

7. Regular Business:

a. Approval of Minutes

- November 8, 2023 Monthly Meeting
- December 6, 2023 Monthly Meeting

Vice Chairman Taylor motioned to approve both minutes simultaneously. Commissioner Fullwood second the motion.

There were no further discussions.

The Board voted unanimously in favor of the motion.

b. Port Attorney Report

Mr. Krechowski submitted a written report included in the meeting packet. He deferred discussions on the items (Real Estate RFQ/selection, fabric warehouse agreement, RFQ/RFP architectural service, and Port Operator documents) listed at the bottom of his report until later in the meeting.

- OHPA Document request of Port Operator
Not discussed.

- Matters (updates)

-PILOT Case #2020-CA-000284

Mr. Krechowski requested to conduct a one-hour shade meeting next week. The consensus was February 5th at 5pm. Mrs. Hebron will confirm the date and time with the Peck Center and subsequently post a notice in the newspaper.

-Prop. Appraiser Case #2022-CA-000077

This matter is still pending, contingent to the forthcoming Florida Supreme court's decision per Mr. Krechowski.

Chairwoman Hill inquired about two legal invoices submitted to her for signatures prior to the meeting. She questioned if the discount awarded to OHPA to clear the outstanding balance in 2023 carried into the new year for OHPA to remain current. Mr. Krechowski responded no. She explained the discount is meaningful and emphasized OHPA's budget situation. Mr. Krechowski understood.

c. Port Accountant Report

Mr. LaPorte provided a written financial report included in the meeting packet.

- **Financial report – December 2023**

He reported that OHPA paid all the legal fees in December with the negotiated discount (15%) applied; therefore, OHPA is current. He does not anticipate any payment issues moving forward.

OCEAN HIGHWAY & PORT AUTHORITY



Miriam R. Hill – Chairwoman, District 1
Danny Fullwood – Commissioner, District 2
Justin Taylor – Vice Chairman, District 3
Ray Nelson – Secretary/Treasurer, District 4
Mike Cole – Commissioner, District 5

Monthly Meeting Minutes

January 24, 2024

The Ocean Highway and Port Authority of Nassau County held its monthly meeting on Wednesday, January 24, 2024 at the Peck Center, Willie Mae Ashley Auditorium, 516 S 10th Street, Fernandina Beach, Florida 32034.

1. Public meeting Call to Order – Chairwoman

Chairwoman Hill called the meeting to order at 6PM.

2. Invocation

The invocation was given by Commissioner Nelson.

3. Pledge of Allegiance

The Pledge of Allegiance was led by Chairwoman Hill.

4. Roll Call: Miriam Hill, District 1; Danny Fullwood, District 2, Justin Taylor, District 3; Ray Nelson, District 4; Mike Cole, District 5

Roll call was conducted by Rossana Hebron, Administrative Office Manager. All Commissioners were present. Also in attendance were Patrick Krechowski, Port Attorney; Pierre LaPorte, Port Accountant; and Greg Haehl, Savage Vice President (Port Operator).

5. Recognition of elected Officials, Honored guests, Industry and Professional representatives, and others in attendance (Chairwoman)

Chairwoman Hill acknowledged former FB Mayor Lednovich; Julia Roberts, Newsleader; and Daniel Griebel, Keller Williams in the audience.

6. Public Comments on agenda items (Comments submitted prior to the meeting)

➤ Daniel Griebel; Keller Williams

Mr. Griebel described the services Keller Williams offers (brokerage, consulting, marketing, ROI consideration, and contract negotiations) in regards to the sale of one of the OHPA properties. He also offered suggestions on how to proceed with the sale and usage of the property.

Payments for the Executive salary continues through April.

He reported no unusual activities.

- **ARPA reimbursement update**

Mr. LaPorte reported that OHPA received the latest reimbursement for November and December wages. Additionally, FDOT requested a cashflow report to forecast the expenditure of the ARPA funds. Since only the wages are considered for reimbursements, there may be a slight balance when ARPA expires in December 2024. He will report at the next meeting.

He explained that OHPA cannot ask for advances, only the expenses incurred can be submitted. He did not have information if the other ports depleted their respective ARPA funds.

