Thursday, August 17, 2023
Naples Airport Authority: Regular Meeting Minutes

The meeting was called to order by Chair Dustin at 8:32 a.m. in the Council Chambers at City Hall.

A. ROLL CALL

1. Roll Call

Present were Chair Dustin, Vice Chair Ruppert, Commissioner Cuddihy, Commissioner Cavanaugh and Commissioner Burns.

Staff and Authority Counsel present were Mr. Owens, Mr. Rozansky, Mr. Lobb, Mr. Keith, Mr. Warriner, Mr. Gray, Mr. Brown, Ms. Zadorecky, Ms. King, Mr. Burch and Ms. Menard.

B. PLEDGE OF ALLEGIANCE

Chair Dustin led the Pledge of Allegiance.

C. AGENDA

Chair Dustin reminded the Board and the public that there is a policy of no texting to or from Commissioners during our Board meetings. He requested everyone's observance of this policy.

Mr. Rozansky stated that there was one new item being added and several other revisions to the Board packet as follows:

1. Correspondence/Commissioner Comments & Requests/Meetings, Item 1, Follow Up to Discussion of Commissioner Burns' Comments at the April 17, 2023 Workshop Meeting and the June 15, 2023 Regular Meeting is an added item.

2. New Business, Item 1, Draft FY 2024 Strategic Plan Scorecard - The FY 2023 Scorecard was provided for comparison purposes.

3. Old Business, Item 1, Rates and Charges – The presentation was updated based on questions received.

4. Financial Reports, Item 2, August Draft - FY 2024 Operating and Capital Expenditures Budget - There was a formula error on page 8 of the Budget and on page 5 of the Presentation. The changes were highlighted in yellow.

Mr. Rozansky stated that the added and revised materials were distributed to the Board after the packet was published. The final Board packet will include the updated information and will be posted on our website.

Under the Consent Agenda, Item 3, Consultant Selection Committee Ranking of Firms for Request for Proposals No. 22-5519, North Road Terminal Apron Improvements Design Consultant, Commissioner Burns requested the item be pulled from the Consent Agenda to discuss it separately. Chair Dustin noted that the item will be moved to the last item under Action Items.

Regarding the new item under Correspondence, Commissioner Burns stated that he had new information that will help clarify one of the statements he made about turboprops.

D. MINUTES

1. June 14, 2023, Consultant Selection Committee Meeting Minutes

Chair Dustin asked if this was a better time to discuss the item removed from the Consent Agenda. Commissioner Burns said that he discussed this with Mr. Rozansky and Mr. Owens, and because the item is new information about turboprops, the minutes should be approved, and the new item discussed later.

Commissioner Burns confirmed that the commentary he wished to discuss on Action Item 4 (previously Consent Agenda Item 3) was a separate discussion and that the minutes as written were accurate.

Commissioner Cuddihy moved approval of the June 14, 2023, Consultant Selection Committee Meeting minutes. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

2. June 15, 2023 Regular Meeting Minutes

Mr. Rozansky noted that there were edits made to the June 15, 2023 Regular Meeting Minutes that were not mentioned under the agenda portion of this meeting:

a. A typographical error at the top of page 16 - The reference to "Mr. Kerry" has been corrected to read "Mr. Keith."

b. On page 18, the following three sentences were added after the last sentence in the second paragraph: "Commissioner Burns pointed out that as soon as a jet is airborne, they can start their 270 degree turn and do not necessarily wait until they get to the end of the runway. He said that in either event, Commissioner Cuddihy's opinion as to where they fly and his opinion of what he drew is different, but neither opinion reflects the metrics that are on the drawing. Commissioner Cuddihy and Commissioner Burns respectfully disagreed with each other."

c. In the last paragraph on page 18, the word, "resolved", was replaced with the word "discussed."

Commissioner Cuddihy expressed concern with the amendment to the minutes made on page 18 regarding Commissioner Burns' comment that "neither opinion reflects the metrics that are on the drawing." Ms. Menard confirmed that that after listening back to the video at Commissioner Burns' request, it was what Commissioner Burns stated. *(It should be noted that in the last paragraph on page 17, the minutes reflect that Commissioner Cuddihy said "that there were metrics shown to justify this route.")*

Commissioner Cavanaugh moved approval of the June 15, 2023, Regular Meeting minutes, as amended. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

There were no presentations.

F. PUBLIC COMMENTS

Mr. Bruce Byerly, 184 Tupelo Road, Naples, an airport tenant and business owner, said that he had two comments, one related to the agenda and another general comment.

He said he enjoys the benefits of aviation whether it is here in Naples or through lower-cost commercial tickets. He said we have the best and safest system in the world because of the best aviation culture. In a conversation with his 17-year-old daughter, who is a student pilot, regarding some in the City who don't want flight schools at the airport, he said she was bewildered. Mr. Byerly stated that there is a huge shortage of pilots, and these are the people that are flying all of us to and from Florida. He commented that the concept that we would consider poking a hole in our transportation system for the purported benefit of a few is shortsighted. He wanted to bring that to the Board's attention. He said these kids in training should be celebrated. It is a great story and another positive thing the airport brings to the community, and he doesn't hear it talked about that much.

Mr. Byerly's second comment is related to the concept of landing fees as a potential measure to restrict traffic. Chair Dustin asked if he could comment on that when the item comes up under Old Business 1, Rates and Charges, and Mr. Byerly agreed.

G. NOISE

1. Noise Compatibility Committee Update

Commissioner Cuddihy reported that the Noise Compatibility Committee (NCC) last met on May 4th at the Airport Office Building, and she reported on that meeting at the May Regular Board Meeting. She said that the next NCC meeting is scheduled for October 26th in the Airport Office Building. She said public outreach and engagement are critical to the NAA's efforts to engage with the community. She recognized Mr. Zac Burch, Senior Community Relations and Communications Manager, for his service to the NCC until a Director of Community Relations was selected. She announced that Ms. Robin King, the newly appointed Director of Community Relations and Communications, will be working with the Board, NCC members and other community leaders to schedule meetings and presentations with key stakeholders. She encouraged anyone who was interested in scheduling a meeting, presentation or airport tour to contact her at rking@flynaples.com and visit our website, www.flynaples.com, to join the subscriber list for airport updates.

2. Noise Report

Mr. Burch reported that this past month we were contacted by the Port of Portland regarding our Noise Program, Milwaukee Airport regarding our recently completed Part 150 Study and a consultant for the FAA who wanted to know how they can improve community outreach. He noted that our efforts are recognized throughout the country. Commissioner Cavanaugh said that he would be interested in learning about their best practices and asked these to be shared with the Board.

Mr. Burch highlighted some of the downward trends in curfew violations, noise comments and operations when compared with the same period in the last fiscal year. He recognized and highlighted the efforts made in reducing curfew violations by some of our major operators, NetJets, Elite Jets and FlexJet.

Regarding the summary of reasons for curfew violations, Commissioner Cavanaugh asked if the pilot's schedule is an accurate reason when the sole aircraft owner is a local resident as opposed to a fractional owner. Mr. Burch stated that there could be a variety of reasons, but he would see if these could be more reasonably differentiated. Commissioner Cavanaugh said that changing local resident behavior is important.

Vice Chair Ruppert recognized Stork 1 for falling off the monthly top curfew violator list. He also recognized NetJets and Elite Jets for making significant business practice improvements on violations as well as people who never were on the report.

Mr. Burch stated that he would provide an update next month on his participation, along with other stakeholders, in the FAA Symposium for developing recommendations to improve existing communication practices and identifying new strategies for providing the public with a better understanding of aviation noise. Chair Dustin commented that the NAA is widely known in the industry as being one of the most active and aggressive airports in this field. Mr. Rozansky agreed and said that we are gaining traction and momentum while trying to balance it with tenants and operators. He said that we are seeing the recognition from our peers, and it is appreciated.

Commissioner Cuddihy asked Mr. Burch to remind everyone about a recent award the NAA received for the Fly Safe Fly Quiet program. Mr. Burch said that we were recognized as one of three runners-up for the Transportation Research Board's (TRB) nationwide award and were proud to present our program at a TRB Symposium in Washington D.C.

Commissioner Burns was happy to hear that we are receiving industry recognition for our efforts. He would like to see members of Congress recognize our programs as well; and if staff could find a way to communicate with our Senators and our Representatives, it would be a place to start because they have an influence on legislation that would make it easier for us to implement programs. Commissioner Cavanaugh expressed his disappointment that our Congressional members are not taking a positive standpoint on positions that we have asked them to.

Chair Dustin encouraged fellow Commissioners to share the five downward trends in curfew violations as noted on page 2 of the Noise Report when interacting with members of the public. Mr. Rozansky stated that in the next month, staff will be producing a summary of our noise initiatives so that Board members can refer to it when they are out in the community.

