybody wants to stop by there and see what the
9 pilots have done to kind of spruce it up.

10 The other issue we've got of course is the
11 Taxiway D construction. It just seems to be
12 dragging. Now, I personally was out here flying
13 about three or four times the past two weeks during
14 the week and there was at least one of those days
15 that looked like a very nice day to fly, a very
16 nice day to work, and there was nobody at the site.

17 So I don't know, you know, if you need to
18 encourage them to be a little more proactive, but
19 the rate it's going, it's going to be way past
20 whatever the projections are in terms of getting
21 that thing ready.

22 And it is a major inconvenience for everybody
23 involved. So I don't know what can be done about
24 that, but certainly doesn't seem like they're
25 dedicated quite as much as I had hoped they would

1 be to the project. Thanks.

2 CHAIRMAN MAGUIRE: Okay. Any comments on
3 that? Okay.

4 MS. LUDLOW: I concur.

5 CHAIRMAN MAGUIRE: Okay. Tammy.

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

7 Traffic is picking up. We've had multiple
8 days with multiple aircraft backed up waiting to
9 get out. Our traffic count for the month of May
10 was 13,039, giving us a total so far for 2021 of --
11 through May was 50,366.

12 If you compare that to 2020, that's when we
13 started slowing down, was at the end of March, and
14 we still were at 57,000 for May of 2020. So we're
15 starting to catch up, starting to get our feet back
16 under us. A majority of it is, well, flight school
17 and corporate jets. There is a noticeable uptick
18 in the corporate aircraft, but other than that.

19 We're also trying to get back to normal with
20 Operation Raincheck. Given the restrictions for
21 meeting in larger groups, we have one scheduled for
22 Florida Flyers downstairs next Monday night. We
23 also are meeting with SAAPA. They asked for July's
24 meeting, so we're going to meet with SAAPA on
25 July 10th. And then we have -- we're pending a

1 date with Florida Aviation Career Training.

2 If there's anybody else that would like, you
3 know, to attend an Operation Raincheck or any
4 sort -- any sort of update on what we're doing at
5 control tower, you have my number.

6 Any questions?

7 CHAIRMAN MAGUIRE: Yeah, go ahead.

8 MR. OLSON: Yes, I had a couple of questions.

9 Your -- I guess your report suggests that
10 business is picking up a lot. What -- do you have
11 any prediction as to current trends what we might
12 be looking at for end of year, full year, as far as
13 operations? I'll -- and let me ask my other part
14 to the question.

15 MS. ALBIN: Okay.

16 MR. OLSON: I'm very interested in knowing
17 what percentage of your operations is associated
18 with the flight school and whether touch-and-go
19 training is -- a touch-and-go is counted as an
20 operation. I'm sure -- I assume it isn't, but
21 could you just --

22 MS. ALBIN: Actually, flight school training
23 is the majority of what we do.

24 MR. OLSON: What percentage would you say? I
25 mean --

1 MS. ALBIN: If you'd --

2 MR. OLSON: Over half?

3 MS. ALBIN: Probably.

4 MR. OLSON: Okay.

5 MS. ALBIN: -- safely.

6 MS. LUDLOW: Tell him what an operation is.

7 MS. ALBIN: Depending on the operation --

8 MR. OLSON: Yeah.

9 MS. ALBIN: -- a full stop, when they're just
10 landing, that's one. If they're departing, that's
11 one.

12 MR. OLSON: Yeah.

13 MS. ALBIN: But if they're doing a
14 touch-and-go, a stop-and-go, a low approach, that's
15 two. That's considered an arrival and a departure.

16 MR. OLSON: Okay. So touch-and-goes are
17 counted also.

18 MS. ALBIN: Yeah, as two, two operations
19 per -- per time around.

20 MR. OLSON: Okay. So -- and that's part of
21 the 50 per -- roughly 50 percent.

22 MS. ALBIN: Right now, weather depending,
23 we've had -- normally we're right around probably
24 400 to 800 -- almost 800 operations a day. We've
25 had a few days that were definitely 700 pushing

1 800. But then when the weather sets in, you know,
2 I think over the weekend yesterday was like 146.

3 MR. OLSON: So for the year, 130, 150?

4 MS. ALBIN: Probably I would say safely 120,
5 130.

6 MR. OLSON: Okay.

7 MS. ALBIN: If we keep going -- like right now
8 I checked our traffic count today from about 1:00
9 and we were at like 7,500 for the month, but we've
10 had several rain days.

11 So if you consider that plus our 50, that
12 we're looking at almost 60,000 probably by the end
13 of this month, somewhere around there, 58- to
14 60,000. So -- and that's just first half and we're
15 picking up. So I would say 120-plus would be a
16 very safe estimate.

17 MR. OLSON: And over the previous year or
18 couple of years, you also mentioned corporate jet
19 activity is increasing.

20 MS. ALBIN: Increasing. It's noticeable.
21 We've had several days where in one hour we've had
22 13, just 13 jet operations land or depart, and
23 that's unusual for one hour.

24 MR. OLSON: And that wasn't related to the
25 golf tournaments or anything?

1 MS. ALBIN: Huh-uh. It's been noticeably
2 picking up for several months.

3 MR. OLSON: Okay. Thank you.

4 MS. ALBIN: And the flight schools have also
5 noticed the uptick in jet traffic.

6 MR. OLSON: Yeah, yeah.

7 CHAIRMAN MAGUIRE: Okay.

8 MS. LUDLOW: And this may be out of line yet,
9 so if Taxiway B is under construction, how is -- if
10 Taxiway B is under construction, how is it going to
11 affect the traffic? How is -- how is the tower
12 going to fix that?

13 MS. ALBIN: We haven't even discussed it yet.

14 CHAIRMAN MAGUIRE: Okay. Okay. Anything
15 else?

16 (None.)

17 CHAIRMAN MAGUIRE: Thank you, Tammy.

18 All right. Mr. Doug Burnett, sir.

19 MR. BURNETT: Nothing specific to report.
20 Worked on a number of leasing issues this month,
21 and the Lord blessed me with an outdoor shower when
22 I had my suit on earlier today, so hence the casual
23 attire now.

24 MS. LUDLOW: It didn't mess up your hair.

25 CHAIRMAN MAGUIRE: All right. Let's proceed

1 on to the business items. You have the table
2 there.

3 TAXIWAY B FAA GRANT ACCEPTANCE

4 MR. WUELLNER: Thank you. Really just two
5 items for you today.

6 One is related to Taxiway B. I would point
7 out that the project as -- as it is moving forward
8 is limited to the center section of Taxiway Bravo.
9 So from an operational perspective, it's highly --
10 this area encompasses basically Runway 6/24, the
11 area of Bravo between 6/24 and Taxiway Bravo 2,
12 that would be the area that would be constructed or
13 reconstructed at this point. So north and south
14 ends of that taxiway would remain fully operational
15 with no construction activity at all.

16 Likely, the route around would involve
17 either/or both runways Taxiway Delta, Bravo 2, that
18 are -- they're alternate routes at -- through that
19 time.

20 MS. LUDLOW: I had a hard time with that
21 because --

22 MR. WUELLNER: It's still a year away.

23 MS. LUDLOW: -- we didn't get the diagram.

24 MR. WUELLNER: I'm sorry?

25 MS. LUDLOW: Passero said there was a diagram

1 attached.

2 MR. WUELLNER: The --

3 MS. LUDLOW: There was not a diagram attached.

4 MR. WUELLNER: Be easy enough to show you on
5 one of the drawings, just so you -- yeah, do you
6 mind?

7 MR. MIRGEAUX: No. It's a little cracked.

8 MR. WUELLNER: That's all right.

9 Looking at the airfield map, if you look at
10 this area between here and here as being re --
11 repaved.

12 MS. LUDLOW: You know -- can I talk? Am I out
13 of line?

14 CHAIRMAN MAGUIRE: No.

15 MS. LUDLOW: I understand that, flying here
16 for 25 years. But wasn't there a time that we
17 planned a high-speed arm to come off Taxiway B? I
18 can look it up.

19 MR. WUELLNER: There was an old -- in an old
20 master plan version one programmed.

21 MS. LUDLOW: Yes, yes. Okay. So, go ahead.
22 Go ahead. I have questions.

23 MR. WUELLNER: It's just proven not to be
24 needed. But right now it's simply a -- I would
25 describe it as a mill and overlay project as well

1 as an upgrade to lighting from what is likely
2 quartz lighting to LED lighting out there, which is
3 certainly better for us on a long-term basis with
4 cost as well as the maintenance side of it.

5 MS. LUDLOW: Okay. I have more about B, but
6 you finish.

7 MR. WUELLNER: Okay. Sure.

8 We were offered and accepted -- as per
9 standing direction I have, which is if we're
10 offered money by FAA, we take money from FAA -- so
11 we executed the 100 percent money -- this is
12 100 percent FAA money for the design component only
13 of Taxiway Bravo.

14 And we also have -- as a part of that grant
15 application, we're required to prepare and show FAA
16 the supplemental or proposed supplemental agreement
17 with our consultant showing where the \$300,000 or
18 how it's spent. That is a Supplemental Agreement
19 21-98 with Passero. You'll notice the two match
20 because it is only a design grant.