- **FDOT audit (OHPA processes, update)**

Mr. LaPorte reminded the Board that FDOT sent auditors to examine how OHPA managed the grants. Their only request was for OHPA to prepare its policies and procedures essentially documenting in detail OHPA's current grant actions/procedures in writing. He will submit a draft to FDOT and the Board for review first before submitting the final version to the auditors in April. Mr. LaPorte explained that OHPA may implement the policies and procedures when completed. Mr. Krechowski suggested adopting by a resolution for the record.

He will distribute the draft auditor's (Mauldin & Jenkins/M&J) report (Management Discussion and Analysis/MDA) by Monday via email for Board review and comments. Board comments must be verified by M&J. He will submit to M&J a week later for the completion of the audit reports and issue a final report. Mr. LaPorte will schedule for M&J to present the final financial audit report to the Board. One of the auditors spoke with Commissioner Fullwood because he was Chairman at the time of the audits.

- **Capital expenditures (OHPA and Port Operator, Operating agreement)**

Prior to the meeting, Chairwoman Hill requested that Mr. LaPorte review how the capital expenditures would be shared between OHPA and the Port Operator. The need for repairs at the terminal is now part of the Bond disclosures and issues to the investors.

Mr. LaPorte summarized per the Operating Agreement, the Port Operator agrees to maintain and complete the normal, day-to-day repairs and maintenance of the Port facilities/equipment to deliver services. If any single repair exceeds \$15K, the Operator can seek reimbursement for the balance from OHPA. The funds of \$5K per month capital improvement contribution from the Operator are kept in the Maintenance account. At the start of year 7, the additional Port tonnage fees (at certain percentages) will also fund the Maintenance reserves until the ceiling is reached. The Operator can at any time request for funds from the Maintenance

account to pay for repairs and maintenance. There must be an agreement to spend those reserves for maintenance. If there are no funds available, it is the responsibility of the Port Operator to continue to maintain the facilities to continue Port operations at their expense. As of December 29th, there is approximately \$81K in the Maintenance account. As an example, the purchase of the cranes is the responsibility of OHPA. However, if OHPA does not have the funds to acquire, the Operator will agree to fund the purchase. That asset belongs to OHPA, and the Operator will use and maintain it.

Chairwoman Hill inquired about the Conduit bond, approximately \$27M. Mr. LaPorte estimated the total potential bond issue was \$27M. He was unsure if the total bond was even issued. The \$2.5M that funded the purchase of the cranes came from the bond, tax-free bonds spent on capital. He will confirm the total amount issued. There were requirements on the process and what the bond can be spent on. Chairwoman Hill recalled reading from a disclosure \$10M worth of capital investment for the Port. Mr. LaPorte calculated between the purchase of the cranes \$5M, wheeled crane \$2M, and the warehouses add to approximately \$10M invested by Nassau Terminals. Some of the funds came from tax-payer money and at least half from the Port Operator. He also reviewed the old bonds (Kinder Morgan years), OHPA was in a financial emergency (negative net equity) and the assets were depreciating. OHPA had to report annually the financial emergency situation to the State. By the retirement of the old bonds and the equity of the new equipment, OHPA now is in a healthy financial position compared to approximately 8-10 years ago.

Chairwoman Hill asked Mr. LaPorte to elaborate on the idea of selling real estate to fund operations. Mr. LaPorte explained the fixed fee is meant to fund operations. Selling an asset to fund recurring faults is not sustainable, the funds will eventually be depleted. Commissioner Fullwood suggested not using the funds for operations but to invest and use the interest. Mr. LaPorte concurred with investing in something that will provide returns. By investing, Commissioner Fullwood suggested OHPA can use the funds to finance a project in West Nassau County. Mr. LaPorte explained if the funds are used for maintenance (roof repairs), the money will run out eventually. The Operator is responsible for the maintenance of the Port facility. The Operator must present any capital projects to OHPA for approval before proceeding. He read the EMMA filing (included a \$3M mitigation of environmental issue) for this month but did not discuss with the Operator. He will send a copy to the Operator to discuss the matter. For example, the north end of the terminal is in need of repair but there is no environmental mitigation required. Mr. Haehl concurred. In any case, Mr. LaPorte explained the cost and funding must be considered by OHPA and the

Operator. The Resiliency Plan can potentially facilitate some grant fundings for such project. The local match will be negotiated with the Operator.