There was discussion about the FAA's Noise Policy Review and the 2,000 public comments from across the nation provided thus far. It was noted that the deadline to submit comments to the FAA was extended to September 30th. Mr. Burch noted that in a cursory review, roughly 90% are traditional complaints about aircraft noise or comments about how those who choose to live near an airport shouldn't complain about noise, rather than comments related to policy changes or suggestions. He said that eight comments mention Naples, though there are two sets of duplicates, so there are six unique comments that are noise complaints and do not make any policy suggestions. Commissioner Cavanaugh said that he would be interested in having a third-party

industry association collate the comments to see what the nationwide voice sounds like and see any good ideas coming in that can help us. Commissioner Cuddihy asked if there was value in having us ask the City to make comments. Mr. Rozansky said that the original deadline was in July and the FAA extended it for 60 days. He said this does give us an opportunity to share our thoughts with the City and suggest to them that they may wish to submit comments as well.

H. CONSENT AGENDA

Chair Dustin read aloud the Consent Agenda items as follows:

1. **Vacate Easement Held by the Southwest Florida Land Preservation Trust**

2. **Termination of Lease with Civil Air Patrol, Inc.**

Consent Agenda Item 3, Consultant Selection Committee Ranking of Firms for Request for Proposals No. 22-5519, North Road Terminal Apron Improvements Design Consultant, was moved to Action Item 4. Consent Agenda Item Nos. 4, 5, and 6 were resequenced to Item Nos. 3, 4 and 5 as follows:

3. **Recommendation to Award Request for Invitation to Bid No. 23-5526, General Aviation Terminal Apron Joint Re-sealing Not to Exceed $208,560**

4. **Acquisition and Assignment of Hole Montes to Bowman Gulf Coast LLC**

5. **Federal Aviation Administration Safety Projects Grant Update – Increase Local Share Not to Exceed $947,204**

Vice Chair Ruppert moved Board approval of the Consent Agenda items, as amended. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

I. ACTION ITEMS (Public comments accepted for each item; 5-minute limit)

1. **Renew Insurance Policies in an Amount Not to Exceed $1,003,000**

Mr. Warriner requested Board authorization for the Executive Director to renew the insurance policies listed below through the Authority's insurance broker, Alliant Insurance Services, Inc. for the 2023-2024 policy year in an amount not to exceed $1,003,000. Mr. Warriner noted that these are for all of the Authority's major insurance policies, and they renew on October 1st.

Property – Public Risk Management	$550,000
Workers Compensation – Public Risk Management	$235,000
Package Policy (Auto, Employment Practices Liability, Public Officials Liability, Inland Marine) – Public Risk Management	$ 65,000
Airport Liability – Chubb	$ 78,000
Cyber & Ransomware – Beazley	$ 31,000
Terrorism (Still being marketed)	$ 30,000

Crime - Alliant	$ 6,000
Boiler and Machinery – Hartford	$ 4,000
Fiduciary – Fiduciary Liability Insurance Program (Alliant program)	$ 4,000
Total renewal for the period 10/1/2023 – 9/30/2024	**$1,003,000**

Mr. Warriner introduced Mr. Felipe Garcia, First Vice President with Alliant, and Mr. Josh Hallon, Vice President with World Risk Management (a part of PRM), our primary insurance carrier, who presented an update on the current state of the market and the Authority's insurance strategy for our renewals.

Mr. Garcia said that it is a challenging market due to last year's series of catastrophic events in addition to Hurricane Ian. Mr. Hallon provided an update on the state of the property market as compared to last year. Mr. Garcia provided a comparison of last year's premiums vs. the FY 24 quoted premiums. Mr. Hallon explained how PRM mitigates risk by selecting and maintaining clients geographically without having too much of a concentration of scheduled values in one area.

There was clarification that the proposed policy rates are not-to-exceed amounts.

There was discussion about why this year was not a good time to shop the insurance policies as well as the strength of PRM's balance sheet and how the property risk is given to PRM's reinsurers. Commissioner Cavanaugh requested PRM to provide a quarterly or end-of-year report so that he can see how they are managing the process in the months ahead as the losses hit their balance sheets.

Chair Dustin requested more information about parametric insurance to see if this has any benefit to us.

Commissioner Cuddihy moved Board approval for the Executive Director to renew the insurance policies listed above through the Authority's insurance broker, Alliant Insurance Services, Inc. for the 2023-2024 policy year in an amount not to exceed $1,003,000. Commissioner Cavanaugh seconded. The motion passed unanimously 5-0.

2. Executive Director's Annual Review

Mr. Rozansky requested Board acceptance of the Executive Director's review for the period August 2022 to July 2023. He appreciated each Board member's comments and added that the team worked extremely hard this past year. He said it is a pleasure to serve the NAA, our customers and the community. He welcomed any further discussion.

Chair Dustin requested open discussion regarding Commissioner Burns' comment in Mr. Rozansky's review; specifically on page 4 in the last sentence of the first paragraph, it states, "Sometimes during board meetings, the ED's lack of intervention has allowed commissioners to be intimidating and confrontational as well." Chair Dustin said the comment was criticizing Mr. Rozansky, and he didn't think the Executive Director had the authority to intervene between Commissioners, rather it was the Chair's job. Chair Dustin said he remembers the incident that Commissioner Burns is referring to and accepts responsibility for not performing as well as he

could have as Chair. Chair Dustin said we all have an obligation to make sure the facts get promulgated from these meetings.

Commissioner Burns said he remembers the incident where Chair Dustin challenged what someone from the audience said and asked Mr. Rozansky to respond to the comments by two of the presenters. Commissioner Burns said Mr. Rozansky could have intervened then. Commissioner Burns stated that his comments on the review were meant as constructive criticism and added that he too takes responsibility for not intervening. He said it wasn't a good session and knows that we all recognize that. Chair Dustin said that he thought there were factual misunderstandings and he wanted to clarify those. He said he doesn't trust his memory of all the facts as well as he trusted the Executive Director's. Chair Dustin clarified that he was taking responsibility for this.

Vice Chair Ruppert moved Board acceptance of the Executive Director's review for the period August 2022 to July 2023. Commissioner Cuddihy seconded. The motion passed unanimously 5-0.

3. Authority Counsel's Annual Review

In accordance with Authority Bylaws, Mr. Rozansky stated that the Board is to review the performance of Authority Counsel yearly. He said although we work with Mr. Owens most often, there is a cadre of other attorneys that we work with throughout the year. He said the assessment is of Bond, Schoeneck and King as Authority Counsel. Mr. Rozansky stated that the Board completed an evaluation of the performance of Authority Counsel, and the tabulation appears in the Board packet. Mr. Rozansky requested the Board's acceptance of the annual review. He said that the Board could also deliberate at this time on any consideration of an adjustment to the hourly rate.

Commissioner Cavanaugh said that he struggled with the rating form and suggested that the Human Resources Director look at best practices used across Southwest Florida or the State of Florida to give us more distinction between the ratings.

Commissioner Cavanaugh expressed concern with the firm's hourly rate and said the current rate is more than fair if not below market rate considering the type of legal talent we get from the firm as well as their knowledge of the industry and the Authority. He said he was also struck by the disparity between the rate we get vs. the firm's standard hourly rate and noted that the gap has continued to widen over the years. He suggested that there is an opportunity to provide a better hourly rate but was not set on a number. He said it needs to be more aggressive than it has been over the last four or five years.

Commissioner Cuddihy said Commissioner Cavanaugh's comments were well stated. She said that Mr. Owens is far more than satisfactory.

Vice Chair Ruppert also appreciated Commissioner Cavanaugh's comments and he too stated that Mr. Owens' firm is more than just satisfactory. Regarding the hourly rate, Vice Chair Ruppert said he would like to make a recommendation or motion to increase the hourly rate by $15 per hour, from $325 to $340 per hour, representing a 4.5 percent increase.

Chair Dustin said that he would like more discussion before a motion is made. He said he would like to see a higher rate and polled Commissioners on their recommendations for the rate increase.

Commissioner Cavanaugh stated that he did not have a specific number in mind but said the hourly rate should be more than $340 and at least a minimum of $350. Commissioner Cuddihy said that the consumer price index rate is 7% in Florida, which would be closer to the $350 rate.

Commissioner Burns asked if Mr. Owens had a figure in mind. Mr. Owens stated that Bond, Schoeneck and King has had a long, rewarding relationship with the Authority. He said one of the most unique and rewarding things to him personally is being able to be part of such a great team and feeling part of that team. He would like to leave the rate discussion up to the Board of Commissioners and added that if there is any time that he feels a discussion needs to take place, he would most certainly bring it up. He said he appreciated the comments and that it was always nice to be recognized for the value that they bring. He also appreciated the Board's willingness to frame the discussion in terms of helping with inflation. Commissioner Burns said he liked the higher number that has been mentioned.

