Thursday, May 16, 2024
Naples Airport Authority: Regular Meeting Minutes - Amended

The meeting was called to order by Chair Ruppert at 8:31 a.m. in the Council Chambers at City Hall.

A. ROLL CALL

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

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

B. PLEDGE OF ALLEGIANCE

Chair Ruppert led the Pledge of Allegiance.

C. AGENDA

Mr. Rozansky provided the following revisions:

- Minutes of April 18, 2024 – Page 4 (under Noise Report), page 6 (under Strategic Plan Scorecard – FY 24 Mid-Year Report) and on page 8-9 (under Airport Exploratory Study – Schedule Update) were revised to add context to the discussion.

- Under Presentations, Item 3, Airport Exploratory Study Update, pages 5, 13 and 21 were updated.

- Under Noise, Item 2, Noise Report – On page 5, the greater-than sign should have been a less-than sign. The page has been updated, and the changes are highlighted in yellow.

Printed copies of the revisions were distributed at the dais and will be included in the final packet.

D. MINUTES

1. April 18, 2024, Regular Meeting Minutes

Vice Chair Cuddihy moved approval of the April 18, 2024, Regular Meeting minutes, as amended. Commissioner Dustin seconded the motion. The motion passed unanimously 5-0.

Commissioner Dustin asked if the Executive Director could report on the information gathered from recent noise monitor placement.

Mr. Rozansky stated that to date, the noise monitors have been deployed in 10 locations in all four quadrants surrounding the airport. The monitors are placed in locations for approximately one week to gather data, and there is a waitlist for future placements. In one case, the monitors were placed several miles away from the airport in the northeast quadrant, and during the week, only one aviation noise event was recorded. In contrast, a monitor placed at a downtown location in the

Old Naples neighborhood collected more than 300 aviation noise events. A more detailed report will be provided to the Commission in August.

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Employee of the Quarter

Chair Ruppert announced the Naples Airport Authority Employee of the Quarter for the third quarter of 2024. Ms. Azarelly Acosta, FBO Administrative Assistant, was recognized for her nearly four years with the NAA. Ms. Acosta has demonstrated that she is a dedicated employee who is a quick learner, extremely organized, and an excellent multitasker. She serves as the FBO Administrative Assistant and has recently stepped up to fill a critical role in the Executive Department while the Executive Assistant was away for an extended period of time.

2. General Aviation Month Proclamation

Mr. Rozansky stated that many organizations and a number of states have proclaimed May as General Aviation Appreciation Month. Chair Ruppert read a Proclamation in Recognition of the National Celebration of General Aviation.

3. Airport Exploratory Study Update

Mr. Rozansky introduced Mr. Doug DiCarlo of Environmental Science Associates (ESA) to provide a presentation of findings and analysis from the Airport Exploratory Study. The presentation focuses on key factors for consideration, potential sites, environmental constraints, stakeholder outreach, cost estimates, financial considerations and next steps. Mr. Rozansky stated that ESA staff is creating a report that will be available for the Commissioners in July.

Mr. DiCarlo introduced team members: Mike Arnold (ESA), Dave Farmer (Metro Forecasting), and Dave Ramicorti (Ricondo). He then reviewed the primary study elements: the study would identify potential new airport sites that may warrant further study, but it would not recommend whether the airport should relocate or close, it would not include an alternative analysis and it would not recommend a new airport site. Mr. DiCarlo estimated a minimum of 15-20 years to develop a new airport. The study used Collier County population growth trends to create projections for aviation-activity needs.

Mr. DiCarlo explained that a new general aviation airport would require 1,800 – 2,000 acres, and a new commercial service airport would require 2,000 – 2,400 acres. During the review, ESA took into consideration airports in the surrounding area.

Mr. DiCarlo explained that ESA explored facility requirements for two possible scenarios: a general aviation airport and a new commercial service airport. He pointed out that if a new airport was constructed, the FAA would expect Runway Protection Zones (RPZ) that are owned or controlled by the airport, significantly increasing the amount of property needed.

Commissioner Dustin asked for clarification on the configuration of an airfield. Mr. DiCarlo said in the conceptual layout, most of the commercial facilities would be located between the runways and general aviation to the north or south, warehousing, or other support facilities could be located on one side or the other. The different operations would be segregated.

Commissioner Cavanaugh asked if the RPZs had to be larger for commercial operations. Mr. DiCarlo said not for Naples, but in some instances it would be larger. Still, general aviation aircraft that Naples Airport serves are in the same category as some of the commercial service aircraft being considered as part of the study. He said the RPZs are based on two variables: the aircraft type and the instrument approach. Mr. Rozansky further clarified that the RPZs are driven by the size and performance of aircraft. He noted that the study does not anticipate any wide-body aircraft.