Mr. Haehl asked if Chairwoman Hill connected with the Florida Ports Council for grant funding. Chairwoman Hill explained she will attend a meeting this week. Additionally, Mr. LaPorte reported there was an FDOT meeting last week to examine all the active OHPA grants (funds remaining, expiration, and opportunities). Mr. Haehl clarified that in the Operating Agreement, the maintenance treatment is clear, well defined, and not in question. However, the nature of the Agreement regarding capital investment is essentially, he believes, to be negotiated as projects and needs come up, to be funded as negotiated. Mr. LaPorte concurred and added, in the past (2018), OHPA collected wharfage and dockage as a method to pay back the bonds. The tonnage fee will start October of this year. Mr. Haehl requested a copy of the bond issued for the total amount.

There were no further discussions.

d. Port of Fernandina Report (Operator)

The Operator submitted a written report included in the meeting packet.

- **Tonnage report (December 2023)**

Mr. Haehl explained one of Savage's primary goals is to receive five or more ships per month. He reported there are enough customers to sustain operations and in December, they received five port calls. He estimated another five to come in January.

For tonnage, he explained the Panama Canal restrictions are affecting some of the customers and receiving fewer ships. To put in perspective, normally the Canal can accommodate 40-45 ships per day, now they are down to 20-25 ships per day because of the drought. The cost to get some of the bigger ships through is now \$3M per ship. The customers are finding ways to work around the issue. The ships that call on Port of Fernandina are typically smaller.

Vice Chairman Taylor questioned the variance in total tonnage between 2022 and 2023 is approximately negative 12K tons and if receiving five ships per month can improve the total tonnage in 2024. Mr. Haehl explained Savage hired a new commercial resource for new customer acquisitions. He reported a new customer started two weeks ago storing container-sized transformers for solar farms. He expects volumes from this particular customer for up to three years. He added they are close to finalizing some new contracts. He will notify the Board as soon as the new customers are contracted.

- **Port customer service (update)**

Mrs. Hebron reported receiving one or two Port inquiries and refers the customers to the provided contact number. There were no complaints received.

- **Port issues/repairs (update)**

Mr. Haehl reported the tugboat was returned to service on December 13th or so. All the maintenance was completed.

They engaged with a contractor regarding the rail dock canopy repair estimated at less than \$50K. The plan is to start next week and complete by the end of February. They are still searching for a service provided to repair the adjoining warehouse roof. They are struggling to find someone locally that can perform the work at a reasonable cost. They rejected other bids because the cost was unreasonable and scope of work was incomplete.

Commissioner Nelson reported he received information from the facility maintenance manager that work will begin in March on the rail dock canopy, contrary to the aforementioned date. Mr. Haehl stated the information was incorrect, that work will start first week of February.

Commissioner Nelson continued that repairs on warehouse #3 is still pending. Mr. Haehl reiterated that they are still in search of qualified contractors. They posted request for bids for the project and the procurement guidelines do not have to be followed since the Operator is not using grant funding.

There were 21 trucks and 135 rail cars reported in December 2023.

Chairwoman Hill stated FDOT reports on import and export partners. Mr. Haehl confirmed they submitted the requested information. She explained it is good information to report the goods flowing in and out of the Port.

- **MARAD/Fort Clinch tugboat (update, Port Operator)**

Mr. Haehl reported responding to MARAD with their opinion and view of the market and requested to extend the deadline to review and receive MARAD's opinion on viable projects in the market. He stated the last request from MARAD was a concurrence from OHPA, if OHPA agrees with Savage's response.

Mr. Krechowski was copied on the email correspondence but offered no position if OHPA is meeting grant requirements. He summarized what Savage submitted and that MARAD requested a concurrence. He is scheduled to speak with Vince Mantero, Director/US DOT to discuss the process and the implications if OHPA does not satisfy their requirements.

Mr. Haehl summarized his response to MARAD. Regarding the use of the tugboat, they reiterated that it is a docking tug; that it was the original intention; and the Operator is using it as such. Additionally, he explained the market, M95 intentions of the grant, impacts of Covid on that market and how it changed the local transportation and local industry. They included their opinion that they do not believe the original intention was not viable in the current market, and it will not be for a long time. They requested more time to discover business opportunities for growth to hopefully satisfy the requirements.

Chairwoman Hill stated from the correspondence, OHPA previously replied that the tug was never intended to be an ocean-going tug, only for import activities. She added Mr. Kaufman, then Port Executive Director, believed then that the grant agreement allowed the tug to be used for import activities in the interim. However, MARAD replied that the time period for completing M95 expenditures expired. Therefore, any further effort is outside the funding period. She struggled to understand how the replies to MARAD answer that particular issue. Mr. Haehl explained Savage is not requesting for funds for other business opportunities. They are asking MARAD to agree that the tug is being used as intended; to allow to seek more business opportunities that satisfies the intentions of the grant; and try to avoid repercussions.