Vice Chair Ruppert moved Board approval to increase Bond Schoeneck and King's hourly discounted rate from $325.00 to $350.00 beginning October 1, 2023, for the next fiscal year. Commissioner Cavanaugh seconded. The motion passed unanimously, 5-0.

Again, Mr. Owens stated that it is an honor and privilege to represent the Authority.

Commissioner Cavanaugh suggested that staff continue to benchmark these rates to have more data points and a more accurate analysis of the marketplace.

Commissioner Cuddihy moved Board acceptance of the annual review of the Authority Counsel to assess the firm's performance and accomplishments. Vice Chair Ruppert seconded. The motion passed unanimously, 5-0.

Consent Agenda Item 3 is now Action Item 4:

4. Consultant Selection Committee Ranking of Firms for Request for Proposals No. 22-5519, North Road Terminal Apron Improvements Design Consultant

Mr. Keith requested Board approval of the Consultant Selection Committee ranking and authorization for the Executive Director to negotiate and execute a Professional Services Agreement with the No. 1 ranked firm. He provided a summary of the Request for Proposal process for the North Road Terminal Apron Improvements Design that was issued on February 1, 2023.

Commissioner Burns requested a policy discussion about this improvement. He referenced the drawing in the Board packet that shows the apron to be expanded. If we are embarking on a study to relocate the airport, he said he didn't know whether we should be expanding the capacity of the existing airport. He supported the consultant that is being recommended; but as the project evolves, he said the question that the Board needs to address is whether we proceed with only what needs to be fixed or whether we add in the expanded apron.

Chair Dustin said it was an interesting question and that he was somewhat inclined to have a policy discussion in September or October. He added that the airport relocation study will take a long time before it is completed and implemented and more importantly, an even longer time before the

airport could be moved. Given that, he believed there would be repaving projects at the airport once, twice or three times before a new airport could be built.

Mr. Rozansky explained that this item is for approval of the Consultant Selection Committee's ranking and not approval of the project itself. He said staff would come back to the Board at a future date for approval of the scope of work to be done. He said one of the issues to consider is that our parking areas currently do not conform to FAA design standards. If we are to receive a grant to renovate the existing apron or expand it, we would have to rearrange how aircraft maneuver on the apron and how they park. Frequently, in season, he said our jets are double or triple stacked over on that apron and it does not conform to FAA standards. He said our intention for approval of the rankings today is to negotiate the agreement with the consultant and come back to the Board for the discovery phase of the work which will help answer those questions before going into the design phase.

Commissioner Cavanaugh agreed that it would take many, many years before a new airport is built. He pointed out that expanding this apron is important relative to the insurance side as it pertains to employee safety, public safety and property conservation. He said it is necessary to have a safe airport, and he would support it.

Vice Chair Ruppert moved Board approval of the Consultant Selection Committee ranking as follows: 1) Michael Baker International, Inc.; 2) AVCON, Inc.; and 3) Holc Montes, Inc. and moved approval for the Executive Director to negotiate and execute a Professional Services Agreement with the No. 1 ranked firm. Commissioner Burns seconded. The motion passed unanimously, 5-0.

Chair Dustin thanked Commissioner Burns for raising the point on this matter. He said it was very helpful.

Chair Dustin call for a short recess.

J. NEW BUSINESS

1. Draft FY 2024 Strategic Plan Scorecard

Mr. Lobb reviewed the draft FY 2024 Strategic Plan Scorecard. He said the Scorecard outlines the strategic initiatives that we will work on in FY 2024. We are in Year 3 of our five-year Strategic Plan that runs through FY 2026. He said staff worked on developing the draft Scorecard throughout the summer and met with various constituent groups to align the strategic plan more closely.

He said there are 22 measures currently proposed, and the objectives and initiatives were combined to make it clearer and more concise. He said that each of the four goals has a Director/Sponsor responsible for the success of that goal, and a champion is assigned to each measure. He noted that he is the sponsor of Goal 1, Robin King for Goal 2, Ken Warriner for Goal 3 and Risa Zadorecky for Goal 4.

Mr. Lobb presented the first draft and requested Board feedback to incorporate into the final draft for approval next month. He identified the new measures under each goal as well as the measures that dropped off from the previous year's Scorecard.

There were comments as follows:

Goal 1 - Provide a safe, modern and efficient airport

Measure: Prepare Airport Exploratory Study. Commissioner Burns pointed out that the measure does not include a study of the airport relocation in the phrase. He also questioned whether planning for the end of the land lease with the City was included in this measure or if it would be a separate measure. There was discussion about combining the two under one measure. Commissioner Cuddihy suggested the measure be to prepare an airport exploratory study to include potential relocation and disposition of the current airport upon completion of the lease. Commissioner Burns stated he liked that language better.

Goal 2 - Be an engaged community partner

Measure: Train 10 Airport Ambassadors. Commissioner Burns commented that he was not in favor of this item. He said that as a Board, we are responsible, with the assistance of staff, to manage our message. He expressed concern with who and how the 10 individuals would be selected. He stated that each one may have different opinions and carrying our message out would be difficult. He suggested that Board members be the ambassadors. He said our Board clearly understands what the challenges are and successes of what we have at the airport and added that this is a critical time in the Airport Authority's history with the end of the land lease with the City, airport relocation study and huge noise issues, etc.

Ms. King provided an overview of the ambassador program. In response to Commissioner Cuddihy's question regarding the reference to the term "ambassador", Ms. King said that the name could be changed to something else. She added that they are not representatives of the NAA. She said it is difficult to reach everyone in the community, and the program would be set up as a way for the ambassadors to casually educate another person on our high-level initiatives, provide feedback back to us on what they are hearing and also provide the other person with our contact information to learn more about us and our initiatives.

Commissioner Cavanaugh said that outreach is good, but he concurred with Commissioner Burns' concerns on how the message is communicated. He thought the program was too formalized and could be accomplished another way with NAA management. Vice Chair Ruppert stated that Commissioner Burns brought up a good point. He suggested that Board members have a "card in their pocket" of important information that all Board members are aligned on. He said to Commissioner Cavanaugh's point, he would be open to have select stakeholders within the NAA. With this being a brand-new program, he likes the outreach part of it, the alignment aspect as well as two-way communication and doesn't mind it on the scorecard. Chair Dustin said that we are doing a lot of good things and he would support the measure to improve community dialog where there is two-way communication with listening on both sides. He would be open on the wording of the program.

Commissioner Burns reiterated his concern with the word, Ambassador, and the biases that someone could bring into the program. He suggested calling the program a listening post.

Commissioner Cuddihy said that she concurred 100 percent with Commissioner Burns with someone else trying to represent us when as Commissioners, we don't always agree with one

another. She said that they could represent facts that we all agree upon. Commissioner Cuddihy commented that the word, Ambassador, has a connotation that they represent us. Ms. King said that they will consider another name for the program and will bring something back to the Board.

Goal 3 - Strengthen the airport's economic vitality.

Measure: 100% of employees complete phishing education and pass test. Commissioner Burns suggested that "and Commissioners" be added to this measure. Mr. Rozansky recommended that the "Noise Compatibility Committee" be included in this measure as well.

Goal 4 - Equip employees to excel today and in the future.

Commissioner Cuddihy commented that she was happy to see the succession plan for all leadership positions included in this goal.

Commissioner Cavanaugh said that he would like to see the measures bucketed in terms of what are the steady state goals, what are goals that are improving the NAA and are goals that are creating new capabilities for the NAA. He commented that the measures listed are activity results, not measurement results. As an example, putting up noise monitors is great, but he would be more interested in the noise monitor information and what we are going to do with it. Getting information from flight crews, passengers and tenant surveys with an overall excellent rating is good, but for those who don't give an excellent rating, what is that input and how do we improve upon that. He said next year, he will be more disciplined and vocal that these measures are about accomplishments, not in doing things and having an activity. He added that this is not a strategic plan scorecard, it is an operating plan.

2. North Road Terminal Discovery Update

Mr. Keith introduced Ms. Nathalie White, Architect/Project Manager of SchenkelShultz Architecture, who will be presenting an update on the discovery phase of the North Road Terminal.

Ms. White said that in November of last year, the discovery phase of the North Road Terminal Building commenced. The objective was to analyze the existing building comparing it to the requirements of the airport's current and future needs. She said an extensive report was completed and gave a brief overview of their observations, condition of the main structure, building envelope, secondary structures/canopies, systems, site and interior. She provided a summary of the site investigation that looked at an extensive renovation of the existing building and the implications of code upgrades and possible additions.