21 So today we're asking you to go ahead and
22 ratify the executive director's action related to
23 the grant, and then secondarily to that is approve
24 the supplemental agreement with Passero, which is
25 SA 21-98, for the like amount of \$300,000. And I'm

1 happy to --

2 MS. LUDLOW: So, I was thinking -- so, we
3 didn't put Taxiway B out for bid, right?

4 MR. WUELLNER: You're -- you're about a year
5 and a half from bidding it. Well, that's not --
6 that's not correct. You're at least a year from
7 bidding it.

8 MS. LUDLOW: Okay. So Passero has some kind
9 of contract that they get all of our work --

10 MR. WUELLNER: Correct.

11 MS. LUDLOW: -- for how many years, five?

12 MR. WUELLNER: It's a five-year agreement.
13 We're probably about, I'm guessing here, but about
14 50 percent through that.

15 MS. LUDLOW: Okay. Then that was my next
16 question. Is there a cap on that? Because that's
17 \$300,000.

18 MR. WUELLNER: You have -- you go through --
19 I'm sorry. On the design itself?

20 MS. LUDLOW: Oh, oh. I have it broken down.
21 Yeah, it's 160- -- it's salary cost is 87, overhead
22 168 percent direct labor cost is 147 --

23 MR. WUELLNER: Right.

24 MS. LUDLOW: -- that's the 235. A fixed fee
25 of 270, and then a non-salary expenses, which I

1 presume is outside contractors --

2 MR. WUELLNER: Correct.

3 MS. LUDLOW: -- is 29. So they round it up at
4 300.

5 MR. WUELLNER: Right.

6 MS. LUDLOW: So we don't know if that was
7 competitive or not, because --

8 MR. WUELLNER: You -- yeah.

9 MR. BURNETT: I can answer that one.
10 You -- for continuing consultants like
11 engineers, under Florida Statute, you do an RFQ or
12 RFP, however you want to terminate -- term --
13 whatever terminology you want to use, whether it's
14 a request for qualifications or request for
15 proposals --

16 MS. LUDLOW: Yes.

17 MR. BURNETT: -- to get a continuing
18 consultant on staff. So your engineer, you went
19 through -- the Airport Authority went through the
20 competitive process to select Passero.

21 MS. LUDLOW: Okay.

22 MR. BURNETT: And so, Passero is there to be
23 the Airport Authority's outsourced engineer.
24 Obviously you could have -- (phone interruption) --
25 my apologies.

1 MS. LUDLOW: I hope you guys can hear this
2 because this is an education that has never been
3 explained.

4 MR. WUELLNER: It was explained in your
5 briefing before you even took office.

6 MR. BURNETT: So, you --

7 MS. LUDLOW: They don't know it.

8 MR. BURNETT: So you -- so that the engineer
9 then, instead of having one in-house -- and even
10 when you have one in-house, for example, this is
11 very common, the county, both cities all still have
12 continuing consultants, engineering firms even
13 though they have engineers on staff within their
14 government entity.

15 And so then, once they're on this continuing
16 consultant process, then these additional proposals
17 get processed in connection with additional work
18 that you want them to do.

19 The actual construction effort would not be
20 done with Passero. That would still go out for bid
21 through the usual process where you're required by
22 statute to select the low bidder.

23 MS. LUDLOW: Okay. Is that it? Thank you,
24 Doug. I understand that.

25 So, how do we know what the final cost is? I

1 mean, how are we spending \$300,000, and then we're
2 going to add another \$500,000? Don't they give us
3 an estimate of the final cost of the Taxiway B
4 construction?

5 MR. WUELLNER: I think you're blending
6 construction and design in your question. This is
7 simply design.

8 MS. LUDLOW: In design -- well, how would we
9 approve design when the construction might be
10 \$3 million?

11 MR. WUELLNER: It probably will be.

12 MS. LUDLOW: I have a hard time approving
13 design when you don't know what it's going to cost.

14 MR. WUELLNER: We have a pretty good idea
15 because we do a pre-application with FAA. You also
16 programmed the money with FAA. The money is
17 already programmed with FAA to do construction next
18 year. So sometime around this time next year, you
19 will see the results of bidding this project and
20 you will also see an FAA grant covering the amount
21 of the project.

22 MS. LUDLOW: Okay. So could we not have a --
23 I'm sorry, you guys, but I'm new.

24 Could we not have a progress report of the
25 projects? Like if Taxiway B, then you could say

1 the 300 is out for bid and what you -- what the
2 next estimate is and the money, the money, the
3 money. I mean, we need to know the money at the
4 end. I know you can't say exactly until you get
5 the design.

6 MR. WUELLNER: Of course.

7 MS. LUDLOW: Right. I understand that. But
8 there has to be some connection between design and
9 completion.

10 MR. WUELLNER: I'm really struggling with what
11 the question is.

12 MS. LUDLOW: Bruce, help me.

13 CHAIRMAN MAGUIRE: Related to your house, if
14 your roof falls in, do you have an idea of what
15 your roof's going to cost or do you get an engineer
16 to come out and estimate it?

17 MS. LUDLOW: I have to have an engineer or --

18 CHAIRMAN MAGUIRE: In other words -- in other
19 words, the design is going to lay out specifics
20 that you don't know exist yet --

21 MS. LUDLOW: Uh-huh.

22 CHAIRMAN MAGUIRE: -- okay? So, you can --
23 based on history and knowledge and experience, you
24 can -- you can estimate in your own mind what it
25 might be doing. Like he just said, it could be

1 \$3 million.

2 But the details, there's no way you can do
3 that until the design is specifically done to meet
4 the criteria and the demands. So you're right, we
5 need to know the -- the cost, but not at this
6 stage. We are far away from a final cost.

7 MS. LUDLOW: But we -- we're wasting
8 \$300,000 --

9 CHAIRMAN MAGUIRE: No.

10 MS. LUDLOW: -- because it might be a
11 \$5 million project and we'll say we don't want to
12 do that.

13 CHAIRMAN MAGUIRE: It could always be,
14 regardless if it's one million or five, okay? But
15 you don't know until you get there --

16 MS. LUDLOW: All right. I understand.

17 CHAIRMAN MAGUIRE: -- okay?

18 MR. WUELLNER: And just a reminder, on this
19 particular project, this is a hundred percent --
20 this is not Airport Authority money; this is
21 100 percent FAA money --

22 MS. LUDLOW: Right.

23 MR. WUELLNER: -- on this job.

24 MS. LUDLOW: Right.

25 MR. WUELLNER: And it's likely, when we get to

1 construction next year, there's a strong chance the
2 construction, the \$3 million component plus or
3 minus would also be 100 percent FAA money.

4 MS. LUDLOW: And that's a really good point.
5 So -- and thank you because I didn't -- I was so
6 tied up on the next one that I didn't remember that
7 this was all FAA. So how much does the -- how much
8 does the Airport Authority have to contribute?

9 MR. WUELLNER: We do not contribute anything
10 in this.

11 MS. LUDLOW: Not anything. Not for the design
12 nor for the construction.

13 MR. WUELLNER: No. Not at this -- well,
14 construction's unknown yet because that's still a
15 year away from knowing that part.

16 MS. LUDLOW: Oh. So it --

17 MR. WUELLNER: There's a strong --

18 MS. LUDLOW: -- could be that it costs us.

19 MR. WUELLNER: Even if it does, the
20 Airport Authority's share would be limited to
21 5 percent of \$3 million.

22 MS. LUDLOW: See there? I learned more.
23 5 percent of the total cost?

24 MR. WUELLNER: Total cost. Excluding this
25 engineering, which is -- would already be paid for

1 at a hundred.

2 MS. LUDLOW: I got you. Okay. All right.

3 Thank you.

4 MR. WUELLNER: Sure.

5 CHAIRMAN MAGUIRE: Okay. Any other questions?

6 MR. OLSON: Just maybe a couple of sort of
7 questions/observations.

8 That was -- oh, first off, based on what we
9 were just discussing, preparing a preliminary
10 construction cost is part of the activity of
11 this --

12 MR. WUELLNER: It is.

13 MR. OLSON: -- so we don't really know what
14 the construction cost is until the engineering
15 work's done.

16 I'm surprised to see, but I guess it's FAA
17 regs that allow it, that actually applying for the
18 construction -- or applying for the grant is -- is
19 part -- is -- FAA will fund an application for a
20 grant --

21 MR. WUELLNER: Correct.

22 MR. OLSON: -- FAA, which is --

23 MR. WUELLNER: Right.

24 MR. OLSON: -- in my experience with other
25 agencies unusual, because that's one thing they

1 don't fund.

2 My other thing is, I guess I'm assuming this
3 is boilerplate, but the first paragraph of the
4 agreement has language to the extent that the terms
5 and conditions herein differ from those in the
6 original agreement, that's the procurement
7 agreement of Passero -- of Passero, and it was done
8 in 2013.