Commissioner Fullwood stated he does not believe that OHPA ever stipulated that the tug was an ocean-going tug. Mr. Haehl concurred. He stated he received a copy of the MARAD application from OHPA in the past. Chairwoman Hill explained the issue was that MARAD believes OHPA has not established an M95 service. The previous Operator disclosed on their EMMA report that the tugboat was a zero-cost asset to offset the operational cost at the Port. She has yet to discern an M95 service that is responsive to MARAD's request. Mr. Haehl explained their response reflected their opinion of the M95 service but does not one in place currently. They asked for more time to search for more business opportunities.

Commissioner Nelson added he was on staff at the Port at the inception of the tugboat service. He noted the six trucks used at the Port are associated with the tugboat. They were part of the operational equipment to get the barge service underway. During a conversation with MARAD in late 2023, they mentioned the tugboat associated with the six trucks. The trucks were used to get the containers to and from the barge service.

Chairwoman Hill reminded the Board that OHPA requested revenue reports of the tugboat service and have yet to receive them from the Port Operator among other items on that request. Therefore, she stated she was not confident to ask the Board to provide concurrence. She added every member of this Board supports the Operator's efforts in spirit. She reminded the Operator that MARAD requested a list of customers and commitments. Mr. Haehl replied that Savage does not think the M95 service is viable or demanded in the market. He believed that their response to MARAD merits a concurrence from OHPA.

Commissioner Fullwood moved for OHPA to provide the concurrence as requested by MARAD. Commissioner Cole second the motion.

Discussion: Commissioner Nelson reminded the Board that MARAD request came in late 2023 and that they have been patiently waiting for a response. He believes the situation is a failure to communicate the intentions for the use of the tugboat. What it is currently used for does not fit the MARAD requirements. Therefore, he cautioned the Board before concurring. Mr. Haehl defended and expounded the content of their response to MARAD. Commissioner Fullwood

reminded that the previous Operator's intention was to use the tugboat for barge service but did not. Mr. Haehl added that it was not written in the grant agreement as a barge service. Commissioner Nelson requested a copy of the grant. He recalled being told the tugboat was to be used for barge service.

Commissioner Cole rescinded his second for more information.

Mr. Krechowski clarified that he will speak with MARAD tomorrow but will not discuss the merits of the Operator's statement or OHPA's position on the matter. He will inquire about the consequence if MARAD's requirements are not satisfied and the implications of a "claw-back" for short or long-term.

Chairwoman Hill suggested, with the former Port Director' departure and Savage as the new Operator, to gather and consolidate more information and submit to MARAD. She clarified that OHPA's expression of concern does not mean OHPA disagrees with the Operator's letter, just not prepared to concur. Mr. Haehl, in turn, confirmed that Savage responded to MARAD on time according to their deadlines, and that it is OHPA that is responding late.

Commissioner Cole again withdrew his second and explained he would like to research for more details.

Commissioner Nelson again stated MARAD had been patient. They had been requesting a response since September-October of last year. MARAD understood then that there were forthcoming plans and agreed to move the deadline to the end of 2023. He planned to research the outline of the grant and the intention for the tugboat before providing his concurrence.

Vice Chairman Taylor agreed with Commissioner Nelson for more information and details on the matter. He suggested adding this item to the Special-Shade meeting agenda.

Chairwoman Hill asked if the Operator can provide the information on the tugboat that OHPA requested. Mr. Haehl replied Savage can provide revenue/fee data but cannot provide information on accounts receivables. He explained the tugboat data are buried within their general receivables. Mr. Krechowski reported he received some receipts and transactional information a few days ago and will provide those to the Board. Chairwoman Hill requested that Mrs. Hebron share the MARAD files via DropBox sharing platform for Board review and reference. Mrs. Hebron confirmed.

Commissioner Fullwood withdrew his motion.

Mrs. Hebron will include this item on the Special-Shade meeting agenda on February 5th. She will confirm with the Peck Center if the auditorium is available for that day.