She presented three potential options and highlighted the advantages and challenges for each. She stated Option 1 included limited renovations and was under the FEMA 50% limit rule; Option 2 included an extensive renovation, code upgrades and complying with the FEMA requirements for flood-proofing; and Option 3, included the demolition and replacement of the existing building. She displayed a comparison overview of the costs with Option 1 being the least expensive. She recommended Option 1 due to the airport's exploratory study of potentially relocating the airport.

Vice Chair Ruppert asked if a separate flood-proofing could be added to Option 1 without it being under the 50% rule. Ms. White said that it could be added. He said that he would be interested in knowing what the cost of the barriers would be.

Commissioner Burns said he supported Option 1 at this point because it is the lowest cost to upgrade a facility that needs it. He was also interested in Vice Chair Ruppert's suggestion about the flood barriers. Commissioner Burns stated that he was not in favor of building a new building.

Chair Dustin asked how this building fared during Hurricane Ian. Mr. Rozansky stated that the water came right up to the apron side door but didn't get inside the building. With the surge level from Ian, Chair Dustin said he would be cautious about putting flood barriers on an old building.

There was Board consensus for staff to work with SchenkelShultz on a design contract for Option 1 with a limited refresh. Vice Chair Ruppert added that his consensus includes getting more information about the flood barriers.

3. Communications Update

Ms. King introduced Ms. Melissa Barnett of Garth Solutions, who has been a consultant for the Naples Airport since 2022. Ms. King said Garth Solutions works closely with us, and they have worked rapidly to improve and increase our communications program.

Ms. Barnett stated that the last time Garth addressed the Board was about a year ago at which time they provided an overview of the overarching communication goals developed with the NAA Communications team. She presented an overview of some of the initiatives that have been undertaken over the last year to help achieve these goals. She showed examples of our new employer branding and external branding look. Other initiatives included Fly Safe, Fly Quiet communications to diverse stakeholder groups; community outreach for our Part 150 Noise Study, events and community programs; management of our digital communications across multiple platforms ranging from social media, email blasts, press releases, digital ads and our website. She presented statistics on the increased usage of our website and social media as well as an Instagram comparison analysis for FY 2023.

Ms. Barnett said that they are in the process of developing communications activities for FY 2024 to increase transparency and enhance community outreach and partnerships for building stronger community connections and trust.

On slide 14 regarding the Instagram comparison analysis for FY 2023, Commissioner Cavanaugh said that he would like the comments on our posts to be broken down into positive, negative, and neutral comments. He would like to know how many of the 4,900 engagements were positive vs. negative and what is that data point today versus what would it look like a year and two years from now. He would like to know how we are growing our social engagement by constituency to make sure we have a robust outreach. He would like to know what kind of proprietary email base we have and the number in that email base in terms of outreach with community leaders, influencers and elected officials from the city, state and federal government. He would like to understand how well we are touching all those people. Ms. Barnett said that she could pull together some data points.

Vice Chair Ruppert complimented Ms. Barnett for the improvements made to our communications and outreach strategy. He said the strategy is all going in the right direction. He commented that this year, there was a situation where several HOAs were aligned on one position and another HOA was not, creating an uncomfortable position for citizens, our Board and City Council. He proposed

the development of a more formal outreach program during season with all of the HOAs concurrently, similar to what the City does with the Presidents Council meetings. He said this would be a listening post for us and a welcoming opportunity to express differences of opinion, with a meeting two to three times per year, so that each HOA could hear each other.

Vice Chair Ruppert also suggested a more formal outreach program be developed to recognize and appreciate the group of tenants and operators that have not appeared on our violator list, allowing us to recognize good behavior. He also would like to more formally recognize NetJets and Elite Jets who have made very strong efforts to be a better tenant and operator, other than calling out their name from time to time. Ms. Barnett said that NetJets and Elite have been publicly recognized by tagging them through social media and also in communications to the wider tenant and customer groups. Vice Chair Ruppert said that was good but suggested reaching out to the CEO and COO of those respective companies as well.

Commissioner Burns said he liked the idea of a face-to-face meeting with the HOAs' leadership and all five Board members.

Commissioner Cuddihy said that right before we submitted the Part 150 Study, she spoke with several Presidents of the HOAs and many of them suggested airport staff meet with them. She suggested getting on the agenda of the HOA President's meeting with the City; and if not that, immediately following while they are all still together. Mr. Rozansky said that we have attended those meetings, and the City has changed the format of them. He said he liked the idea of doing something with the HOAs and could initiate something at the staff level but also try and organize a Board Workshop Meeting.

Chair Dustin asked if the Noise Report was distributed to the HOAs. Mr. Rozansky stated that we are sensitive to overloading them with too much information. He said that staff sends occasional targeted messages that are more succinct than a detailed report.

K. OLD BUSINESS

1. Rates and Charges

Chair Dustin invited Mr. Byerly to the podium to make his public comments. Mr. Byerly commented that the success of the quiet hours program is impressive from a pilot's perspective if you consider the hours and hours of delays out of the Jacksonville Center. He cautioned the Board on expecting further success going into the busy season. He said that we should all be lobbying the FAA for a solution to this issue. He added it seems to be related to personnel issues in Jacksonville.

Mr. Byerly commented that he heard landing fees were brought up as a potential measure to somehow restrict traffic. In his opinion, he said it was misguided. At a recent Friends of the Naples Airport meeting, Scott Cameron relayed a comment from a community member who said they realize that Naples Airport is the golden goose. Without the airport, we wouldn't have the Wine Festival and said he could add plenty of other reasons that encourage activity at the airport. On the practical side, he said there are rules where the airport is obligated not to discriminate. From the market side, the cost associated with the operations of airplanes is already expensive, but it is clear to him that landing fees will not discourage jets from coming to Naples. He gave an example of how he has offered his clients either to land at Miami International Airport for $480 or park 100

yards away for $27, and his clients most always pick the higher dollar rate because they know they can get reliable service, a clean facility and transportation to the terminal. He said it is not a practical policy. Lastly, he said increased landing fees would largely impact his piston pilots and flight students like his daughter rather than jet users. He said if the airport needs more money, that is fine, but he didn't think that is what it was.

As a follow up to the May Rates and Charges presentation, Mr. Warriner presented a landing fee and fuel charge comparison of other similar airports in luxury resort destinations. He said the FAA governs how we charge for use of the airport and explained our practice of charging landing fees through the airfield cost recovery (ACR) fees. He provided a bar chart showing Jet A and AvGas average fuel margin trends in Naples as well as an operations breakdown of 99.5% of jets who bought fuel.

Vice Chair Ruppert asked if ACR fees would be increased if the House bill to provide parking on our ramp for free was passed. Mr. Rozansky stated that the bill was defeated in the House, but the Senate version will be heard after Labor Day by the Commerce Committee. He said that if we were restricted from charging reasonable market rates for parking, we would make up for it some other way.

In response to Commissioner Cavanaugh's question regarding landing fees vs. ramp fees, Mr. Gray clarified that we do not charge landing fees, but we do charge ramp fees. Landing fees are included in the ACR, and the House and Senate bill is related to ramp fees.

Mr. Warriner presented a comparison of fees charged at other privately and publicly run airports. Commissioner Cavanaugh suggested that a business analysis be conducted to consider transitioning from a public FBO to a private FBO. There was discussion about conducting a business analysis and the challenges of doing so while an airport exploratory study to relocate the airport was being studied. Although Commissioner Cavanaugh believed both studies could be conducted simultaneously, there was a consensus by the majority of the Board to conduct the airport exploratory study first and consider conducting a business analysis later.

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

Vice Chair Ruppert recognized Mr. Gray and his team on the amount of UL94 that has been sold and the interest that it has generated. Commissioner Burns thanked Vice Chair Ruppert for bringing the UL94 idea up in the first place.

On page 8 regarding the Electric Aircraft Symposium as well as the FAA Drone Symposium and Advanced Air Mobility Summit that staff attended, Commissioner Burns requested a short overview of the sessions held in order to keep up to date with the technology, especially as it relates to what our role is going to be with FDOT.

M. FINANCIAL REPORTS

1. Financial Summary

Mr. Warriner presented the financial summary report for the month of July. He pointed out that we changed the methodology for our investments to adjust for fair market value monthly. He said we will now be showing it on a monthly basis rather than at year-end.

Commissioner Cuddihy moved the Board acceptance of financials for July 2023, as submitted and discussed. Vice Chair Ruppert seconded. The motion passed unanimously 5-0.

2. August Draft - FY 2024 Operating and Capital Expenditures Budget

Mr. Warriner gave an overview of the August draft - FY 2024 Operating and Capital Expenditures Budget. He said it hasn't changed significantly from the June draft. He highlighted operating expense assumptions including our regional approach to the consumer price index and the addition of $1,000,000 for the flight procedure design consultants as well as $520,000 to conduct the airport exploratory study. He noted that the total non-operating revenue line item increased significantly due to the interest revenue as a result of increased rates and the inclusion of $4 million of insurance proceeds in FY 2024. Mr. Warriner reviewed the capital projects that were broken out.