Mr. DiCarlo displayed a map depicting Collier County's existing and future land use plans. He pointed out the primary county designations that may be explored, saying several stakeholder outreach initiatives were implemented during the study. Staff met with landowners, Collier County departments and environmental groups. He shared a summary of survey results from existing aviation tenants, existing non-aeronautical businesses and individuals on airport waitlist. The forthcoming report will include the entire survey with responses.

In identifying possible sites, Mr. DiCarlo reviewed the potential environmental impacts and other elements associated with critical habitats and the Florida Wildlife Corridor. Four potential sites were identified within nine to 30 miles from the current Naples Airport. He presented the population figures in 2023 as compared to the projected 2040 estimate and included buildout within a five-mile radius around the existing airport and also around the four potential sites included in the study.

Commissioner Dustin pointed out that the Marco Executive Airport would conflict with Site B. DiCarlo said the report included projections of the three existing Collier County airports, and they would have to be taken into consideration.

Mr. DiCarlo discussed the cost considerations associated with a new general aviation airport and/or a new commercial service airport, as well as the financial considerations involved in relocating the airport. He noted that only certain capital improvement costs will qualify for FAA and FDOT discretionary funding. He presented options for financing local share. He reviewed potential scenarios for the existing Naples Airport (with or without a new airport).

Chair Ruppert said he ran numbers on a municipal revenue bond for 40 years, using 5-7% interest. He said it would reach $4 - $5 million per month in debt service. He stressed the importance of getting more specific about where revenue would come from for this type of project. He did not think that the airport, city or county could handle the financial burden individually. Chair Ruppert also challenged the assumption that there could be a commercial component of a new Naples Airport. There was a brief discussion about what would happen if the City were to sell the property where the Naples Airport is currently located. Commissioner Burns also conducted an analysis, and he thought that 742 acres available in the City of Naples for development could easily offset most, if not all, of the construction costs, depending upon the site selected.

Commissioner Cavanaugh said the Board needs to be cognizant of the City's fiduciary responsibility. He struggled to see them utilize their largest asset once the land would be vacant to provide $750 million to an airport that they don't control and not on their property. He could foresee a significant number of citizens going to litigation on that issue.

Mr. DiCarlo discussed potential future scenarios for Naples Airport with or without a new airport. He also discussed the impact if the Naples Airport were closed without a new airport. He said from the FAA's perspective, an Environmental Assessment or an Environmental Impact Statement

would be necessary, and the following items would need to be addressed: 1) Impact to surrounding airports, especially as it relates to their capacity; 2) Impact to the region's airspace structure; 3) Change to the noise footprint at surrounding airports; and 4) Documentation on what would be done with the existing airport site.

Commissioner Dustin noted that the Naples Airport had been identified as a "national ASSET airport" but asked what that meant. Mr. Rozansky explained that the FAA classified every general aviation airport years ago by various tiers, dependent upon the amount of activity and the role the airport served.

Mr. DiCarlo stated that ESA would not recommend Picayune Strand State Forest as a potential airport site. He stated that the report would include an appendix summarizing the site's history and how ESA came to this conclusion.

Mr. DiCarlo said the next steps in the process will include: 1) a Draft Study Document, 2) Presentations to the City and County, 3) a Public Open House, and 4) a Final Study Document.

Chair Ruppert asked if it would be realistic to build another commercial airport so close to the Fort Myers International Airport (RSW) considering their master plan calls for building a second runway. Mr. DiCarlo responded that there are many steps in the estimated timeline to develop a new airport, and the justification to build another commercial airport would come in the initial planning phase.

Chair Ruppert also asked if ESA's buildout scenario was consistent with the county and the state's growth plans for Collier County. Mr. David Farmer, CEO of Metro Forecasting Models and Author of the Collier Interactive Growth Model, responded. He said the growth rate, as estimated by his company, shows Collier County growing faster than the state by a slight margin. Mr. Farmer said much of the growth will be in the area around Immokalee.

Commissioner Cavanaugh was interested in examples of similar sized general aviation or commercial airports planned and approved, during the last 10 years. Mr. Rozansky said the most recent example in Florida would be Panama City, Northwest Beaches. He said there is a general aviation airport in Mobile, Alabama, which is being converted to a commercial service airport. Mr. Ramicorti of Ricondo said that Las Vegas is considering a supplemental air carrier service airport to McCarran Airport and it would not be a general aviation airport. From a financial perspective, it was hard to justify that airport as a standalone airport but they are treating it as a system with McCarran. Mr. Ramicorti said that his firm is part of the project team of the Las Vegas airport study.

Mr. Ramicorti said the Panama City Airport was built in the last 20 years. Mr. Arnold stated that the size of the Panama City Airport site is approximately 4,000 acres, and it was a replacement airport for the previous Panama City Airport. Much of that land was looking at the types of development that could occur around the airport since airports typically attract other types of businesses. Mr. Arnold also noted that between 9,000 and 10,000 acres were set aside and enhanced for mitigation of the 4,000-acre airport site. Overall, it is approximately 13,000 + acres.