9 MR. WUELLNER: Uh-huh.

10 MR. OLSON: The terms here will I guess
11 supersede those terms or apply.

12 So, I'm assuming this is sort of standard
13 boilerplate, that there isn't anything substantive;
14 it's on sort of business terms different from the
15 original procurement of Passero? Because we
16 haven't done any competitive procurement --

17 MR. WUELLNER: Correct.

18 MR. OLSON: -- since 2013.

19 MR. WUELLNER: Well, that's not -- not quite
20 correct. 2018, we brought back the consultant
21 agreement and the Airport Authority basically
22 renewed that contract for an additional five years.

23 MR. OLSON: Right. But it wasn't bid at
24 that -- rebid at that --

25 MR. WUELLNER: It was not bid. No, it was

1 not. You had the option --

2 MR. OLSON: Yeah.

3 MR. WUELLNER: -- at that time to do that.

4 You will not have the option when it comes up next
5 time.

6 MR. OLSON: Yeah. Okay. So there is nothing
7 substantive terms, business terms, that would be
8 important to, I don't know -- that are anchored in
9 the 2013 that this -- that had been changed in this
10 agreement.

11 MR. WUELLNER: Correct. That is largely true.
12 The -- there are no basic business terms that
13 change.

14 The -- the fundamental of this is you execute
15 a base contract with the consultant, which is the
16 reference here to 2013 and then later '18, but the
17 base document envisions the appending of work or
18 the adding of work to that contract via these
19 supplemental agreements as you get them.

20 So on a job-by-job or a project-by-project or
21 engineering-by-engineering basis, that work is
22 added and made a part of the base contract. So the
23 base contract underlies all of it. The actual work
24 you're asking them to do, design this, design that,
25 is covered with the actual supplemental agreement.

1 MR. OLSON: Okay. So based on what you just
2 said, you really wouldn't need that statement.

3 MR. WUELLNER: I think it's a way of tying the
4 two documents together, the base contract with the
5 supplemental.

6 MR. OLSON: Okay.

7 MR. WUELLNER: That's all.

8 MS. LUDLOW: Okay. One more.

9 When -- we didn't get a design -- a diagram of
10 where it's going to cut off in there. So at any
11 time when they cut off Taxiway B, because
12 Taxiway Delta has been a major inconvenience, so
13 will that cut off access to the south 40 when
14 they -- when they stop --

15 MR. WUELLNER: No, no.

16 MS. LUDLOW: -- that one?

17 MR. WUELLNER: No. There'll be a complete
18 access -- complete paved operational access.

19 MS. LUDLOW: Of course we have complete access
20 now, but...

21 MR. WUELLNER: You do, but that's a little
22 tricky with that kind of project is.

23 MS. LUDLOW: Thank you.

24 CHAIRMAN MAGUIRE: Okay. Further questions?

25 (None.)

1 CHAIRMAN MAGUIRE: All right, sir. So, we
2 have one speaker. Len?

3 MR. TUCKER: I have no comments.

4 CHAIRMAN MAGUIRE: Okay. All right. Then any
5 other public comment on Taxiway B?

6 MR. GIMMEL: Do I need to go to the
7 microphone?

8 CHAIRMAN MAGUIRE: You have to go to the --
9 state your name and address.

10 MS. LUDLOW: And in case we need a doctor in
11 the house.

12 MR. GIMMEL: My name is Patrick Gimmel,
13 address 153 Marshall Creek Drive. I'm one of the
14 pilots here.

15 I'm just a little bit -- maybe I'm just
16 addressing the elephant in the room. So we're
17 talking about 2,000 feet of asphalt taxiway and
18 simply the design costs \$300,000? The design of
19 something that's existing? Okay. It doesn't come
20 out of our pockets, but I mean, this is just
21 incredible to me. Just -- I'm just throwing this
22 out here.

23 CHAIRMAN MAGUIRE: Well, I'll sympathize with
24 you because even if it's FAA money, it's still our
25 money because we pay FAA to give it back to us.

1 It's an exorbitant amount of money, but I'm
2 not the engineer that designs it. And Henry can
3 update now, but when I was a commissioner, to give
4 you an example of projected costs, you couldn't get
5 anybody to put a number and then sign up for on a
6 projection like this, but at one time, to build a
7 road was a million dollars a mile and that was the
8 starting point. But nobody would say -- would put
9 that in writing. We just know it's going to be a
10 million dollars a mile plus, okay? I don't know
11 what it is now. Yes, it's a lot higher. So, the
12 point being is that government spends money,
13 period.

14 MS. LUDLOW: But it's my money, too.

15 CHAIRMAN MAGUIRE: Well, you need to talk to
16 somebody at a higher level than this table --

17 MS. LUDLOW: I understand.

18 CHAIRMAN MAGUIRE: -- okay?

19 MS. LUDLOW: That's why I'm interested,
20 though. And that's a really good point, Bruce,
21 and -- I mean, Mr. Chairman, and thank you.

22 CHAIRMAN MAGUIRE: Okay. All right. So no
23 other public comment? Thank you very much for
24 yours. Okay. Bring it back to the board.
25 Discussion, a motion?

1 MS. LUDLOW: I make a motion we approve the
2 Taxiway B Passero \$300,000 design.

3 CHAIRMAN MAGUIRE: Okay.

4 MS. GREEN: And the -- and authorize the
5 resolution?

6 MS. LUDLOW: Pardon me?

7 MS. GREEN: To ratify SA 21-98?

8 MS. LUDLOW: That has to be part of the
9 motion?

10 CHAIRMAN MAGUIRE: Yeah, there are two
11 elements.

12 MS. LUDLOW: And to ratify...

13 MR. WUELLNER: The grant, the acceptance of
14 the grant.

15 MS. LUDLOW: Right.

16 CHAIRMAN MAGUIRE: Okay. All right. We have
17 a motion. A second?

18 MR. MIRGEAUX: I second.

19 CHAIRMAN MAGUIRE: Okay. Second. Any further
20 discussion?

21 MS. GREEN: Other than we understand it's the
22 design and the grant.

23 CHAIRMAN MAGUIRE: Design and the grant,
24 correct. Okay. All in favor?

25 MS. GREEN: Aye.

1 MR. MIRGEAUX: Aye.

2 MS. LUDLOW: Aye.

3 MR. OLSON: Aye.

4 CHAIRMAN MAGUIRE: Aye. Opposed?

5 (None.)

6 CHAIRMAN MAGUIRE: Okay. Unanimous.

7 MR. WUELLNER: Well, that was supposed to be
8 the easy one.

9 MS. LUDLOW: Yeah.

10 CHAIRMAN MAGUIRE: All right. Business items.
11 Next, Mr. Ed.

12 FY2021-22 BUDGET PREVIEW

13 MR. WUELLNER: Well, we wanted to -- unlike
14 previous years where we don't get to you with a
15 very preliminary budget until the July meeting and
16 then you're, I'm not going to say up against a
17 timeline but you're right up against the TRIM
18 notification or decision, we -- we have tried this
19 year to get some numbers on the table to give you
20 an idea of what -- what we're seeing.

21 It is far from complete. There are elements
22 of this I'm quite comfortable with that it's very
23 near complete, but there are items we simply don't
24 have details yet. Some -- some of them are larger
25 ticket items to include the airport's property and

1 liability insurance. Those come due in October --

2 MS. GREEN: That's what I was thinking.

3 MR. WUELLNER: -- and we simply cannot get
4 those quotes until we're typically within about
5 30 days of October 1st. So we can't get those
6 firmed up.

7 We have a ballpark. We get pretty good ideas
8 of what those numbers will be, but we don't know
9 those. In fact, we have zero information on that
10 topic yet. So we're essentially using last year's
11 numbers for many of the general operating expense
12 kinds of numbers.

13 With that said, I'd like to just kind of walk
14 you through where we are and give you an idea of
15 what next year looks like. I'll start with the
16 first page of what we sent you as a handout, which
17 is -- it includes most of the information up here
18 over the next few slides.

19 But essentially you have fuel service -- the
20 main components of our revenue picture include fuel
21 service, leases, and other agreements. The fuel
22 service includes the self-service that the
23 Airport Authority operates as well as the flowage
24 fee component where we basically collect through
25 all of the flowage or all of the fuel sold through

1 the FBO. So think of it as a cents-per-gallon kind
2 of equation.

3 It's assessed, just for your -- for your
4 edification, the Airport Authority's number is
5 strictly the profit number following self-fuel
6 sales. So it's the cost of goods sold, if you
7 will, subtracted from the revenue, and the profit
8 component is what makes up this line in the budget.

9 So we don't -- we have no way of knowing what
10 the fuel actually costs, and the price as you might
11 guess moves up and down throughout the course of
12 the year. This is the expected profit when you
13 look at the net from self-service.

14 MR. MIRGEAUX: But it's not based on price,
15 it's based on volume, right?

16 MR. WUELLNER: It -- as far as the
17 Airport Authority's, it's based on price
18 ultimately.

19 MR. MIRGEAUX: Oh.

20 MR. WUELLNER: The price less the cost of
21 providing the fuel. Because we still -- while we
22 can sell fuel, we still have to buy the fuel to
23 resell.

24 So when you do that math equation for the --
25 and whatever maintenance might be in the facility,

1 the end result, what you would normally think of as
2 profit, is what is -- makes up the net self-fuel
3 line as far as Airport Authority self-fuel.