Chairwoman Hill reiterated that the Operator does not need additional funds. Part of the response from USDOT was the intent to release the obligated funds that have not been drawn out because that period is over. She asked Mr. Haehl if he agreed to de-obligate said funds. The grant was \$1.2M and the balance is approximately \$200K. Mr. Haehl was not prepared to comment and explained it was not Savage's focus to secure said funds. The second part of USDOT's response was to proceed to dispose of the assets. Mr. Haehl asked for more time to secure more businesses. Chairwoman Hill clarified that he disagreed with both of USDOT's intentions. Furthermore, she requested when dealing with federal funds, the request must be brought to this Board in a manner with enough information provided for Board action. She expects the matter to be presented to the Board with clear and concise ask as to what OHPA is agreeing with and that if a resolution is necessary, it needs to be prepared in advance and attached to the agenda. Mr. Haehl replied that this was not the Operator's item but OHPA's. Savage's response was to support OHPA. He added it was not a free-capital asset; the Operator has a portion of the grant and funded the remaining. The Chair asked if the Operator was prepared to purchase the tugboat. He could not answer.

The Special- Shade meeting was confirmed and this item will be added to the agenda for discussion after the Shade meeting.

Mr. Haehl reiterated that the item had been on the agenda for a couple of weeks and OHPA had the grant agreement. Savage provided its response to MARAD on January 5th; therefore, there had been ample time for the Board to review the matter.

There were no further discussions.

8. Old Business

a. **Customs & Border Protection facility (RFQ candidate)**

There was one submission from Zyscovich and Associates and their information was included in the meeting packet.

Commissioner Fullwood moved to award the RFQ to the single respondent and to extend an invitation to negotiate a contract, authorizing Mr. Krechowski to present the final agreement. Commissioner Cole second the motion.

Discussion: The firm has an office in Jacksonville. The project, Customs and Border Protection (CBP) facility, has a grant allotment. The Board's action is critical for CBP to remain at the Port and maintain the port of entry designation. The former Director advised the Board to move forward in a timely manner to show good faith. The Chair agreed with said recommendation. The firm has history with local and federal projects.

Commissioner Fullwood and Mr. Haehl met with Michael McGuinn, Zyscovich VP. Commissioner Fullwood advised to move quickly with this project and to

implement a year-to-year agreement/lease with the CBP until the completion of the project.

The grant is approximately \$28K with a 25% match from the Operator and 75% FDOT.

The Board voted unanimously in favor of the motion.

Mrs. Hebron will notify the Zyscovich firm with Mr. Krechowski copied.

b. Outdoor Storage facility

- **Coast to Coast agreement**
- **Savage agreement**

Copies of both agreements were included in the meeting packet. Mr. Krechowski explained both documents were reviewed by him and the former Port Director, Mr. Kaufman; and subsequently through Savage (legal).

Additionally, Mr. Krechowski summarized each of the documents. The general/standard contract was directed to OHPA not the Operator because of the grant funding. The Savage agreement was a side agreement between OHPA and Savage that detailed the payment processes (for grant reimbursements).

Mr. Haehl explained that the market is predominantly a “spot” market where minimums are guaranteed. Having the available storage provides the Operator the opportunity to offer the storage service immediately. It enables the Operator to seek and secure deals with customers, having the storage available immediately. It also enables the Operator to bring in other products that do not require high-stack spaces. He explained the current storage at the Port was not in full capacity.

The maintenance was estimated at 2-3% annually per Mr. Haehl, and he reminded that the storage warehouse would be a Port asset with regards to maintenance.

Commissioner Taylor approved the motion to approve both agreements as written. Commissioner Fullwood second the motion.

There were no further discussions.

The Board voted unanimously in favor of the motion.

c. OHPA property sale (selection of broker)

The listing agreements from each of the remaining RFQ candidates (Amelia Coastal, eXp Commercial, and Keller Williams) were included in the meeting packet. Only Keller Williams was represented at the meeting by Daniel Griebel.

Mr. Krechowski explained the listing agreements were all standard in form. He requested for the Board to identify a broker rather than review each agreement. Subsequently, he will focus on the selected broker's listing agreement. He encouraged the Board to provide comments or edits on that specific agreement.

Commissioner Cole reiterated his suggestion from the past meeting to consider Amelia Coastal Realty as the selected broker. He subsequently entered this suggestion as a motion. Commissioner Fullwood second the motion for discussion.

Discussion: Vice Chairman Taylor reiterated that his vote in no way reflects his opinion of all the candidates. He did not support the sale of the property.