A question-and-answer period followed regarding the proposed budget for airfield lighting replacement, solar canopy (construction) and careful management of personnel expenses.

N. COUNSEL'S REPORT

Mr. Owens reported no pending litigation or other material legal matters to discuss.

O. PUBLIC COMMENTS (5-minute limit)

There were no public comments.

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

1. Follow Up to Discussion of Commissioner Burns' Comments at the April 17, 2023 Workshop Meeting and the June 15, 2023 Regular Meeting

As a follow up to the conversation about Commissioner Burns' comments at the April 17, 2023 Workshop Meeting, Commissioner Burns made additional comments regarding the results of the population estimates as shown on Table 3-9, Runway 22 Flight Tracks Analysis, on page 3-21 of the 1997 Part 150 Noise Study. He said his point has always been that no metrics were provided for the 270-degree heading. He displayed Figure 3-8, Lear 35 SEL contours - Runway 22 Departure Right Turn in the 1997 Study where he drew a red dotted line denoting the 270-degree heading from Runway 23. He said he started the curve at the end of the runway and went to a 270-degree heading on a reasonable basis, following another flight path that he had observed. He then showed Figure 3-10, Lear 35 SEL Contours - Runway 22 Departure, left turn to Naples Bay where he drew a purple line showing the flight path that a consultant created in 1997. He noted that the consultant's curve began at the end of the runway. He clarified that when he drew his red line, he used the same methodology that the consultant did. Commissioner Cuddihy said that she was not

sure the issue was where on the runway the curve begins. From her perspective, the angle of how quickly you turn is the issue. She said the Board discussed the fact that the aircraft can't turn on a dime because they are going too fast. Commissioner Burns said he wanted to clarify why he drew his red line where he did. Commissioner Cuddihy commented that her issue is that airplanes don't make these types of turns.

Commissioner Burns referenced his email chain to Mr. Rozansky dated March 27, 2023 that had not yet been distributed to the Board (attached) in response to Commissioner Cavanaugh's request for records of any reference to flights over Naples Bay, departing or arriving on Runway 23. Commissioner Burns stated that he obtained the results from staff, and Mr. Burch presented the information at the April 17th Workshop Meeting. At that time, Commissioner Burns said he commented about turboprops prior to 1997 going down the Bay. He said that in the exhibit (Table II-6 from the 1987 Part 150 Study), it shows the following three categories of the departure flight track utilizations for Track TD10, also known as down the bay: Jet traffic (0% usage); multi-engine traffic down the Bay (5%), single engine down the bay (5%). He said when he inquired about the multi-engine traffic, maybe not all, but some of them were turboprops. He pointed out that it is accurate that a later model showed 0% of turboprops going down the Bay but in 1987, it was documented that there were some turboprop flights happening. There was agreement to put this issue to rest because of the need to deal with current noise issues and many other challenges.

Commissioner Cavanaugh thanked staff for his dialog this week and in today's meeting. He said the team does a great job in the City, in Southwest Florida and added that all the residents and customers are well served by staff.

Q. ADJOURN

With no further business, the meeting adjourned at approximately 12:40 p.m.

Christopher A. Rozansky
Secretary

NOTE: Printed copies of all visual presentations and handouts are on file in the Executive Assistant's Office.

Robert Burns

From: Chris Rozansky
Sent: Thursday, March 30, 2023 1:09 PM
To: Robert Burns; Zachary Burch
Subject: RE: Flights over Naples Bay prior to 1997

Bob,

We were planning to have an item on this during the April 17th workshop.

Thanks,

Chris

Chris Rozansky | Executive Director
Naples Airport Authority
239-643-0733 | **flynaples.com**

From: Robert Burns <RBurns@flynaples.com>
Sent: Thursday, March 30, 2023 12:27 PM
To: Zachary Burch <zburch@flynaples.com>; Chris Rozansky <CRozansky@flynaples.com>
Subject: RE: Flights over Naples Bay prior to 1997

Zach,
This is very helpful information. Please consider having your summary contained in your email along with the three exhibits, as video images, at the April 17, 2023, NAA workshop and during the April 19, 2023, NAA board meeting. It would be helpful to answer Commissioner Cavanaugh's question of me.
Thank you very much for your fine research.
Bob Burns

From: Zachary Burch <zburch@flynaples.com>
Sent: Tuesday, March 28, 2023 9:39 AM
To: Chris Rozansky <CRozansky@flynaples.com>; Robert Burns <RBurns@flynaples.com>
Subject: RE: Flights over Naples Bay prior to 1997

Commissioner Burns,

To clarify on the 2010 map, flights departing on Runway 23 going south or east would actually be 16.9%. The 23.5% included 23JD4 which actually is heading west, likely across the gulf.

Thanks, and sorry for the confusion.

-Zac

RPB Page 1 of 10

Zachary Burch | Community Engagement/Communications Manager

Naples AIRPORT AUTHORITY

(239) 643-0733
160 Aviation Drive North
Naples, FL 34104
flynaples.com

From: Zachary Burch
Sent: Monday, March 27, 2023 5:49 PM
To: Chris Rozansky <CRozansky@flynaples.com>; Robert Burns <RBurns@flynaples.com>
Subject: RE: Flights over Naples Bay prior to 1997

Commissioner Burns,

Attached are some documents that you may find helpful.

First is map and table showing jet departure tracks from the 1997 Part 150 study. As I have highlighted 0% of jet traffic took the TD10 departure which is a departure that somewhat follows Naples Bay. 5% of multi and single engine propeller aircraft did use that departure path. The other departure path in that area, TG2, is a touch-and-go pattern and not used by jets.

Second is the information from the 1997 NEM which shows that the flight path labeled 22D2, which closely follows Naples Bay, with 0% use by jets and turbo-prop aircraft. It did receive approximately 17.3% of piston aircraft departing on runway 22 (now 23).

Last, is the departure runway use map from the 2010 NEM. This map shows a number of different jet departure headings from runway 23, which I have highlighted. This does show that approximately 23.5% of jet departures from runway 23 either went straight out or turned right.

I hope this helps. Please let me know if you have any further questions.

-Zac

Zachary Burch | Community Engagement/Communications Manager

Naples AIRPORT AUTHORITY

(239) 643-0733
160 Aviation Drive North
Naples, FL 34104
flynaples.com

From: Chris Rozansky <CRozansky@flynaples.com>
Sent: Monday, March 27, 2023 3:06 PM
To: Robert Burns <RBurns@flynaples.com>; Zachary Burch <zburch@flynaples.com>
Subject: RE: Flights over Naples Bay prior to 1997

Hi Bob,

The best information we have is in past noise studies, including the excerpt I previously provided. Zac can help research arrivals from 1996 and data from other noise studies to see if there's anything different.

Chris

Chris Rozansky | Executive Director
Naples Airport Authority
239-643-0733 | **flynaples.com**

From: Robert Burns <RBurns@flynaples.com>
Sent: Monday, March 27, 2023 9:45 AM
To: Chris Rozansky <CRozansky@flynaples.com>
Subject: Flights over Naples Bay prior to 1997

Chris,
Would someone be able to research records for any reference to flights over Naples Bay departing and arriving on Runway 23? I'd like to answer Commissioner Cavanaugh's request which he asked me during the meeting of March 16, 2023 during correspondence and communications.
Your assistance is greatly appreciated.
Thank you.
Bob Burns