Commissioner Burns asked Mr. Arnold to characterize the Panama City relocation of the airport as similar to Naples because the existing airport in Panama City was near or adjacent to the City's downtown area, and the new airport is located outside of the City to the north. Mr. Arnold said the

Panama City airport was on the coast and was highly constrained. They were not able to accommodate growth to sufficiently serve commercial passengers, so they relocated to a different site, which was donated by the St. Joe Company. They were able to expand the facilities without affecting the environmental concerns and considerations of the constrained site. There was Board discussion regarding the similarities and differences of the Panama City relocation compared to a Naples Airport relocation.

Chair Ruppert addressed next steps in the process, explaining that ESA's written draft study report would be available for the Board's review sometime in July, then discussed at the August Regular Meeting. After the report is reviewed by Commissioners, it should next go to the City and County leadership. He thought the study could be released sometime in the fall when the seasonal residents begin to return. Commissioner Cavanaugh suggested that the written report remain confidential until it's published for the August Regular Meeting. Mr. Rozansky stated that it would be a public record if there was a request for it. There was consensus that the timeline was reasonable.

Commissioner Burns made a statement about the Picayune Strand State Forest, and he shared written comments (see attached). In response to Commissioner Burns' statement, Chair Ruppert outlined reasons for not wanting to increase the scope of the study to address air and water issues. Commissioner Burns' goal was to keep the Picayune Strand on the table for consideration.

Mr. Rozansky stated that staff would be working on the report for July with plans to present it at the August meeting.

Commissioner Dustin added there is a significant bird-hazard issue with the landfill site. He did not think enough information was available and asked for additional details. Mr. Rozansky said some of the details will be mentioned in the report, however there is not sufficient scope or budget to do an in-depth environmental or alternatives analysis. The scope of this project was not intended to include detailed alternatives or environmental analyses. Mr. Rozansky said that if after the review in August, the Commission is interested in further study, it could be included as an additional phase of work.

Vice Chair Cuddihy asked Mr. DiCarlo about the groups he met with regarding the project. She asked if he could share anything that may not have been covered in the presentation. He said that surrounding property owners saw potential, even though it would be costly. He said several challenges had been encountered by all parties while trying to improve the transportation system. Mr. Rozansky said the landfill site is a major issue, and it has 40 years of capacity remaining.
Mr. Rozansky highlighted the slide in the presentation which provided many reasons why the Picayune Strand State Forest is not a recommended potential site. He thought it would be appropriate for the Commissioners to reach consensus regarding Picayune Strand State Forest as a potential site. Mr. Owens, Attorney, advised that Mr. Rozansky was correct and that it would be appropriate for the Commission to discuss and make a policy decision as it relates to the airport exploratory study.

Chair Ruppert invited Mr. Stephen Myers to the podium to make public comments.

Mr. Steven Myers, Elite Jets, stated his surprise with the low number of responses from the survey. He said that as President of Friends of Naples Municipal Airport, he had approximately 950 members, and they could be used as a communication conduit. He thought the outreach for those interested in the discussions could be broadened with assistance from the Friends of Naples

Municipal Airport. Mr. Myers thought it was important to discuss the guidelines concerning the financial aspects of any change that are forthcoming. He noted there are numerous existing leases that need to be considered. He talked about the future services of emerging technology at the airport saying several types of fixed-wing aircraft had hybrid models, which would be less noisy. He commented that the Picayune Strand State Forest was not a reasonable site.

Ms. Michele Arquette-Palermo, Chief Program Officer for the Conservancy of Southwest Florida, was called to make her remarks. She expressed her approval that the report concurred Picayune Strand was no place for an airport. She said the Picayune is a federally funded and authorized project that has spanned over 30 years, and it would take an Act of Congress to change it. As an organization, the Conservancy personnel discussed the other potential locations that are also environmentally sensitive lands. She said there would be some considerations for panthers and other protected species, such as the American Crocodile, and it would be an uphill battle. Ms. Arquette-Palermo appreciated the opportunity to participate in the stakeholder outreach efforts and will continue to monitor this project as the Naples Airport Authority moves forward. She asked consideration for the written report be provided to the public more than four business days before the August Regular Meeting.

Mr. Mike Faucett, 1001 Tenth Ave South, spoke about the potential sites from an economic impact perspective. His comments represented the North Naples Bay Association, which has a membership of 728 property and business owners on the rim of the North Naples Bay within a few hundred yards of the main runway. Mr. Faucett noted that the current airport is land-locked and questioned any future expansion if the airport is not moved. He said the cost of a new airport could be offset by the sale of the land. He also spoke about noise mitigation costs at the current location.