Chairwoman Hill added that for all the reasons that were discussed and Mr. LaPorte's opinion, the rationale for selling land was different for this Board. The Board disagreed in policy, and she still have yet to recognize consensus on what the funds would be used for. She explained once those funds are available, there are consequences to how those funds have to be spent under the Operating Agreement. Restrictions or use of said funds have not been discussed. She echoed the comments by Vice Chairman Taylor that this matter is unfair to the bidders because the Board have not agreed on a policy. Her vote "no" would not reflect her opinion on the candidates. She reiterated that selling land for the purposes stated was not a good decision.

Commissioner Nelson added this matter has been an on-going process for months. In the past, the Board decided to not extend the Port footprint, and there are three OHPA properties inactive and not in use for anything. He did not believe it is good stewardship to continue to leave said properties inactive. He is in favor of selling one property as he declared in the past. He stated the use of the money would be to advance the OHPA as an organization. That OHPA would have money whether it decides to invest at Crawford Diamond or others. There are other matters to consider rather than continue to discuss concerns of selling the properties. He is a proponent of taking care of the Port, something that this Board was charged with through its Charter. Using the money for investment purposes is fine for the right investment. It is not good stewardship to consider or worry about future Commissions. With that, he stated he understood the emotions that come with this matter. This was a chance to move this Board forward. He encouraged the Board to make decisions and move on. He was ready to cast his vote.

Chairwoman Hill responded to Commissioner's Nelson comment on expanding the footprint that it was OHPA's commitment to the City not to expand the Port's footprint. The properties are part of the Port's footprint. The City had approached OHPA about using the properties for parking lots. The biggest disappointment throughout the process was that OHPA did not receive ideas on how to monetize the parcels instead the Board has a listing agreement to sell. If OHPA does not sell, it has to pay marketing fees; thereby, incurring more costs. She thought the idea was to evaluate the land and identify how to use it better.

Vice Chairman Taylor added at the time he agreed to sell one property; however, in the process, OHPA did a disservice to the first selected broker. The Board was not clear on exactly what it was doing with the properties. He is still waiting for some type of a business plan, and professed that selling now is the wrong time. Perhaps later down the line, the Board might look at opportunities for investment purposes but now is not the time.

The Board voted 3 to 2 in favor of the motion with Chairwoman Hill and Vice Chairman Taylor dissenting.

Mr. Krechowski will review Amelia Coastal Realty listing agreement.

9. New Business

a. Port on-site tour request

There was a request from a member of the public to tour the Port months ago. Mr. Gilbert, then Savage representative, was in search of transportation. Chairwoman Hill also received a request from Leadership Nassau to visit the Port. They will provide their own transportation. There are safety restrictions in place at the Port to consider.

Mr. Haehl agreed it was possible to have the tours. He added the people touring may have to remain in the vehicle. A Port staff will guide the tour.

Chairwoman Hill offered her assistance to seek transportation for the groups.

b. E911 Addresses for Port property (update)

Mrs. Hebron explained the FB Deputy Fire Chief, Jason Higginbotham, requested OHPA, in concurrence with the Port Operator, to provide a more cohesive list of addresses for the Port buildings.

Commissioner Nelson stated that in case of an emergency, the first responders always arrived at the main security gate and from there they were directed to specific emergency location at the Port.

Mrs. Hebron offered to schedule a meeting with the Deputy Fire Chief, Commissioner Nelson, and Savage's general manager.

c. Independent Special District Legislation (FPC, update)

Chairwoman Hill attended the FPC Legislative lobbying meeting this past week. Some of the legislation to the committees could potentially have an impact on the Port of Fernandina as a Special District. Some of the legislation would affect other ports that have Ad Valorem taxing powers. OHPA does not have taxing powers that would impact it but the term limits would. The matter is still moving through the committees.

Commissioner Fullwood added the only portion of the legislation that would impact OHPA is the term limits. Even with that, the term limits will not start until the bills pass and it goes for 20years.

d. Nassau County development presentation (May 8th)

The Board expressed its interest in having Taco Pope, County Manager, present his Nassau County development presentation. From an invitation from OHPA, Mr. Pope suggested presenting at an OHPA meeting on May 8th. The Board concurred.

Vice Chairman Taylor had suggested from the past meeting that the Board present a quarterly OHPA/Port update to the City and the County. He also recommended that a representative from Savage (Port Operator) be present as well. Mr. Haehl agreed. Chairwoman Hill offered to present at the County Commission meetings. Commissioner Cole will join her. Vice Chairman Taylor volunteered to present at the City Commission meetings.