4 The next line is the FBO. The FBO's is
5 generated differently -- and I'm only taking the
6 time here to explain it; we won't go through this
7 every time -- but the FBO's is a function of when
8 they buy wholesale; in other words, when they
9 deliver, this is a very rough number, but about
10 8,000 gallons of fuel, whether it's jet fuel or
11 avgas, at that time the Airport Authority basically
12 is entitled to collect, will collect 16 1/2 cents
13 per gallon on that fuel as it's delivered.

14 So we -- we've taken the onus over it many
15 years ago back in 2005, I believe, we stopped doing
16 it on the retail side, meaning it's keeping
17 transaction-by-transaction level kinds of
18 equations. We do it now at the time of delivery
19 into the fuel farm. So it's a much simpler and
20 fewer trans -- fewer number of transactions over
21 the year.

22 At the end of the day, you're looking at
23 16 1/2 cents per gallon. That generates about
24 \$247,500 projected for next year, based on the
25 gallonnage that looks to be about 1.5 million

1 gallons of -- of fuel being pumped by the FBO. So
2 if you do that simple little math, you'll come up
3 with 247,500. So total fuel sales next year
4 revenue to the Authority is about \$361,948 -- 46.

5 All right. We have one or two class --
6 reclassifications under the heading of leases. A
7 couple of actual hangar locations -- these do not
8 apply to T-hangars, but just some of the bigger
9 buildings, have changed in characteristic from,
10 say, corporate storage to a commercial use or a
11 commercial use to corporate storage. So you see a
12 little bit of variance within there. The totals
13 don't particularly change much, but where they're
14 classified in our -- in our chart of accounts does.

15 So that's why you see -- for instance, on the
16 corporate line, you'll see that nudge downward, but
17 if you look correspondingly at the line above it,
18 you'll see it nudged upwards. That's why.

19 Major lease, relatively the same for next
20 year. It does include what was the agreement the
21 Airport Authority arrived at with Grumman at the
22 end of last year. So it includes a bit of an
23 uptick on the Grumman components of the -- of the
24 real lease, not the -- what we were talking about
25 earlier, which is the repair account, if you will.

1 MS. LUDLOW: I got you.

2 MR. WUELLNER: So this is -- this is money
3 that the airport can spend. This is their money as
4 a function of lease.

5 MS. LUDLOW: Right.

6 MR. WUELLNER: Then the other classification
7 and then rental.

8 Rental covers all of our -- all of our
9 agreements that are one year or less in duration.
10 So all of the T-hangars and probably a handful of
11 other smaller lease agreements are included in the
12 other -- I'm sorry, in the rental classification.

13 The other classification includes -- I believe
14 it's right now limited to about three leases, and
15 they're ground leases. So they're only -- there
16 are no buildings involved. It's -- it's ground
17 lease, part of -- a major component of that is,
18 again, a ground lease to Northrop Grumman. So
19 there's about 150-ish, 160,000 of that number I
20 believe is the ground component of that number.

21 MS. LUDLOW: I got you. Okay.

22 MR. WUELLNER: For a total of about
23 \$3.811 million in lease revenue.

24 Other agreements including use fees, which are
25 things like rental cars, property uses, any

1 other -- any other kind of agreement in the course
2 of a year adds up to another \$84,000, thereabouts.

3 So the total revenue picture this year looks
4 at, if we were to collect everything we project, at
5 \$4,258,434. Statutorily, you'll see we adjust that
6 downward by 5 percent. So we subtract 5 percent of
7 that number, which is a little over \$200,000. That
8 gets subtracted out of that equation. So the total
9 revenue available to the Authority to budget is
10 about \$4,045,812 as it sits today.

11 We will continue to look at that as we go into
12 July and into September. Historically, that's not
13 the side of the equation that will probably move
14 much, if at all.

15 Now, getting to the expense side quickly.
16 Personnel and benefits, you are unfortunately a
17 little bit of a victim of the Florida Statute
18 adjustments this year on the cost to the -- the
19 Authority's contribution to retirement.

20 The FRS, the legislature decided they would
21 increase those rates this year. That translates
22 all the way down to every governmental entity in
23 the state of Florida that's in the
24 Florida Retirement System. So that is an uptick of
25 probably averaging around 2 to 3 percent when you

1 go across all of the qualifications. So that's
2 where the major uptick is in personnel. There is
3 in the budget about a 3 percent -- it's budgeted at
4 3 percent uptick in general salary-related items.

5 The -- the only variable I see in personnel
6 right now is, again, as we won't have this number
7 until we get closer to September, but is the actual
8 cost for health-related insurances for employees.
9 We just won't have that renewal information for
10 another probably 45 days.

11 MR. MIRGEAUX: Is it forecast in here?

12 MR. WUELLNER: It is forecast, but I -- you
13 know, it is just that.

14 MR. MIRGEAUX: Okay.

15 MS. GREEN: We've had significant --

16 MR. WUELLNER: Yeah. I mean, we've been hit
17 heavily --

18 MS. GREEN: -- but we don't know what hits us.

19 MR. WUELLNER: Last year, it was quite benign.
20 It was just a percent, a percent and a half, I
21 think. But we've had 20 percent years --

22 MS. GREEN: Uh-huh.

23 MR. WUELLNER: -- under that specific
24 classification. So I -- I don't -- I don't know
25 what to expect in the -- at the end of the day.

1 Airline operations, you see we have no
2 expenses budgeted against the current -- yes, sir?

3 MR. OLSON: Yeah, question about airline
4 operations. Since you of course -- I guess
5 appropriately now is zero for both revenue or
6 income and expenses.

7 When we had, for example, Frontier here, was
8 that a net negative to Authority --

9 MR. WUELLNER: No, it's a net positive to the
10 Authority.

11 MR. OLSON: It was?

12 MR. WUELLNER: Yeah.

13 MR. OLSON: Okay.

14 MR. WUELLNER: You're also missing the revenue
15 component. So right now, it's a zero revenue, zero
16 expense item. As service were to return, you'd see
17 a revenue item, we'd come and talk to you and tell
18 you what we project on that because we'd have to
19 incur some expenses against it, too.

20 MR. OLSON: Even though some of the support
21 that the Authority provided for, for example,
22 Frontier, it was still -- that wasn't -- it was
23 still a net positive.

24 MR. WUELLNER: Yes, absolutely.

25 MR. OLSON: Okay. Well, that's good to know.

1 So in addition to the benefit of scheduled
2 commercial air service, there's a financial gain.

3 MR. WUELLNER: There is. And there's also
4 the -- I like to emphasize, but there's always the
5 additional benefit, it's about a year delay in
6 getting it, but at that point with commercial
7 service, we're also entitled -- in the entitlement
8 program at that point with FAA guaranteeing the
9 airport a minimum of \$1 million of grant funds for
10 capital projects with having commercial service.

11 MS. GREEN: With enplanements, right?

12 MR. WUELLNER: Yeah. As a GA airport, we're
13 only guaranteed \$150,000 a year. So it's a
14 significant uptick --

15 CHAIRMAN MAGUIRE: Significant.

16 MR. WUELLNER: -- with having it.

17 MS. LUDLOW: And I have a question -- are you
18 done, Bob?

19 MR. OLSON: Yeah.

20 MS. LUDLOW: About the essential air service,
21 the EAS, so if we get a small airline in here,
22 didn't I read that our obligation was a million
23 dollars a year for two years?

24 MR. WUELLNER: We -- we discussed that a
25 couple of meetings back before the application, but

1 the way that would work is you would have a federal
2 grant for approximately, I think it was 60 to
3 70 percent of the \$1 million. You also have
4 outsourced money, non-Authority money, that has the
5 balance of that, and that's coming -- would come
6 from the VCB.

7 MS. LUDLOW: Okay. So -- oh, okay, the VCB.

8 MR. WUELLNER: Yes, locally. It requires a
9 local match.

10 MS. LUDLOW: Oh, okay.

11 MR. WUELLNER: But they've agreed to support
12 as a minimum revenue guarantee should that be a
13 condition of getting service.

14 MS. LUDLOW: Okay. So --

15 MR. WUELLNER: We do not have that grant
16 either, yet. That -- we're still awaiting that
17 award.

18 MS. LUDLOW: Okay. I got it. Thank you.

19 CHAIRMAN MAGUIRE: Okay.

20 MR. WUELLNER: Sure. As I said, most of these
21 expenses are near identical from last year. That's
22 the area we've not been able -- we've not
23 completely dug into, so that's where any
24 adjustments are likely to happen within the next
25 month or so when we get back out here in July with

1 a revised version of this for TRIM.

2 That -- using these numbers, you'll see that
3 at the end of this, we have a net operating profit,
4 for lack of better words, of \$1,293,362 as
5 presented today. That's money that typically the
6 Airport Authority uses in combination. Could be
7 anything from in a year we had no projects, which
8 has never happened, you would -- you'd be able to
9 take that money and in theory put it into your
10 reserves. More often than that not, you're using
11 that money to match the capital grants we get from
12 Florida DOT, the FAA, and perhaps even EDA is in
13 the mix of the capital items for this year.