Chair Ruppert called for a recess at 10:34 a.m. The meeting was called back to order at 10:50 a.m.

Chair Ruppert asked for a consensus from the Commissioners about whether to expand the Scope of the project to include further study of Picayune Strand.

Commissioner Burns supported leaving it in for comparative purposes.

Commissioner Cavanaugh was comfortable with the research presented but did not like that it was done from a distance as opposed to having direct contact with the landowner. He thought it would be helpful to hear specific facts about what protects the Picayune Strand and why it is not a viable land source.

Mr. Rozansky said the written report would provide more details about the Picayune Strand. He said that NAA staff had not participated in formal meetings with anyone from the State of Florida. However, there had been conversations with the Division of Forestry who manages the property, the South Florida Water Management District who has a role in management of the property and individuals with the real estate office for the State of Florida in Tallahassee. From the individual staff levels of those groups, Mr. Rozansky has unanimously heard that the State of Florida would have no interest in continuing to discuss the Picayune Strand. Commissioner Cavanaugh requested their opinion in writing.

As a point of order, Chair Ruppert asked Commissioner Cavanaugh if he would like to keep the Picayune Strand in the study, delete it or abstain because there is not enough information.

Commissioner Cavanaugh stated that it should be kept in so that Commissioner Burns has the information.

Vice Chair Cuddihy said that the facts regarding Picayune Strand were outlined on page 22 of the presentation. She cited the amount of money invested in the Picayune project and the Conservancy's public comments at Board meetings as reasons the Picayune Strand should be taken off the table, adding that none of the other sites would require an Act of Congress.

Commissioner Dustin concurred with Vice Chair Cuddihy but thought staff should obtain something in writing from an authoritative source because Commissioner Burns has made excellent points.

Chair Ruppert did not think the Picayune Strand should be included as a potential site. However, he would like Mr. Rozansky to provide information to address the concerns discussed.

Mr. Rozansky clarified that he was hearing two different issues: 1) A desire to include a more detailed explanation in the study document as to why the Picayune Strand was not being recommended as a potential site, and 2) Whether or not the Picayune Strand should be included as a potential site.

The majority consensus of the Commission was to agree with the consultant's recommendations, to finish the study document as presented, to not expand the scope and to not reconsider the Picayune Strand as a potential site.

Commissioner Burns read an article (see attached) that he had sent to Mr. Rozansky. It was from the May 4, 2024, edition of Florida Today. He did not understand what an airport with a fence around it would do to restrict the other remaining acres in the Picayune Strand area and thought it would be premature to remove the Picayune Strand from the table at this time. A brief discussion ensued. Commissioner Burns pointed out that the Lipman Farm (Site A) could be acquired and incorporated into the Picayune Strand State Forest as a mitigation of taking 2,400 acres in the northeast corner adjacent to I75 of the Picayune Strand State Forest. He said that area would be farther away from residential development and having access off I75 would be a good idea. Commissioner Burns thought there were more questions to be answered before taking it off the table.

Vice Chair Cuddihy complimented Commissioner Burns' passion and creativity. She suggested the Chair ask if anyone has changed their mind as to whether the Picayune Strand State Forest should be included as a potential site. She spoke about the federal agreements that would be required and that the Board would be putting so much of a burden on themselves in trying to work around that. She said that she would like to move it off the table.

Chair Ruppert echoed Vice Chair Cuddihy's comments about Commissioner Burns' passion and creativity. He said he had several reasons why it is not practical to consider it as a site at this time. He said even with using one of the four sites to mitigate the land in Picayune, he highlighted the cost of land acquisition and mitigation. He thought the other sites would have less barrier to entry and would be more acceptable from an ecological, conservation perspective. Commissioner Burns said he thought we would run into issues with the other four sites and stated his ideas for Picayune Strand had merit. There was more discussion regarding the Picayune site and the obstacles to gaining approval from the federal and state governments.

Chair Ruppert asked the Commissioners again if they would like to keep Picayune Strand State Forest in the study as a viable site.

Commissioner Burns would like to keep it in the study. Commissioner Cavanaugh said to keep it in because there were too many opinions, and he would like facts as to why it is not a viable site. Commissioner Dustin asked for clarification where a potential site would be in the Picayune Strand State Forest. Commissioner Burns noted that it was in the northeast corner, far away from residential as possible. Commissioner Dustin said that he fundamentally could not agree with that as a site. He added that overcoming the obstacles with the federal and state governments was beyond the NAA's capacity. Vice Chair Cuddihy and Chair Ruppert both commented that they would like it off the table.

There was Board consensus (3-2) to remove Picayune Strand State Forest from consideration as a potential site. Mr. Owens clarified that the consensus was to agree with the consultant's recommendations, to finish the study document as presented, to not expand the scope and to not reconsider the Picayune Strand as a potential site.