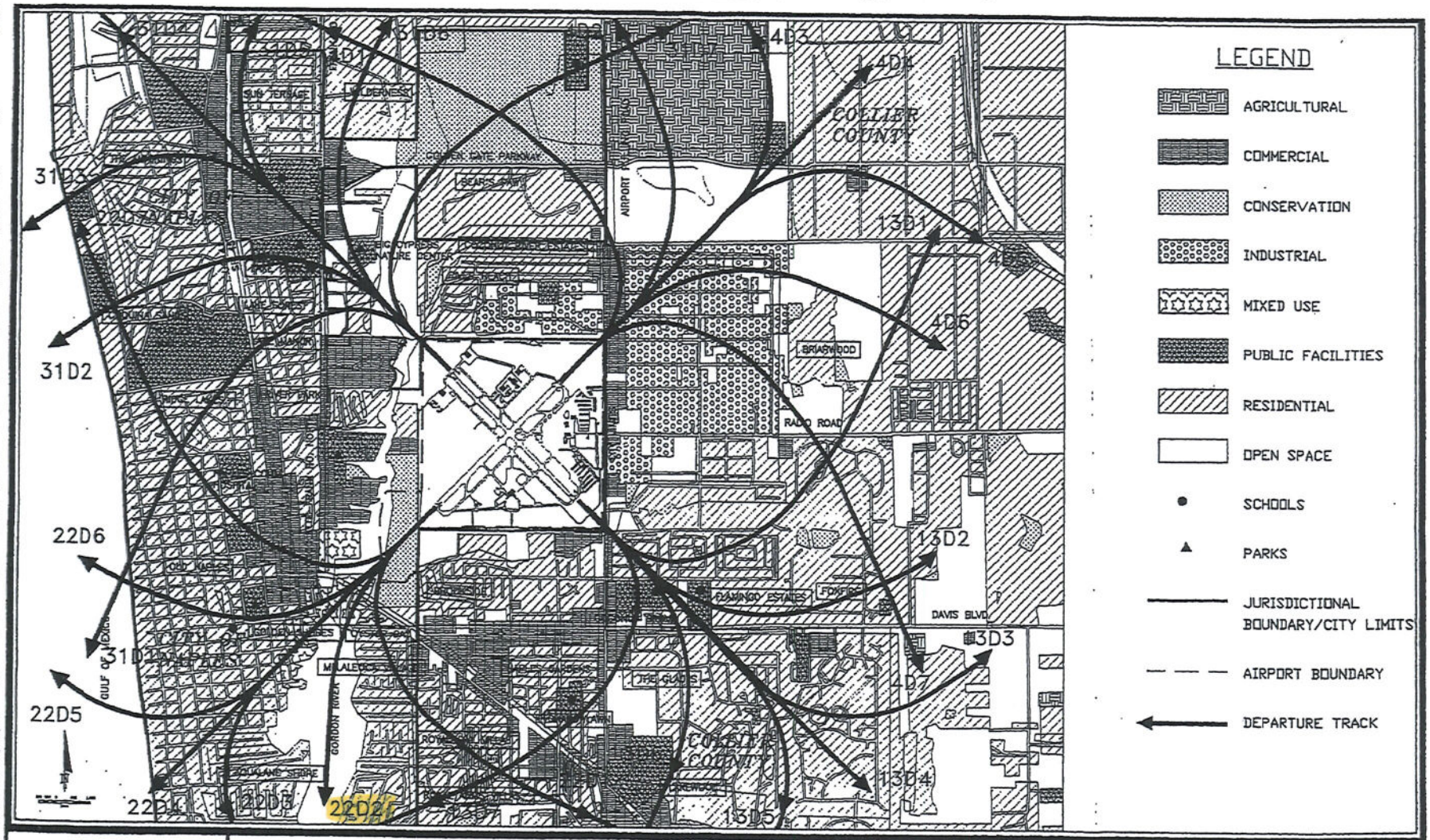
RPB Page 3 of 10

Table 5-4
Modeled Flight Track Use

Runway	Departures			Arrivals			Touch and Go Patterns		
	Track	Percent Use		Track	Percent Use		Track	Percent Use	
		Jet and Turboprop	Piston Prop		Jet and Turboprop	Piston Prop		Jet and Turboprop	Piston Props
04	4D1		17.5	4A1		34.7	4TG1		50.0
	4D2		17.5	4A2	34.7		4TG2		50.0
	4D3	52.5	17.5	4A3	12.8	12.8			
	4D4	34.7	34.7	4A4	52.5				
	4D5	12.8	4.2	4A5		52.5			
	4D6		4.2						
	4D7		4.4						
	Subtotal	100.0	100.0		100.0	100.0			
22	22D1		17.4	22A1		52.5	22TG1		50.0
	22D2		17.3	22A2	52.5		22TG2		50.0
	22D3	34.7	4.3	22A3	34.7	34.7			
	22D4	12.8	4.2	22A4	12.8				
	22D5	52.5	4.3	22A5		12.8			
	22D6		26.2						
	22D7		26.3						
	Subtotal	100.0	100.0		100.0	100.0			
13	13D1		17.5	13A1		12.8	13TG1		50.0
	13D2		17.5	13A2	12.8		13TG2		50.0
	13D3	52.5	17.5	13A3	52.5	52.5			
	13D4	34.7	34.7	13A4	34.7				
	13D5	12.8	4.2	13A5		34.7			
	13D6		4.2						
	13D7		4.4						
	Subtotal	100.0	100.0		100.0	100.0			
31	31D1		4.4	31A1		52.5	31TG1		50.0
	31D2		4.2	31A2	52.5		31TG2		50.0
	31D3	12.8	4.2	31A334.7	34.7	52.5			
	31D4	52.5	52.5	31A4	12.8				
	31D5	34.7	11.5	31A5		12.8			
	31D6		11.5						
	31D7		11.7						
	Subtotal	100.0	100.0		100.0	100.0			