14 So depending on what grants and how they time
15 throughout a fiscal year, that's the money that
16 would be used to match capital grants or some
17 component of it.

18 MS. LUDLOW: I have a question before you get
19 off that one.

20 MR. WUELLNER: Uh-huh.

21 MS. LUDLOW: Because I got into outside
22 communication for \$230,000 and I couldn't figure
23 out what could cost \$230,000 for outside
24 communication.

25 MR. WUELLNER: You have money set aside for

1 participation in airline marketing. You have money
2 set aside -- that's where your airline consultants
3 salary or budget, if you will, comes out of --
4 budget comes out of. It's also all of our
5 advertising expenses and the like for the
6 Airport Authority that occurs throughout the year.
7 In years we don't have air service, that number
8 doesn't get spent anywhere near it.

9 MS. LUDLOW: Okay. So it's marketing for us
10 and it's consulting for the airlines and it's
11 advertising for the airlines and the airport.

12 MR. WUELLNER: Airport in general as well,
13 yes.

14 MS. LUDLOW: And it's \$230,000.

15 MR. WUELLNER: Yeah. But you also had in
16 this -- in last year's number, you also had the
17 agreed-upon cost to host part of that conference
18 that's going on in August.

19 MS. LUDLOW: I see.

20 MR. WUELLNER: So that number will probably
21 come down a little bit for next year.

22 MS. LUDLOW: Okay. And that led me to one
23 more. I'm sorry, you guys, but --

24 MR. WUELLNER: No.

25 MS. LUDLOW: -- anyway. Could we not get a

1 comparison of last year numbers?

2 MR. WUELLNER: You have them.

3 MS. GREEN: It's right here.

4 MR. WUELLNER: The column to your left is last
5 year.

6 MS. LUDLOW: 2021 and then 2020, okay. It's
7 not that one that I need the comparison, then.
8 Okay. So that's a lot of money.

9 MR. WUELLNER: Well, that -- again, that
10 line -- that section of the budget is the one we'll
11 be doing the most work on between now and July,
12 so...

13 MS. LUDLOW: Oh. Okay. I'm on record.

14 MR. WUELLNER: Sure.

15 CHAIRMAN MAGUIRE: Okay. Ed, keep going.

16 MR. WUELLNER: Yeah. Next just want to review
17 quickly the capital -- proposed capital budget at
18 this point.

19 It looks like end of life on IT and security
20 is budgeted at about 50. We have some need for
21 some worn-out, not to buy but to replace some
22 worn-out electrical -- I'm sorry, mowing equipment.
23 Airport vehicles, there's some vehicle replacements
24 that are due here. We've got some 16-year-old
25 vehicles that are on the last -- last time. And

1 the need for replacement storage capability.

2 If you recall, the area behind hangar row I,
3 there's a white concrete block building that will
4 eventually -- it's the cost -- it's now time to
5 either replace the whole roof, realizing that in a
6 couple of years we're going to be bulldozing
7 through there to put a T-hangar in there at some
8 point. The thought now is go ahead and construct a
9 prefab con -- storage building on a slab at a
10 different location, get it out of the way now, and
11 then go ahead and --

12 MS. LUDLOW: Yeah.

13 MR. WUELLNER: -- get rid of that building
14 now.

15 MS. LUDLOW: Because we've looked at that
16 building for years and it is nothing but an eye
17 sore.

18 MR. WUELLNER: It is.

19 MS. LUDLOW: Plus at one time we even thought,
20 wow, I wonder if we could have our SAAPA meetings
21 in there, but it's -- yeah, it just really is good
22 for nothing, actually.

23 MR. WUELLNER: Yeah, it's had it. We -- we
24 got it as a part of the land purchase. It had --
25 it was actually a residential garage back in the

1 day.

2 MS. LUDLOW: Ah. That was from Jimmy.

3 MR. WUELLNER: We've owned it 20, almost --
4 actually, 25 years and it was probably 25 years old
5 when we got it, so...

6 MS. LUDLOW: I agree.

7 MR. WUELLNER: Then walking through the actual
8 capital projects for next year, as we've discussed
9 earlier, Taxiway Bravo, the design-only is the
10 \$300,000. You'll see that's funded at 100 percent
11 FAA money through our budget.

12 The next item is the terminal access road.
13 We've got approximately \$1.9 million worth of work
14 over there. That's split jointly between FDOT and
15 the Airport Authority.

16 The last area there is the GA rehab of aprons
17 and taxiways. Very kind of vague-ish description,
18 but what's intended there is to do the remaining
19 Estrella Avenue access point where the T-hangar
20 taxiways connect to the new Taxiway Delta.

21 So you'd be looking at taxiways between J, K,
22 L, M, and that little bit of apron access
23 associated with self-fuel there, is get that done
24 as a mill and overlay jointly funded by Florida DOT
25 and the Airport Authority.

1 MS. LUDLOW: Yeah, that's fine with them. I'm
2 fine with someone else's money.

3 MR. WUELLNER: At least half of it.

4 The EDA grant, we've budgeted for it. We
5 don't -- we of course don't have any idea whether
6 it will actually materialize, but it's currently at
7 an 80 percent rate. It's 240,000 EDA dollars with
8 a budget of about 60,000 of Airport Authority
9 dollars, should that grant come through, for a
10 total of \$300,000.

11 When you add all that up, you'll see that the
12 Airport Authority's share is about \$1,141-, excuse
13 me, -45,000 for capital construction. Add the 142
14 of capital equipment and you'll see that the
15 Authority's number appears to be 2 point -- I'm
16 sorry. It's 1 point -- I'm on the wrong sheet for
17 that. That's why it's not adding. Give me a
18 second.

19 The total is \$1,145,000 plus 240. So you're
20 looking at 100 and -- or, excuse me, \$1,345,000 as
21 the Airport Authority's contribution, which is --
22 comes out of that net profit that I just mentioned.

23 MS. LUDLOW: Are you talking about Taxiway B
24 or are you talking about the terminal?

25 MR. WUELLNER: Would be all of those projects.

1 MS. LUDLOW: Okay. Well then, we need to talk
2 about the terminal road. Terminal access road, are
3 you there?

4 MR. WUELLNER: We just mentioned it in the
5 course of budget for budgeting purpose.

6 MS. LUDLOW: Okay. Well, I want to know why
7 we would spend \$1,000,900 [sic] for a road that we
8 don't need. And it -- there's no revenue coming
9 in. And that's what we always harp on.

10 At least the hangars, we make \$50,000 a year
11 on the hangars. And so we're talking about
12 building a road over there that's a road to
13 nowhere, the terminal or it's a -- am I too loud,
14 Doug?

15 MR. WUELLNER: A little, but...

16 MS. LUDLOW: All right. So -- I know, because
17 I can't hear.

18 So I -- I think we are going to spend our
19 money, \$1,000,900 [sic] for design of a road that
20 we don't need?

21 MR. WUELLNER: This is construction dollars.

22 MS. LUDLOW: No revenue at all; we're just
23 spending money?

24 MR. WUELLNER: I don't -- it's certainly not
25 the case.

1 This includes the complete redo of the
2 entrance at U.S. 1, redoing all of the parking lots
3 associated with this, all of the access road back
4 there, signalization, and creation of the
5 intersection --

6 MS. LUDLOW: The parking lots have --

7 MR. WUELLNER: -- with Northrop Grumman --

8 MS. LUDLOW: -- hardly been used.

9 MR. OLSON: I just want to add. That was a --
10 the terminal access road and those improvements are
11 a key part of the -- I guess of the master plan,
12 and it's part of presenting our airport for
13 commercial service, scheduled service. And we --
14 as we all know, we have a passenger terminal
15 sitting vacant now. And so, it -- it's really part
16 of a vision for the future of the airport.

17 MS. LUDLOW: I don't think that kept anybody
18 from catching a flight. We have to go to Bruce's
19 analogy. Is it good for the airport? Is it going
20 to make money?

21 It's not -- it has not so far made one bit of
22 difference in airline traffic. Plus, Grumman's
23 going to use it and they're going to use it for --
24 I mean, they're shift work, so they're going to
25 have like 200 cars at 7:00 in the morning and 4:00

1 in the afternoon. So it isn't just for
2 enhancement, Bob.

3 MR. OLSON: Right. I -- exactly. You made
4 another good point.

5 But the other thing about these projects is
6 we're talking about a road that won't be completed
7 for, what, two or three years?

8 MR. WUELLNER: About 15, 18 months.

9 MR. OLSON: Yeah. So it's -- you know, we --
10 I don't know how to -- how else to do it, but
11 again, it's a key component of the master plan,
12 part of the strategy for the future of the airport
13 the way it presents itself, serves itself in the
14 ways you just described, Reba.

15 And the terminal -- right now, people that
16 have never been to the passenger terminal, and
17 there's not a reason to go to it right now, you
18 turn in to the airport and you can't even find it,
19 basically. You're weaving your way past a chain
20 link fence and around an old hangar that's going to
21 be --

22 MS. LUDLOW: But they put signs out when they
23 had an airline.

24 CHAIRMAN MAGUIRE: I think -- I think the real
25 issue here is, is the airport can't be stagnate.

1 It has to evolve and it has to grow and it has to
2 develop as it goes along.

3 Not every penny spent will -- will result in a
4 penny earned, okay? When you look at money spent,
5 you have to look at the big picture. Does it
6 improve the overall efficiency and operation of the
7 airport which contributes to the overall revenue?