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

There were no public comments.

G. NOISE

1. Noise Compatibility Committee Update

Vice Chair Cuddihy stated that the Noise Compatibility Committee (NCC) last met on May 2nd at the Airport Office Building. This was the first meeting with the new Collier County Airports Manager, Mr. Bryant Garrett, as the Collier County NCC Representative. Meeting materials and video are available on the airport's website at flynaples.com, under "Agendas + Meetings." The next meeting of the NCC will be held on November 7, 2024, in the Airport Office Building.
The NCC members heard a presentation on a review of online noise comment forms used by other airports throughout the nation as they compare to the one used by the NAA. They also learned about the first quarter results of the Fly Safe, Fly Quiet Leaderboard and how staff was looking at adjustments to the metrics to narrow the list of top operators.

Additionally, members heard about the FAA's request for comments regarding Noise Abatement Entries in the Chart Supplement, intended to improve pilot understanding of noise abatement measures nationwide. The NCC also received an update on the status of FAA's Noise Policy Review and comments received during the comment period.

Public outreach and engagement are critical to the NAA's efforts to engage with the community. Ms. Robin King, Director of Community Relations, and Communications, will work with the Board, NCC members, and other community leaders to schedule meetings and presentations with key stakeholders. Anyone interested in scheduling a meeting, presentation, or airport tour should contact her at 239-643-0733 or rking@flynaples.com. Visit our website, www.flynaples.com, to join the subscriber list for airport updates.

2. Noise Report

Ms. King presented the Noise Report. She pointed out that the Noise Abatement Specialist position has been filled, and the new employee will be introduced next month. She said four Plane Talk events were held during the season, one in each of the four quadrants, and the events were well attended.

Ms. King said operators continue to observe the quiet hours as well. There were some of the flight schools who appeared on our top violators report. On pages 14, 15, and 18, she discussed high numbers of comments received from households by quadrant in April 2024 and a new means, AirNoise, of collecting comments from the community.

Commissioner Burns thought it was significant that the highest number of comments were received from Old Naples and more significant is that those comments are being reported by 46 households. On page 10 and 11, Commissioner Burns noticed the highest number of curfew violations occurred at 6:00 a.m. and 10:00 p.m. He asked why. Ms. King recommended looking at page 8, the top curfew violators for the month. The top two were attributed to flight training. She noted that flight students are required to document their nighttime hours. The new Noise Abatement Specialist will be tasked with in-person visits to help the flight schools understand the noise sensitivity in Naples.

Chair Ruppert commented on his attendance at one of the Plane Talks. He asked that future dates next year be distributed to the Commissioners once the schedule is established. He said flight training has become a bigger piece, and he asked that additional efforts be taken to mitigate curfew violations from both inside and outside of Naples Airport tenants.

3. Noise Comment Forms

Mr. Mike Arnold, ESA, presented a review of online noise comment forms as well as other means used by U.S. Airports. He shared some of the findings and observations of other communications platforms and how they compare to PlaneNoise, which is currently used by NAA.

Mr. Arnold spoke about how noise comment forms have evolved, as well as accessibility and ease of use. Some potential changes were identified that would streamline NAA's online comment form. He noted that NAA's website-based form is easily accessible compared to most other airports, but that it's an older, less streamlined version of PlaneNoise. Using the Envirosuite Noise and Operations System (NOMS) to manage comments could benefit the public and NAA staff by providing easier access through user accounts and mobile apps, plus it and allows for more efficient comment management. Mr. Arnold also provided attributes of the Airnoise.io comment system and shared the challenges of it.

Mr. Arnold summarized key points to improve the community's ability to file noise comments. Because NAA is already using the Envirosuite NOMS system, Mr. Arnold recommended transitioning to their noise comment form system. Its automated reporting features would provide a better time stamp when comments are filed and the noise levels associated with them.

Vice Chair Cuddihy shared her AirNoise button demonstration she had with Councilwoman Petrunoff and Ms. Julie Kapler, a Naples citizen. Commissioner Cuddihy observed that the button picked up plane noise that was pretty far away. For Ms. Kapler, the demonstration was her rationale for pursuing a better system for accurate detection of noise, and she suggested there are more noise

complaints than what's included on the Noise Report. Secondly, she made the point that the form is difficult to complete. Vice Chair Cuddihy asked if data was available on how many real concerns there were versus how many complaints-are submitted. Mr. Arnold said that every community is very different and it is challenging to obtain that type of data.

Mr. Rozansky said staff is moving in the direction of transitioning to Envirosuite's webform, plus the app will streamline filing comments. He noted the AirNoise data has been problematic for staff because of the amount of data, and it is difficult to report on the accuracy of a system that has an automatic default to capture every aircraft within a five-mile radius and under 10,000 feet.