Source: PBS &J Inc., and HMMH

RPB Page 4 of 10



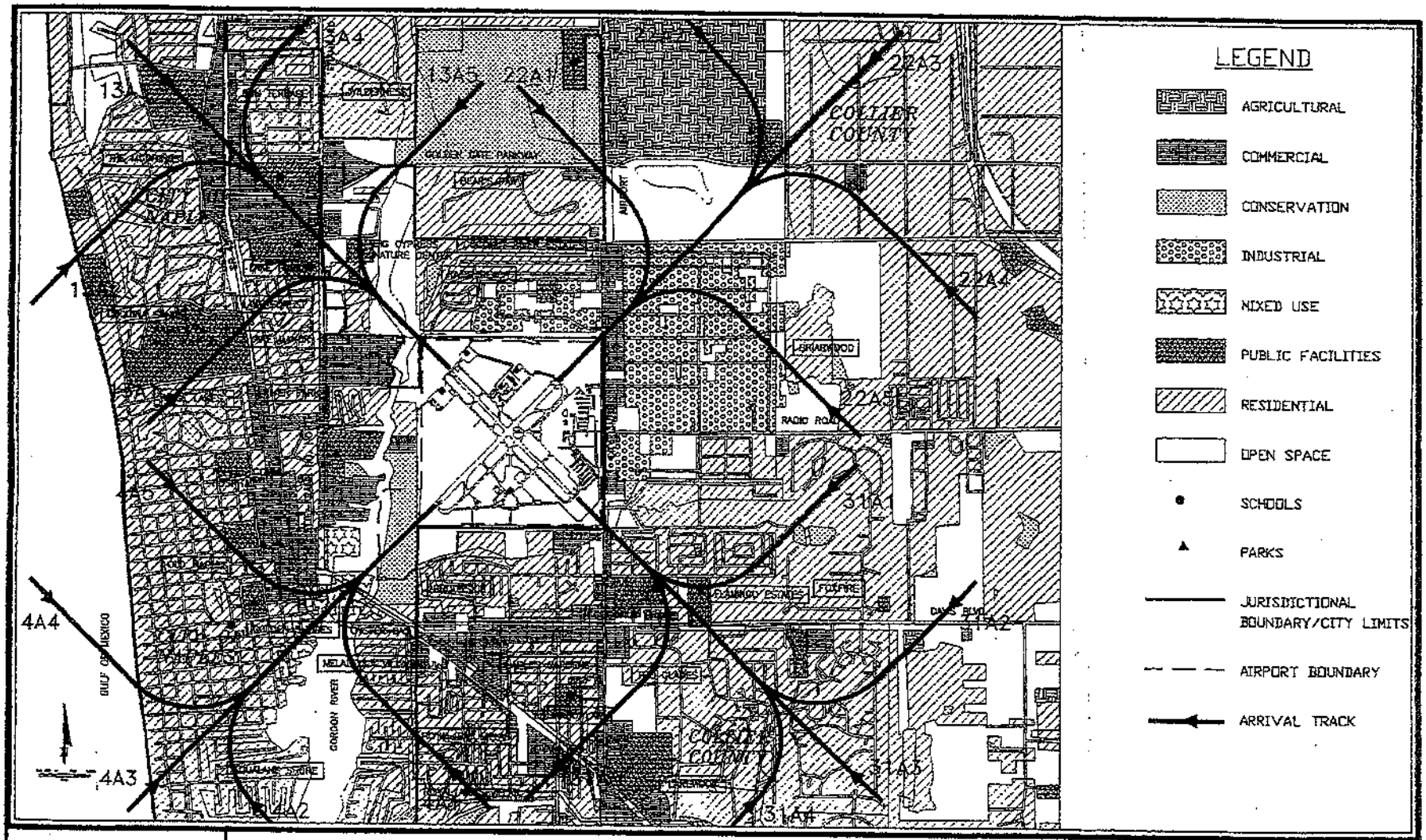
NAPLES MUNICIPAL AIRPORT
PART 150 STUDY UPDATE

DEPARTURE TRACKS

FIGURE
NO. 5-2

PBSJ

RPB Page 5 of 10

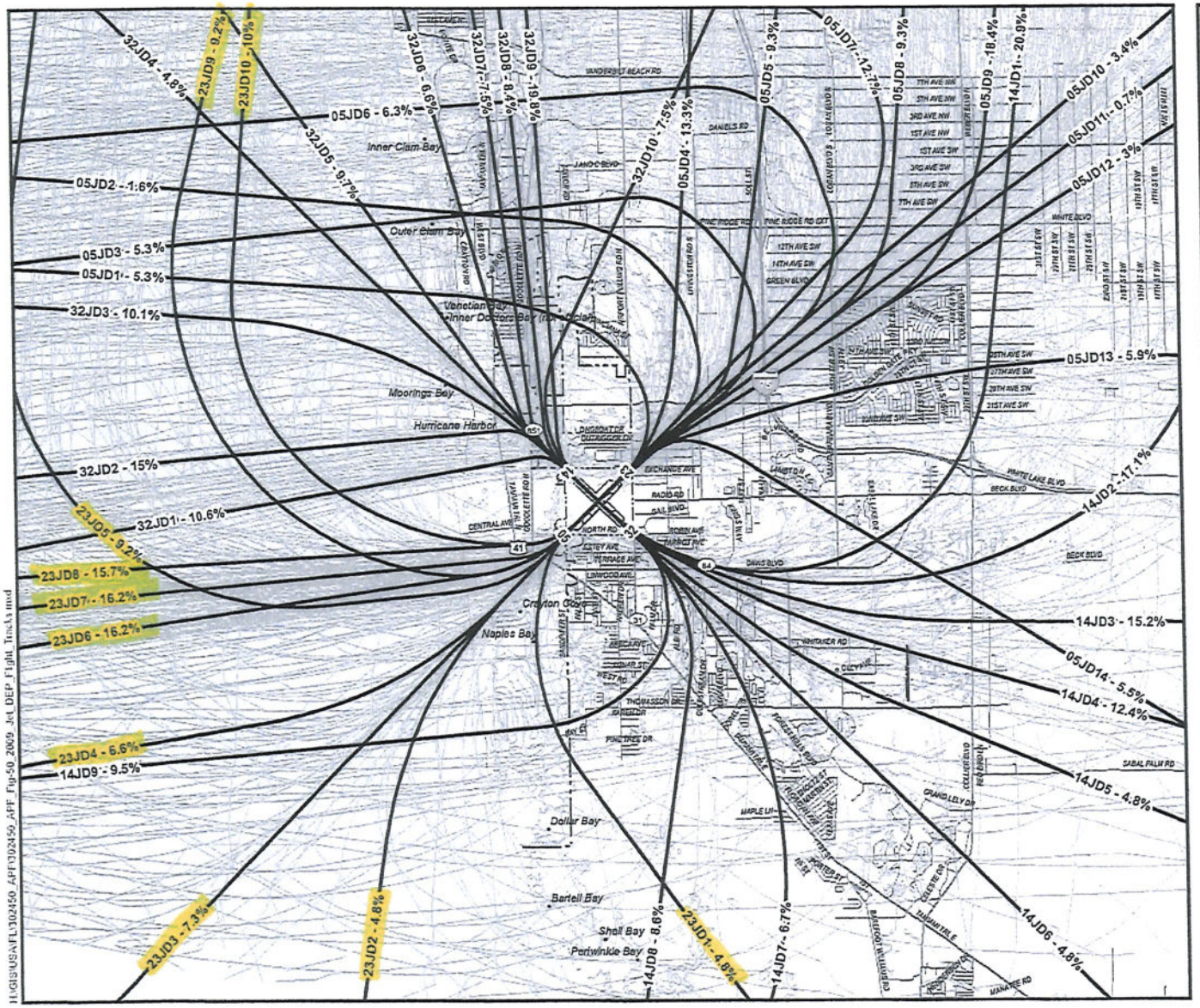


NAPLES MUNICIPAL AIRPORT
PART 150 STUDY UPDATE

ARRIVAL TRACKS

FIGURE
NO. 5-3

RPB Page 6 of 10



NAPLES MUNICIPAL AIRPORT
The Best Little Airport in the Country

Figure 50
Comparison of Modeling Flight Tracks to Observed February 1 – March 3, 2009 PASSUR Tracks, for Jet Departures

Radar tracks obtained from PASSUR™ installation at Southwest Florida International Airport

- Departure Model Track
- Departure Radar Track
- Airport Property
- Naples City Boundary
- Water

Percentage use of each track is indicated with the corresponding track label. Track use adds to 100% for each runway end, subject to minor rounding variation.

Data Source: Collier County GIS, United States Department of Agriculture (USDA) Geospatial Data gateway, Environmental Systems Research Institute (ESRI)

0 7,500 15,000 Feet

HARRIS MILLER MILLER & HANSON INC.

I:\GIS\USA\FL\302450_APP\302450_APP_Fig-50_2009_Jet_DEP_Flight_Tracks.mxd

RPB Page 7 of 10

1987

TABLE II-6

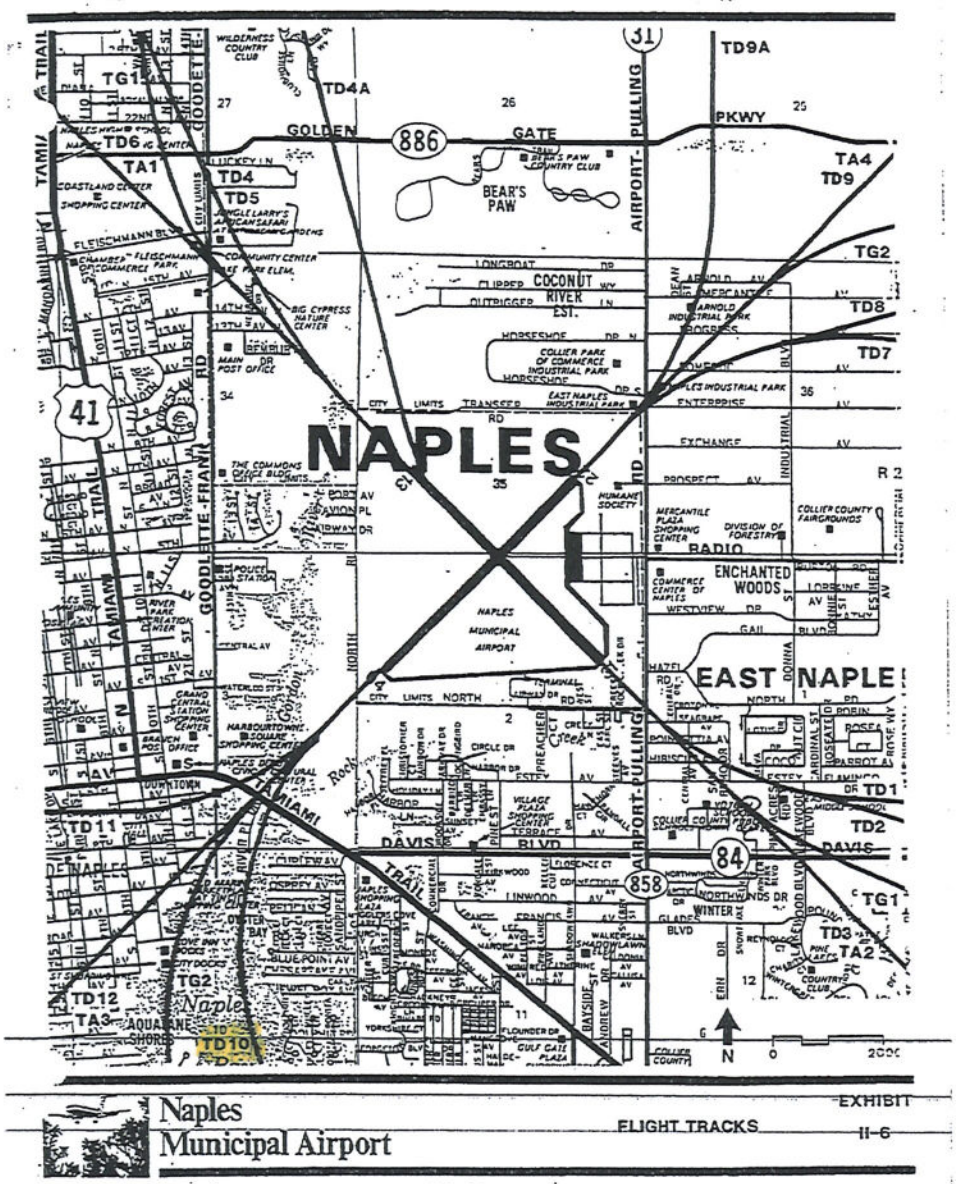
Naples Municipal Airport
Part 150 Study

DEPARTURE FLIGHT TRACK UTILIZATIONS

Runway	Track	Jet Traffic	Multi-Engine Traffic	Single Engine Traffic
13	TD1	- %	4.0%	4.0%
	TD2	-	3.0	3.0
	TD3	16.0	9.0	9.0
	Total	16.0%	16.0%	16.0%
31	TD4	- %	4.0%	1.0%
	TD4A	-	-	3.0
	TD5	-	5.0	3.0
	TD6	15.0	6.0	6.0
	Total	15.0%	15.0%	15.0%
4	TD7	- %	20.0%	20.0%
	TD8	-	8.0	8.0
	TD9	41.0	13.0	6.0
	TD9A	-	-	7.0
	Total	41.0%	41.0%	41.0%
22	TD10	- %	5.0%	5.0%
	TD11	-	9.0	9.0
	TD12	28.0	14.0	14.0
	Total	28.0%	28.0%	28.0%