8 We may not be able to tag it to a specific
9 revenue stream, but in this case as I understand
10 it, this -- this road was designed as part of the
11 master plan and --

12 MS. LUDLOW: So what? I mean, there's a lot
13 of stuff in the master plan. That's only a
14 suggestion. That's what we've been told for years:
15 We can't have it unless it's in the master plan,
16 but we don't have to have it if it's in the
17 master plan.

18 If we had an airline, you know, I could see
19 it. We are going to pay \$1.9 million for design
20 for a road that Northrop Grumman's going to use and
21 they're going to get to the airport anyway.

22 CHAIRMAN MAGUIRE: I don't -- I don't agree
23 with that one statement, if it's in your
24 master plan, we don't have to do it.

25 There are some elements in the master plan we

1 don't have to do, but when it comes to capital
2 projects, if you want to see what's going to happen
3 five, ten years down the road, that pretty well has
4 to be done because that's the vision of the
5 master plan.

6 MR. WUELLNER: I would like to just add also
7 that the decision point of this project was many
8 many months ago. It's not now in the budget.
9 You've already executed grants with Florida DOT for
10 all but \$1 million --

11 MS. LUDLOW: Okay. And I want to stay there
12 because I asked you, Ed, several times, I said,
13 What is about this road? What's -- you said, Oh,
14 that's just so far in the future. Oh, we can't
15 talk about that now because that's so far in the
16 future. A lot of studies are going to have to be
17 done. I had no idea you were already doing
18 studies.

19 MR. WUELLNER: I think we're talking about an
20 entirely different road that's --

21 MS. LUDLOW: You're talking about --

22 MR. WUELLNER: -- far in the future.

23 MS. LUDLOW: -- the road -- you're going to
24 close up the main terminal road to
25 Atlantic Aviation.

1 MR. WUELLNER: That's the project we're
2 talking about now --

3 MS. LUDLOW: And --

4 MR. WUELLNER: -- yes, ma'am.

5 MS. LUDLOW: -- you're going to close that
6 and -- you're going to close that one up and then
7 you're going to the side one that still goes all
8 the way back to the terminal -- it isn't pretty --
9 you're right, it isn't pretty -- but why are we
10 spending almost \$2 million for design of a road
11 that's going to not give us any money at all? We
12 need hangars \$50,000 a year revenue. Roads, no
13 revenue. Black and white.

14 MR. WUELLNER: Well, you could make that
15 argument for taxiways and runways also.

16 MS. LUDLOW: Pardon me?

17 MR. WUELLNER: You could make the same
18 argument that infrastructure investment does not
19 return on investment. Runways, taxiways --

20 MS. LUDLOW: An airport with runways is one
21 thing. A road is something else.

22 MR. WUELLNER: You can't get there without --

23 MS. LUDLOW: They can't hear -- Ed, they can't
24 hear what you're saying, so they think I'm just
25 talking to myself.

1 CHAIRMAN MAGUIRE: I think at this point,
2 though, the road is already planned and budgeted
3 and approved.

4 MS. LUDLOW: No, it isn't. No, it isn't.

5 MR. WUELLNER: You have executed grants for
6 all but 500,000 of state money for this in the
7 entire job.

8 MS. LUDLOW: You have asked for grants for
9 \$500,000. So that means we only have to pay for
10 1 million 3?

11 MR. WUELLNER: Correct.

12 MS. LUDLOW: Why are we paying 1 million 3 for
13 a design?

14 CHAIRMAN MAGUIRE: It's not design.

15 MR. WUELLNER: It's construction.

16 MR. MIRGEAUX: It's not the design. This is
17 construction.

18 MS. LUDLOW: Up -- I'm sorry. It says a
19 needed road, design only, out of pocket \$1 million.
20 What's the total estimate going to be? What's the
21 total -- same thing with the other thing, what's
22 the end result? What's the end cost?

23 MR. WUELLNER: Oh, okay. I see where you're
24 getting confused --

25 MR. BURNETT: It's --

1 MR. WUELLNER: -- and it's our fault.

2 We didn't correct the line item. It's --
3 while it says design only, it was a holdover from
4 last year, the line. It's not design; it's
5 construction. My apologies. I see where you're --

6 MR. OLSON: Yeah.

7 MS. LUDLOW: We're can spend \$1.9 million for
8 something that gives us no money at all. I'm not
9 going to vote for it. I think it should be tabled
10 until we know more about it.

11 MR. WUELLNER: I don't know what else we could
12 provide, honestly.

13 MS. LUDLOW: Pardon me?

14 MR. WUELLNER: I don't -- I don't know what
15 else -- I don't know what you're missing.

16 MS. LUDLOW: Well, you didn't tell us you had
17 applied for grants.

18 MR. WUELLNER: Ma'am, you've approved the
19 grants.

20 MS. LUDLOW: We didn't know you even applied
21 for it.

22 MR. WUELLNER: You not only knew it, you
23 approved the grants. You signed the resolutions.

24 MS. LUDLOW: Well, you know what? We didn't
25 know what we were approving. I can tell you that.

1 That's the problem.

2 CHAIRMAN MAGUIRE: At this -- at this point,
3 we're not approving anything today. This is a
4 preview of the budget coming up next month,
5 correct?

6 MR. WUELLNER: Correct.

7 CHAIRMAN MAGUIRE: So we're not approving and
8 we're not asking for approval today.

9 MS. LUDLOW: Okay.

10 MS. GREEN: I do think it's important, like
11 Bob mentioned, that -- I mean, I don't want to be
12 the old adage "You build it they will come," but
13 this is something that will drive airline service.
14 And if it's a good vision for the airport, I'm in
15 favor of it.

16 MS. LUDLOW: But they came anyway. How many
17 airlines have we had that came down that same
18 little road --

19 MS. GREEN: Two, and they left.

20 MS. LUDLOW: Yeah. You know why? They ran
21 out of free money.

22 CHAIRMAN MAGUIRE: We're going to have to move
23 forward on this --

24 MS. GREEN: Uh-huh.

25 CHAIRMAN MAGUIRE: -- okay? Ed, continue.

1 MR. WUELLNER: Well, with that, plugging it
2 back in, there's about 6 -- currently showing about
3 \$6,300, \$6,400 that would go back to -- go into
4 reserves at this point as a result of the budget.

5 The capital budget itself is relatively set,
6 meaning those -- the capital projects are a result
7 of grants and grant programming that's been in
8 place for -- for a long time. So it's -- I'm very
9 comfortable those are the likely numbers in that
10 location. So the -- again, the only part that I'm
11 not a hundred percent comfortable on but we will be
12 is the -- is the operating expense side of the
13 budget.

14 So, currently when you put the revenues and
15 expenses together, include the capital projects as
16 presented, you're looking at total budget
17 anticipated somewhere around 8.77 million as we get
18 into July for TRIM notification as well as
19 September for formal budget hearings that will be
20 scheduled at that time.

21 Just a reminder that your budget does not
22 include any ad valorem taxes in its -- in its
23 composition or expenditure. So, again, that's --
24 you'd be entering your, I believe it's your
25 eleventh year at this point without the need for

1 ad valorem. So you're entirely funded by yourself,
2 if you will, for --

3 MS. LUDLOW: We're going to need an ad valorem
4 soon if we spend \$1.9 million.

5 MR. WUELLNER: Well, you can see with these
6 projects, you're still putting in this case
7 \$6,000 -- I know it's meager, but \$6,000 into
8 reserves, so you are certainly operating within
9 your budget.

10 CHAIRMAN MAGUIRE: Okay. Any more comments on
11 the budget preview?

12 MR. WUELLNER: I have nothing else.

13 CHAIRMAN MAGUIRE: Does that wrap it up for
14 you?

15 MR. WUELLNER: Yes, ma'am -- yes, sir.

16 PUBLIC COMMENT - GENERAL

17 CHAIRMAN MAGUIRE: Okay. Let's go to public
18 comment, and Jennifer Liotta -- Liotta
19 (pronunciation).

20 MS. LIOTTA: Hi. I'm Jennifer Liotta. I am
21 with Modern Aero. We're a company that just
22 purchased Jacksonville Aviation in March.
23 Jacksonville is a tenant on the field.

24 Just wanted to take this opportunity to
25 introduce ourselves. We're working with Ed and the

1 Authority on adjusting the lease. We're looking
2 forward to putting in a flight school that's going
3 to focus on the Cirrus aircraft, as well as some
4 other activities we're talking about with -- with
5 Ed and staff.

6 I am -- so this is my first opportunity to
7 meet a lot of you folks and I'm very pleased to do
8 so. I've had an opportunity to speak to a few of
9 you individually. I look forward to being able to
10 reach out to the rest of you in the near future,
11 and that is all I had to say.

12 MS. LUDLOW: Thank you, Jennifer.

13 CHAIRMAN MAGUIRE: Any questions for her,
14 comments?

15 (None.)