Chair Ruppert liked the fact that RSW had a cleaner and easier online comment form than Naples. He considers Envirosuite as being a better system, but shared his concerns relative to giving personal data to a third party system for the convenience of having an autofill form. Chair Ruppert suggested that staff ask Envirosuite if the form will autofill without signing up for an account.

H. CONSENT AGENDA

There were no Consent Agenda items.

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

1. Award 2024 Facilities Maintenance Improvements - Construction to Owen-Ames-Kimball in an Amount Not to Exceed $6,130,779

Mr. Kerry Keith, Senior Director of Airport Development, introduced the request to authorize the Executive Director to execute an agreement with Owen-Ames-Kimball Co. (O-A-K) for the construction of the Facilities Maintenance Improvements – Construction Project in an amount not to exceed $6,130,779, which includes a 5% contingency of $291,943. He provided an overview of the bid process. He stated that five bids were received for the project, and the two lowest bidders were within 4 percent of each other. The bid from O-A-K is approximately 7 percent lower than the engineer's opinion of probable cost. Upon issuance of the Notice to Proceed which is anticipated in June, the project is scheduled to be completed within 12 months.

Mr. Blake Swafford with Hanson Professional Services presented an overview of the project which included the scope, the site plan, a summary of the five bid results, and offered to answer questions.

Commissioner Burns asked for the square-foot costs of the building and the square-foot cost for the paving. Mr. Keith stated the building is $258 per square foot and did not have the paving square-foot costs with him but could provide those after the meeting.

Chair Ruppert asked if a new access road was necessary versus not having one. Mr. Swafford said the road would allow deliveries to access the maintenance pod without mixing with traffic at the North Road Terminal, providing for a more efficient and safer operation. Mr. Keith added that it is difficult and unsafe for large trucks and tractor trailers to leave the facilities without using the one-way roadway that comes into the North Road Terminal.

Chair Ruppert asked if Facilities would be receiving items for the General Aviation Terminal. Mr. Keith said that large deliveries could be redirected to the Facilities warehouse.

Chair Ruppert asked why this project was so healthy from the bidding process. Mr. Swafford speculated that his firm is seeing this statewide with an increased number of bids on projects and the bids are competitively priced. He said the market is starting to loosen up a bit from a capacity standpoint to handle more work.

Commissioner Burns made a motion to award 2024 Facilities Maintenance Improvements – Construction to Owen-Ames-Kimball in an Amount Not to Exceed $6,130,779. Commissioner Dustin seconded the motion. The motion was approved by a unanimous vote, 5-0.

2. Update on Airport Carbon Accreditation Program and Adoption of a Carbon Reduction Policy Statement

Mr. Justin Lobb, Deputy Director of Aviation, presented the update. He noted this was an action item that would require the Executive Director to sign a Carbon Reduction Policy Statement that would be posted on the NAA website. He stated that as outlined in the Strategic Plan, Goal 2, Objective 1, the NAA has committed to mitigating adverse environmental impacts to the extent feasible. In accordance with this objective, the NAA sought to earn Level 1 Accreditation of the Airport Carbon Accreditation Program (ACA), through Airports Council International (ACI).

Mr. Mike Arnold of ESA stated that the aviation industry is trying to move towards carbon neutrality. He gave some details associated with gaining the accreditation and how airports can contribute to that. He observed that Naples Airport would be one of the first airports outside of Hillsborough County to achieve this certification.

Mr. Arnold explained Level 1 of this accreditation. Mr. Arnold discussed NAA's estimated carbon footprint in 2023, noting that over 75% of emissions are off-airport and attributable to electricity generation off-site. Most of the on-site carbon emissions are associated with the use of NAA-owned vehicles. Subsequently, he discussed the APF Carbon Reduction initiatives already being taken by NAA.

A question-and-answer period followed regarding the various levels of the program.

Vice Chair Cuddihy made a motion to Authorize the Executive Director to sign a Carbon Reduction Policy Statement. Commissioner Burns seconded the motion. The motion was approved by a unanimous vote, 5-0.

J. NEW BUSINESS

There were no New Business items.

K. OLD BUSINESS

There were no Old Business items.

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

Vice Chair Cuddihy congratulated the team for the Part 139 Certificate Inspection that resulted in zero discrepancies.
Commissioner Dustin wondered why there was a downward trend in the number of persons being cleared by Customs in December through March. Mr. Rozansky said there were staffing challenges that are being back-filled by personnel from RSW. Mr. Lobb added that while dealing with the challenges, no overtime hours were being accepted outside of the regular hours of operation.