Turboprop

RPB Page 8 of 10



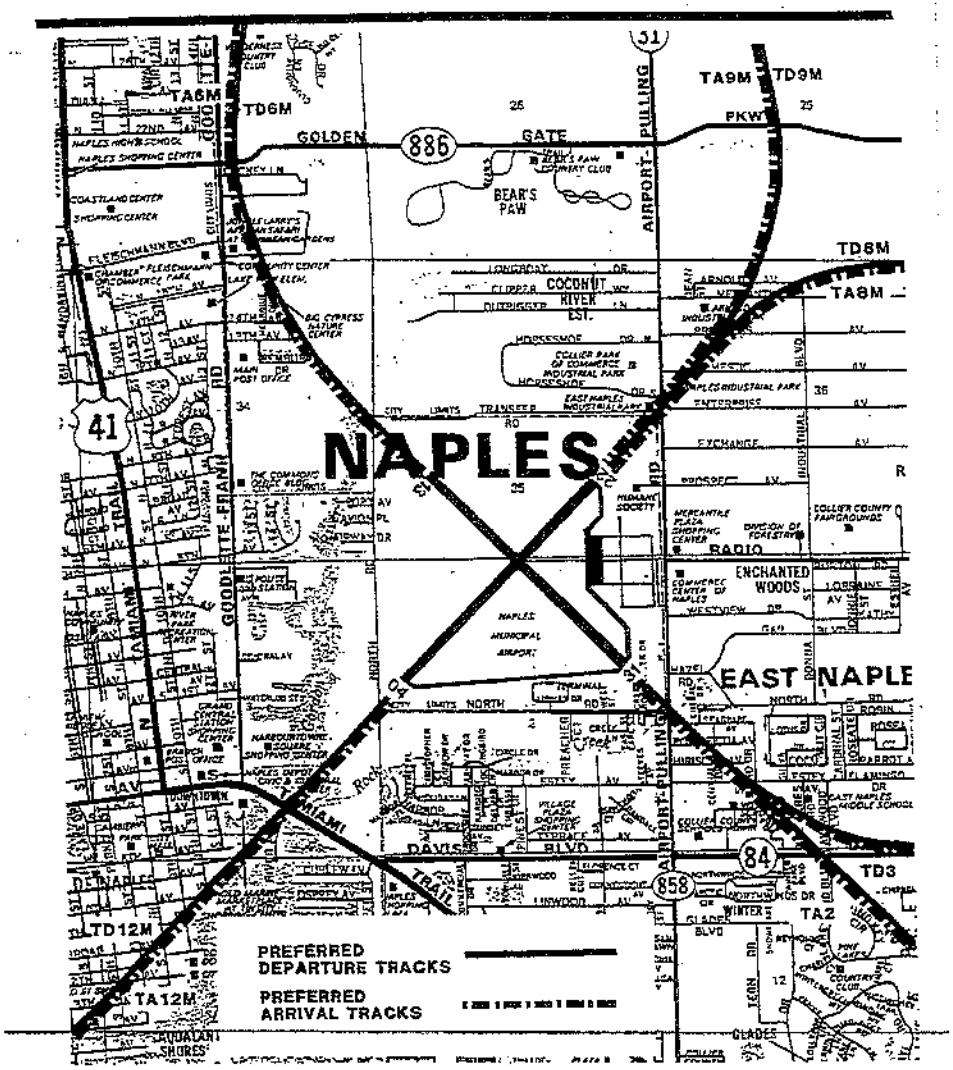
Naples Municipal Airport

FLIGHT TRACKS

EXHIBIT II-6

II-24

RPB Page 9 of 10



Naples Municipal Airport

FLIGHT TRACKS (JET TRAFFIC)

EXHIBIT V-2

V-7

RPB Page 10 of 10

CITY OF NAPLES AIRPORT AUTHORITY (NAA)
Board of Commissioners
Notice of Regular Meeting

FINAL AGENDA

City Hall Council Chambers
735 Eighth Street South
Naples, FL 34102

Thursday, August 17, 2023
8:30 a.m.

Commissioner Kerry C. Dustin – Chair
Commissioner Rick Ruppert – Vice Chair, Consultant Selection Committee Chair, Audit Committee Member
Commissioner Rita Cuddihy – NCC Liaison
Commissioner Robert P. Burns – Consultant Selection Committee Member, Audit Committee Member
Commissioner Terrence W. Cavanaugh – Audit Committee Chair
Executive Director: Christopher A. Rozansky
Authority Attorney: William L. Owens, Esq. of Bond, Schoeneck & King, PLLC

Welcome. If you wish to address the Board of Commissioners regarding an item listed on the Agenda, please complete a Speaker Registration form (available at the rear of the room) and hand it to the Executive Assistant prior to consideration of that item. We ask that speakers limit comments to 5 minutes and that large groups name a spokesperson whenever possible. All written, audio-visual, and other materials distributed to the Board or staff during this meeting will become the property of NAA and will be a public record. Thank you for your interest and participation.

NOTICE

Formal action may be taken on any item listed on the Agenda below, or added to the Agenda before or during the meeting, or discussed during the meeting without being added to the Agenda. Also, the sequence of items may be changed as the meeting progresses.

Any person who decides to appeal a decision of this Board with respect to any matter considered at this meeting (or hearing) will need a record of the proceeding and may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be heard.

Any person with a disability requiring auxiliary aids or services in order to participate in this proceeding for meetings at the City Council Chamber may call the City Clerk's Office at 213-1015, or for meetings at the Airport Office Building, the NAA Executive Assistant's Office at 643-0733, with requests at least two business days before the meeting.

Information on Action Items and other items which has been provided in advance of this meeting may be inspected at the office of the Executive Assistant, General Aviation Terminal Building, 2nd Floor, 160 Aviation Drive North. Minutes of this meeting will be prepared for Board approval, usually at the next Regular Meeting.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. AGENDA (Add, delete or re-sequence items)

D. MINUTES

1. June 14, 2023 Consultant Selection Committee Meeting Minutes

2. June 15, 2023 Regular Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

F. PUBLIC COMMENTS ON GENERAL TOPICS NOT ON THE CURRENT AGENDA

G. NOISE

1. Noise Compatibility Committee Update

2. Noise Report

H. CONSENT AGENDA

1. Vacate Easement Held by the Southwest Florida Land Preservation Trust

2. Termination of Lease with Civil Air Patrol, Inc.

3. Recommendation to Award Request for Invitation to Bid No. 23-5526, General Aviation Terminal Apron Joint Re-sealing Not to Exceed $208,560

4. Acquisition and Assignment of Hole Montes to Bowman Gulf Coast LLC

5. Federal Aviation Administration Safety Projects Grant Update – Increase Local Share Not to Exceed $947,204

I. ACTION ITEMS (Public comments accepted for each item; 5-minute limit)

1. Renew Insurance Policies in an Amount Not to Exceed $1,003,000

2. Executive Director's Annual Review

3. Authority Counsel's Annual Review

4. Consultant Selection Committee Ranking of Firms for Request for Proposals No. 22-5519, North Road Terminal Apron Improvements Design Consultant

J. NEW BUSINESS

1. Draft FY 2024 Strategic Plan Scorecard
2. North Road Terminal Discovery Update
3. Communications Update

K. OLD BUSINESS

1. Rates and Charges

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

M. FINANCIAL REPORTS

1. Financial Summary
2. August Draft – FY 2024 Operating and Capital Expenditures Budget

N. COUNSEL'S REPORT

1. Counsel's Report

O. PUBLIC COMMENTS (5-minute limit)

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

1. Follow Up to Discussion of Commissioner Burns' Comments at the April 17, 2023 Workshop Meeting and the June 15, 2023 Regular Meeting

Q. ADJOURN