16 CHAIRMAN MAGUIRE: Thank you, very much.

17 All right. Let's move on to the member
18 comments.

19 MR. WUELLNER: You have a public comment.

20 CHAIRMAN MAGUIRE: Did you want to come back
21 again?

22 MR. TUCKER: No, I have for budget on there.

23 CHAIRMAN MAGUIRE: I'm sorry?

24 MR. TUCKER: I have for budget on there to say
25 something.

1 CHAIRMAN MAGUIRE: Okay.

2 MR. TUCKER: Len Tucker.

3 No, I had passed on Taxiway B comments --

4 CHAIRMAN MAGUIRE: Okay.

5 MR. TUCKER: -- when you asked me about that,
6 but to the budget I still have comments. And I
7 would like to reiterate there are several things
8 that I think we need to straighten out.

9 First, the master plan. This is the third
10 master plan that I've seen over the 30 years or 25
11 years that I've been here. Every time it has come
12 up, it has been delineated specifically these are
13 not things that have to be done. These are
14 different scenarios that play out at the airport,
15 and if you go down this road, here's a projection
16 or a method of getting there. It is not something
17 that is in stone or anything else. So the fact
18 that road was in the master plan is just there for
19 planning purposes. If you need it, if it's done,
20 that's what you've got to do.

21 Secondly, it is \$950,000. And it is not going
22 to bring an airline here. It is not going to bring
23 a single passenger here. They're not going to say,
24 I can't use St. Augustine Airport because they've
25 got a bad access road.

1 You know, there were plenty of passengers and
2 they were filling the airlines here when they had
3 the cheap rates going, so I don't see where that
4 makes a single bit of difference.

5 Now, you may say, well, it will look nice.
6 Well, that's fine, too, but, you know, a million
7 dollars? We're supposed to be self-sustainable.
8 We're not going back on the tax roll. If we start
9 spending money that doesn't generate any money,
10 it's not going to do the Airport Authority any good
11 at all.

12 Look at putting the money to use at something
13 that will generate revenue, not something that is
14 strictly an expense to make it look a little
15 better.

16 And one other thing that you've got is most of
17 the usage of it isn't going to be for us, anyway.
18 It's going to be for Grumman. And Grumman's not
19 even asking for it, as far as I know. So, you
20 know, what is -- what's the point?

21 We're just going to spend money that we
22 shouldn't be spending on something that makes us
23 feel good because it's a nicer road. I'm sorry,
24 but I'm too much of a businessman to think that I
25 can put out \$950,000 on something that won't return

1 a dime.

2 CHAIRMAN MAGUIRE: Okay. Okay. Any other
3 public comment?

4 (None.)

5 CHAIRMAN MAGUIRE: Okay. Bring it back to the
6 board. Reba, the Aerospace Academy and TPO.

7 AUTHORITY MEMBER COMMENTS AND REPORTS

8 MS. LUDLOW: Aerospace Academy is winding down
9 and, you know, we're still trying to get in touch
10 with our interns. Such a wonderful thing. Those
11 interns are so wonderful.

12 I have been so impressed with TPO. And I know
13 we're just too busy today to go into it, but their
14 projects and their -- but I know we can't afford
15 something this nice, but -- and we don't need it,
16 we only need, you know, a stapled piece of paper.
17 But they have every project listed here and the --
18 the -- the stature of it, where is it, what's going
19 on, and when they think the completion's going to
20 be. I mean, this is all St. Johns County.

21 And I'm going to pass -- next time I'll just
22 pass it around just so you have an idea what the
23 TPO -- frankly I didn't even know what TPO meant.
24 It was the Transportation Planning Organization.
25 And it's for several counties, not just St. Johns.

1 It's for Nassau and Duval, and it gives -- it gives
2 you a great overview.

3 But St. Johns County is in here. So our
4 sidewalks are in here. The roads that are
5 projected from the transportation are in here.
6 It's -- it was quite impressive, I'll say. I'll
7 just pass it out next time.

8 CHAIRMAN MAGUIRE: Okay. Good. Okay.
9 Mr. Olson, EDC.

10 MR. OLSON: Yes. EDC, there was not a
11 quarterly EDC meeting this -- since the last
12 meeting. I believe there is one scheduled now
13 on --

14 MS. GREEN: Friday.

15 MR. OLSON: -- this week, Friday.

16 MS. GREEN: Uh-huh.

17 MR. OLSON: But I did -- given the economic
18 development slot, I did attend a luncheon of the
19 National Space Club Florida committee. They have
20 reconvened and are now meeting in person.

21 This is sort of a networking luncheon with a
22 speaker that they meet down at a hotel in
23 Cape Canaveral. It draws a big crowd. And the
24 speaker on June 8th was Frank DiBello, president
25 and CEO of Space Florida.

1 Just a quick synopsis of his points.

2 Space Florida is heavily involved in of course
3 promoting that area in specific. He was talking
4 about the challenges going forward.

5 Infrastructure, lack of good and complete
6 infrastructure, water and sewer and roads is a big
7 thing impeding development in that area, and land.
8 We think when we go through that region that
9 there's a lot of land that doesn't looked
10 developed, but a lot of it is undevelopable and
11 wildlife preserve.

12 They are developing -- Space Florida is a lead
13 party in the development of Exploration Park, which
14 is a 222-acre piece of land that was carved out of
15 Kennedy Space Center. And they have -- as he said,
16 they've made a \$50 million investment in that.

17 And it's interesting, their scope as to what
18 they're looking at, Space Florida, is the -- the
19 Exploration Park. Aerospace contractors in
20 addition to commercial space service providers,
21 biotechnology and like science, environmental
22 sciences, and clean energy research. So it's --
23 it's an interesting thing to watch and keep track
24 of.

25 The attendees -- and, I mean, I think that's a

1 value in our airport, being aware and work -- and
2 networking with this group, is that it's made up of
3 people that have talent that is moved -- that have
4 of course moved out of NASA when we were --
5 everything was federally funded down there into the
6 private sector.

7 And so, the room was sort of full of all of
8 this talent that's come out of NASA. And the big
9 contractors, the big ones, and they're all
10 networking now because they're -- they've become
11 entrepreneurs and they're involved in their own
12 enterprises or smaller ones that are contracting
13 with each other and with the big stuff. Very
14 specialized.

15 But it was an interesting thing to go to and
16 to meet some people. And I'm not sure in the long
17 term what value, but I think if we're going to have
18 an aerospace initiative here, we need to understand
19 how we can benefit from what's happening down
20 there.

21 CHAIRMAN MAGUIRE: Great. Thank you, very
22 much.

23 Okay. Justin, comments?

24 MR. MIRGEAUX: Nothing for me, thank you.

25 CHAIRMAN MAGUIRE: Ms. Green?

1 MS. GREEN: The only thing I would add to
2 Mr. Olson's, the EDC is Friday. It's a breakfast
3 and it is in person.

4 MR. OLSON: Yeah.

5 MS. GREEN: But it's down at
6 St. Augustine Beach. It's going to be the
7 legislative update.

8 CHAIRMAN MAGUIRE: Yeah, that's going to be
9 something.

10 MS. GREEN: Uh-huh.

11 CHAIRMAN MAGUIRE: Are you going to try to
12 attend?

13 MS. GREEN: I have a hearing.

14 CHAIRMAN MAGUIRE: Are you going to try to
15 attend?

16 MR. OLSON: I wasn't, but if we're not going
17 to be represented otherwise, I will.

18 CHAIRMAN MAGUIRE: I'm going to try to attend.

19 MS. GREEN: Okay. Good.

20 CHAIRMAN MAGUIRE: Okay.

21 MR. OLSON: Okay. You're going to attend?
22 Okay. Good.

23 MR. MIRGEAUX: I plan on it.

24 MR. OLSON: Good. We're covered, then.

25 CHAIRMAN MAGUIRE: All right. Yeah, it's

1 going to be at the Embassy.

2 MS. GREEN: Yeah.

3 CHAIRMAN MAGUIRE: All right. And I do not
4 have anything, either, except our next meeting will
5 be July 12th. It's not the third Monday, it's the
6 second Monday, okay? Is that correct? I think
7 that's correct. Second Monday?

8 All right. Comments, questions? Anything
9 else, Ed?

10 MR. WUELLNER: No, sir.

11 MS. LUDLOW: It was a very nice meeting,
12 Mr. Chairman, and thank you for being patient with
13 me.

14 CHAIRMAN MAGUIRE: Well, like I said,
15 education is a big issue here, and if you're not
16 familiar, ask questions. We may not be able to
17 understand some time what you're trying to get at,
18 but we need to make sure we talk, okay?

19 MS. LUDLOW: Right. And thank you.

20 CHAIRMAN MAGUIRE: Okay. Meeting's over.

21 (Meeting concluded at 5:34 p.m.)

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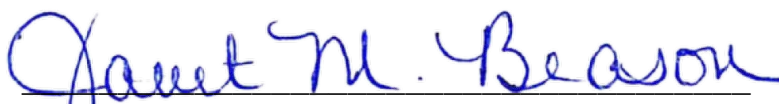
REPORTER'S CERTIFICATE

STATE OF FLORIDA)

COUNTY OF ST. JOHNS)

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

Dated this 30th day of June, 2021.