M. FINANCIAL REPORTS

1. Financial Summary

Mr. Warriner presented the financial summary report for the month of April 2024. Net operating revenue (net of the cost of goods sold) was $4,235,134, compared to the budget of $4,018,000. This was favorable to the budget by $217,134. Operating expenses were favorable to the budget by $211,511 or 9%. Income from operations was $2,016,646 or $428,646, favorable to the budget. The year-to-date change in net position before capital contributions was $9,964,515 and unfavorable to the budget by ($1,329,411) due to the $4 million insurance claim proceeds from Hurricane Ian budgeted in FY 24 that is now anticipated to be received in FY 25. A question-and-answer period followed regarding the insurance claim.

Commissioner Dustin moved Board approval of the financial report for April 2024, as presented. Commissioner Cavanaugh seconded. The motion was approved by a unanimous vote, 5-0.

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. Chair's Update on Security Protocols in Council Chambers

Chair Ruppert stated that Ms. Menard has been working to schedule a meeting with the City of Naples Police Chief to discuss security protocols with the Chair and the Executive Director. Chair Ruppert hopes to share information at the June meeting.

2. Joint Workshop with City Council

Mr. Rozansky stated that some dates have been identified in September for a Joint Workshop with City Council. Mr. Rozansky noted the week of the September Board meeting might be a viable

week. The Board meeting is on September 19, 2024. When a date is secured, Mr. Rozansky will notify Commissioners.

Chair Ruppert said the City requested an update to City Council from the Executive Director and him. All of the City's committees and the Airport Authority have been asked to give a 15-minute update on key projects, and the update is currently scheduled for June 5th. Chair Ruppert said that he would provide an update at the June Regular Meeting.

Other Commissioner Comments

Vice Chair Cuddihy asked if the Reduced Jet Noise Naples Group had reached out to Mr. Rozansky as a follow-up to correspondence they submitted to the City. Mr. Rozansky said that no one had reached out to him. Commissioner Burns thought it was a great idea to reach out to them. Mr. Rozansky said staff could try to reach out although staff did reach out in the past and they did not respond. Chair Ruppert thought staff could proactively reach out to them for a meeting rather than going through their website. Mr. Rozansky suggested that if we do reach them, we invite someone from their group to attend one of the Regular Meetings to make comments. There was Board consensus to do so.

In reference to ESA's airport exploratory summary of survey results from existing aviation tenants, existing non-aeronautical businesses and individuals on airport waitlist and Commissioner Dustin's request to incorporate the responses from the 300+ surveys conducted by Christel Johnson of the Friends of the Airport, Commissioner Dustin asked Commissioner Burns about his earlier question if the responses from ESA's survey were anonymous. He said he valued Commissioner Burns' thinking and asked if Commissioner Burns could help him understand why he asked that question. Commissioner Burns said that if you had two different surveys, how could you combine them because the individual may have filled out a questionnaire for both surveys.

Regarding Mr. Myers' public comments earlier in the meeting regarding GE's new hybrid engines that are being developed, Commissioner Dustin said that something that may be missing from the exploratory study is the future of flight and at what point jets will get quieter. He said that he would like to learn more about that. He noted that the Conservancy of Southwest Florida made public comments that they thought Sites A, B, and C all have environmental issues and cautioned that these sites could be an uphill battle.

Q. ADJOURNMENT

With no further business, the meeting adjourned at approximately 12:37 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 Patten Burns, Commissioner
NAA Board Meeting 16 MAY 2024
Picayune Strand State Forest
Also is a

1. Platted and constructed residential subdivision of Collier County.
2. 74,008 acres (FL DEP)
3. Original natural environment has been disturbed.
4. Restoration has added three huge man-made water control structures which further disturb the original natural environment.
5. There is precedence in Collier County where FL DEP has approved additional man made structures in an area where the original natural enviroment has been disturbed.
6. It is Hamilton Harbor, east side Naples Bay, adjacent to Bayview Park, a Collier County owned and operated facility, also man-made, disturbing the natural environment.

7. Florida State satute Created the Naples Airport Authority in 1969 (NAA).

~~8. Statute defines NAA as a~~

8. State law constitutes NAA a public instrumentality and the exercise by the authority of the powers confered by (the) this act shall be deemed and held to be the performance of essential governmental functions.

9. A new airport has the same status as a federal interstate highway, I-75, which currently runs through the north edge of Picayune Strand State Forest, that is, both are essential governmental functions.

10. The NAA should continue to study how an existing interstate highway, new public airport, and a huge restored state forest, are capable of coexisting with each other for enhancement of water quality, natural environment and people living and visiting in Naples and Collier County.

florida today

ENVIRONMENT

Wildlife officials move ahead with plan to release conservation land for highway

Jim Waymer
Florida Today

Published 5:12 a.m. ET May 4, 2024 | Updated 5:13 a.m. ET May 4, 2024

Florida wildlife officials moved ahead this week with plans to swap 60 acres of conservation lands to make way for a new toll road through Split Oak Forest in Osceola County, in exchange for putting 25 times that acreage into conservation.