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

CHAIRMAN MAGUIRE: [103] COMMISSIONER DEAN: [7] 19/18 25/7 25/10 25/17 26/2 27/8 27/17 MR. BEYERS: [1] 27/19 MR. BURNETT: [10] 15/17 15/21 16/3 33/19 38/9 38/17 38/22 39/6 39/8 74/25 MR. GIMMEL: [2] 48/6 48/12 MR. HARVEY: [2] 7/9 12/4 MR. MIRGEAUX: [16] 4/19 4/25 5/2 5/5 5/8 5/11 35/7 50/18 51/1 53/14 53/19 58/11 58/14 74/16 85/24 86/23 MR. OLSON: [44] 30/8 30/16 30/24 31/2 31/4 31/8 31/12 31/16 31/20 32/3 32/6 32/17 32/24 33/3 33/6 44/6 44/13 44/22 44/24 45/10 45/18 45/23 46/2 46/6 47/1 47/6 51/3 59/3 59/11 59/13 59/20 59/25 60/19 69/9 70/3 70/9 75/6 83/10 83/15 83/17 86/4 86/16 86/21 86/24 MR. TUCKER: [7] 27/22 27/24 48/3 79/22 79/24 80/2 80/5 MR. WUELLNER: [152] MS. ALBIN: [17] 29/6 30/15 30/22 31/1 31/3 31/5 31/7 31/9 31/13 31/18 31/22 32/4 32/7 32/20 33/1 33/4 33/13 MS. GREEN: [30] 3/23 4/1 5/10 5/19 5/21 5/23 6/4 6/6 6/24 50/4 50/7 50/21 50/25 52/2 58/15 58/18 58/22 60/11 64/3 76/10 76/19 76/24 83/14 83/16 86/1 86/5 86/10 86/13 86/19 87/2 MS. LIOTTA: [1] 78/20 MS. LUDLOW: [176] MS. SAVIAK: [5] 9/21 10/5 10/20 11/19 11/21	74/19 \$1 million [3] 60/9 61/3 72/10 \$1,000,900 [2] 68/7 68/19 \$1,141 [1] 67/12 \$1,145,000 [1] 67/19 \$1,293,362 [1] 62/4 \$1,345,000 [1] 67/20 \$1.8 [1] 23/11 \$1.9 [4] 66/13 71/19 75/7 78/4 \$150,000 [1] 60/13 \$2 [1] 73/10 \$200,000 [1] 57/7 \$230,000 [3] 62/22 62/23 63/14 \$247,500 [1] 54/24 \$3 [5] 23/14 40/10 42/1 43/2 43/21 \$3 million [5] 23/14 40/10 42/1 43/2 43/21 \$3.811 [1] 56/23 \$30 [1] 20/12 \$30 million [1] 20/12 \$30,000 [1] 14/20 \$300,000 [10] 10/1 36/17 36/25 37/17 40/1 42/8 48/18 50/2 66/10 67/10 \$361,948 [1] 55/4 \$4,045,812 [1] 57/10 \$4,258,434 [1] 57/5 \$5 [1] 42/11 \$5 million [1] 42/11 \$50 [1] 84/16 \$50 million [1] 84/16 \$50,000 [3] 24/17 68/10 73/12 \$500,000 [2] 40/2 74/9 \$6,000 [2] 78/7 78/7 \$6,300 [1] 77/3 \$6,400 [1] 77/3 \$600,000 [1] 23/12 \$74 [1] 10/24 \$75 [1] 10/25 \$84,000 [1] 57/2 \$865,000 [3] 16/8 16/11 16/20 \$950,000 [2] 80/21 81/25 ' '18 [1] 46/16 - -45,000 [1] 67/13 0 0570 [1] 1/23 1 1.5 [1] 54/25 1.8 [1] 23/14 1/2 [2] 26/13 26/15	10,000 [1] 13/12 100 [3] 36/11 36/12 67/20 100 percent [3] 42/21 43/3 66/10 104 [1] 1/15 10th [1] 29/25 120 [1] 32/4 120-plus [1] 32/15 12th [1] 87/5 13 [2] 32/22 32/22 13,039 [1] 29/10 130 [2] 32/3 32/5 139 [1] 12/7 142 [1] 67/13 146 [1] 32/2 147 [1] 37/22 14th [1] 7/22 15 [2] 11/6 70/8 150 [1] 32/3 150-ish [1] 56/19 153 [1] 48/13 16 1/2 [2] 54/12 54/23 16-year-old [1] 64/24 160 [1] 37/21 160,000 [1] 56/19 168 [1] 37/22 17 [1] 1/22 18 [1] 70/8 1821 [3] 24/5 24/5 24/13 19 [1] 2/7 1:00 [1] 32/8 1st [1] 52/5 2 2,000 [1] 48/17 20 [1] 66/3 20 percent [3] 23/6 23/7 58/21 20 percenters [1] 23/12 200 [2] 24/24 69/25 2005 [1] 54/15 200th [1] 24/1 2013 [4] 45/8 45/18 46/9 46/16 2018 [1] 45/20 2020 [3] 29/12 29/14 64/6 2021 [4] 1/6 29/10 64/6 88/10 20th [4] 22/19 23/19 23/21 23/23 21 [2] 1/6 13/12 21-98 [3] 36/19 36/25 50/7 219 [1] 17/7 21st [1] 24/20 22 [2] 2/9 51/12 222-acre [1] 84/14 235 [1] 37/24 24 [2] 34/10 34/11 240 [1] 67/19 240,000 [1] 67/7	247,500 [1] 55/3 25 [4] 35/16 66/4 66/4 80/10 270 [1] 37/25 29 [1] 38/3 3 3 percent [3] 57/25 58/3 58/4 30 [2] 52/5 80/10 300 [2] 38/4 41/1 30th [1] 88/10 32,000 [1] 13/12 32080 [1] 1/15 32084 [1] 1/23 34 [1] 2/9 35 [2] 7/9 7/10 380 [1] 17/7 389 [2] 16/6 16/17 3:45 [1] 3/23 4 40 [2] 15/3 47/13 400 [1] 31/24 42 [1] 20/7 45 [1] 58/10 45,000 [1] 67/13 46 [1] 55/4 4730 [1] 1/4 4:00 [2] 1/7 69/25 5 5 percent [3] 43/21 57/6 57/6 50 [3] 31/21 32/11 64/20 50 percent [3] 27/9 31/21 37/14 50,366 [1] 29/11 500,000 [1] 74/6 51 [1] 2/9 57,000 [1] 29/14 58 [1] 32/13 5:34 [2] 1/7 87/21 6 6/24 [1] 34/11 60 [5] 23/4 23/10 25/15 28/3 61/2 60,000 [3] 32/12 32/14 67/8 600 [2] 23/14 23/15 7 7,500 [1] 32/9 70 percent [1] 61/3 700 [1] 31/25 75 percent [1] 27/10 78 [1] 2/10 7:00 [1] 69/25 8 8,000 [1] 54/10 8.77 [1] 77/17 80 percent [1] 67/7 800 [3] 31/24 31/24	32/1 82 [1] 2/11 825-0570 [1] 1/23 836 [2] 16/7 16/14 865 [1] 16/7 87 [2] 2/12 37/21 88 [1] 2/13 8th [1] 83/24 9 904 [1] 1/23 98 [3] 36/19 36/25 50/7 A A.A.E [1] 1/17 ability [2] 8/19 15/9 able [9] 8/8 10/7 12/9 28/2 61/22 62/8 71/8 79/9 87/16 about [55] 9/9 17/6 17/23 18/23 20/2 20/19 22/11 23/6 23/10 24/2 28/2 28/3 28/13 28/23 32/8 36/5 37/4 37/13 37/13 48/17 52/4 54/9 54/23 54/25 55/4 55/24 56/14 56/19 56/22 57/10 58/3 59/3 60/5 60/20 64/20 67/8 67/12 67/23 67/24 68/2 68/11 70/5 70/6 70/8 72/13 72/15 72/19 72/21 73/2 75/10 77/2 77/2 79/4 80/5 84/4 above [1] 55/17 absolutely [1] 59/24 Academy [2] 82/6 82/8 acceptance [5] 2/9 3/4 4/3 34/3 50/13 accepted [1] 36/8 access [14] 8/17 8/17 21/8 47/13 47/18 47/18 47/19 66/12 66/19 66/22 68/2 69/3 69/10 80/25 account [4] 14/25 17/10 17/12 55/25 accounts [1] 55/14 achievement [1] 11/16 acre [1] 84/14 across [1] 58/1 action [2] 22/10 36/22 activists [1] 22/1 activities [1] 79/4 activity [3] 32/19 34/15 44/10 actual [6] 39/19 46/23 46/25 55/7 58/7 66/7 actually [14] 4/8 11/16 14/16 16/1 20/20 21/13 26/16 30/22 44/17 53/10 65/22 65/25 66/4 67/6 ad [3] 77/22 78/1 78/3 ad valorem [3] 77/22
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