Florida Fish and Wildlife Conservation Commissioners voted 6-1 Wednesday in favor of an agreement with the Central Florida Expressway Authority and Osceola County to release the 60 acres of Split Oak Forest's conservation easements in exchange for 1,550 acres of bordering conservation land, part of a total package estimated at $66 million.

"This agreement is the best available path forward for Split Oak Forest," FWC Chairman Rodney Barreto, said. "While it is never simple to consider releasing conservation land, I am proud of the major conservation gains we've secured in exchange. This level of return is where the conversation starts going forward."

But some conservationists fear the easement release could set a bad precedent, opening up floodgates for similar requests, when development deals become profitable enough.

Environmental protection or investment strategy?

Central Florida Expressway Authority and developers want the Split Oak easements released for 1.3 miles of a nine-mile, $800 million tollway through the forest to extend Osceola Parkway (State Road 534) from State Road 417 to Cyrils Drive, just south of Orlando. The road extension would ease traffic and spur growth.

But activists see Split Oak as a bellwether for how Florida will handle preservation lands in the future and to what degree those agreements can withstand development pressure.

Conservation easements are legal agreements between property owners and government or a nonprofit to preserve the land as a farm or open space. In exchange, landowners keep the title and get tax breaks or other benefits.

They also avoid estate taxes that could force their heirs to sell instead of keeping the land in the family. The property owners can keep farming or continue other "low-impact" uses on their land. Other times, they can even do captive hunts with imported non-native species. For government or nonprofits, it's a way to protect land for much cheaper than buying property outright.

But the easements don't always last forever. It's uncertain exactly how many easements and what total acreage gets released in Florida, because government agencies that manage them each keep separate records. But those agencies assure they more than make up for what's released via other donated lands or habitat restorations given in exchange so net conservation lands are increasing.

But there is a big difference between private property with development restricted and large publicly accessible conservation lands accessible to the public, Kimberly Buchheit, a land surveyor in Central Florida who plotted out Split Oak's easements 30 years ago, said via email after Wednesday's vote. She's also a member of Orange County's Soil and Water Conservation District, which on April 12 passed a resolution opposing the release of easements in Split Oak. "This seems like investment strategy rather than true conservation," Bucheit added.

FWC will take additional steps to finalize new interagency agreements, as well as transfer lands and funding to the agency, prior to the release of Split Oak's easements. A revision of the forest's existing land management plan will follow.

The trees on Split Oak were once tapped for turpentine farming, but now some of those trees stand in the way of the economic growth that extending a tollway promises to bring.

FWC will only consider the release of conservation easements "to achieve a net positive benefit," agency officials said in a press release.

Osceola County sued Orange County over the validity of Orange's 2020 charter amendment (which voters passed by an 86% margin) to guard the 1,640-acre Split Oak Forest from future development. The land is jointly owned by the two counties and managed by FWC. Roughly 1,000 acres of the forest is in Orange and the rest is in Osceola, where the toll road extension would go.

On April 19, Circuit Judge Margaret H. Schreiber ruled in favor of Orange County but it's uncertain how or the ruling will impact FWC's planned conservation easement releases at Split Oak or future development in the area.

Contact Environmental Reporter Jim Waymer at jwaymer@floridatoday.com.

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, May 16, 2024
8:30 a.m.

Commissioner Rick Ruppert – Chair
Commissioner Rita Cuddihy – Vice Chair and NCC Liaison
Commissioner Kerry C. Dustin – Consultant Selection Committee Chair, Audit Committee Member
Commissioner Robert P. Burns – Consultant Selection Committee Member, Audit Committee Member
Commissioner Terrence W. Cavanaugh – Audit Committee Chair, Consultant Selection Committee Member
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. April 18, 2024, Regular Meeting Minutes

E. PRESENTATIONS AND TIME CERTAIN ITEMS

1. Employee of the Quarter
2. General Aviation Month Proclamation
3. Airport Exploratory Study Update

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

G. NOISE

1. Noise Compatibility Committee Update
2. Noise Report
3. Noise Comment Forms

H. CONSENT AGENDA

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

1. Award 2024 Facilities Maintenance Improvements - Construction to Owen-Ames-Kimball in an Amount Not to Exceed $6,130,779
2. Update on Airport Carbon Accreditation Program and Adoption of a Carbon Reduction Policy Statement

J. NEW BUSINESS

K. OLD BUSINESS

L. LEADERSHIP TEAM REPORT

1. Leadership Team Report

M. FINANCIAL REPORTS

1. Financial Summary

N. COUNSEL'S REPORT

1. Counsel's Report

O. PUBLIC COMMENTS (5-minute limit)

P. CORRESPONDENCE/COMMISSIONER COMMENTS & REQUESTS/MEETINGS

1. Chair's Update on Security Protocols in Council Chambers

2. Joint Workshop with City Council

Q. ADJOURN