10. Commissioners Reports and Comments

a. New development reports

Chairwoman Hill spoke with Brad Bean, FB Mayor, recently about the public art projects. The City is working on funding through the Tourist Development Council to put murals on public buildings. The City asked if OHPA would consider one of the warehouses, specifically warehouse #3. The Council would seek concurrence from the community of what type of mural would be allowed. OHPA would have input of the mural that would go on warehouse #3. It would be an opportunity to extend the partnership with the City.

Mr. Haehl cautioned to consider the materials (paint) that would be used; if it will cause extra maintenance, if it could endure the extreme weather, and the safety considerations of the artist(s) while performing the task. The Chair concurred.

b. Committee Reports

• Port Security – Nelson

He spoke to the Security Site Supervisor. The security office at the main gate is in need of replacement. The small building (Approximately 4.5 feet X 5.0 Feet) is in very bad condition with deteriorating sides, electrical and insulation issues. Greg Haehl, Savage Services representative advised the Board that a new office building was being purchased. Security was not advised of this action and was unaware of the replacement office being planned.

Mr. Haehl advised that Savage is moving forward to replace the structure in kind (5 x 8) at their expense. Commissioner Nelson argued that the security staff are unaware of the plans to replace. Mr. Haehl explained the plans were not communicated to the staff yet because they are still looking at options for a full replacement in kind and would not need a foundation or civil work. A bigger

structure was suggested but Mr. Haehl countered that if that is what OHPA requests, it would be at OHPA's expense.

Commissioner Nelson will provide a progress report at the next meeting. He added the suggestion for a bigger structure came from CBP.

Commissioner Cole announced he was under the weather and asked to present his report next. The Chair granted his request and excused him from the meeting after his report.

- **Economic Development – Cole**
Met yesterday at the public utilities. They had a business retention breakout forum. The next one is February 15th in Callahan Fire Station.

The EDB are at the Rural County Days in Tallahassee through tomorrow.

- **Emergency Management – Cole**
There was a severe warning two weeks ago. No incidents to report.
- **Port facilities – Nelson**

Fort Clinch Tugboat:

The Fort Clinch Tugboat is back in Full Service and is performing well. The main search light is scheduled to be replaced with a new upgraded light in the next couple of weeks. The Original copy of the COI (Certificate of Inspection) needs to be sent to the Captain of the Tug for display on the Tugboat.

Liebherr Container Crane #9:

Storm Brake Issues with the Storm Brake. Parts have been placed on order.

Liebherr Container Crane #10:

No Issues at the time of this report.

Liebherr Mobile Harbor Crane:

Crane is operational with note that additional Hydraulic hoses are scheduled for replacement.

OHPA Trucks 619, 620, 621, 622, 623 and 624:

All trucks are operational at the time of this report with only minor issues that require attention.

Rail Dock Canopy:

Advised Contractor was appointed with work beginning this month (February). This structure was damaged a year ago.

Warehouse # 3:

No Change in current status. No action of repair was taken at the time of this report.

- **Customs House – Fullwood**

Report given under Old Business 8a. Additionally, the architect will go on site and examine the location, type of structure, and construction.

Mr. Haehl noted that Joel Dimick, Project Manager, had been assigned to assist Commissioner Fullwood and with the project to represent the Operator.

Chairwoman Hill added the options were flexible and other suggestions for the facility are welcome. OHPA had been requesting a meeting/office space for years, as a suggestion.

Jennifer Bradshaw, CBP Director, and Steve Parrott, CBP Manager, are the points of contact for CBP.

- **Army Corp of Engineers (ACOE) – Fullwood**

He is in contact with ACOE.

- **Technical Coordinating Committee – ~~stricken from the list~~**

- **Transportation Planning Organization (TPO) – Hill**

She attended the TPO meeting last month and the next one will be in February. One of the programs is clean fuels (alternative fuels). She highlighted the Smart North Florida project that identifies technological solutions to the transportation issues. Over a two-month period, it was observed on 301 and I-10 that 94 trucks per day on average, over 5K parked trucks overnight, 8% are commuter cars, average parking duration was one hour or less, and majority of the trucks had cabs with the use of artificial intelligence (AI). OHPA is charged to share information with the County and other Boards. The resources are available to Nassau County. Mr. Krechowski is on the Board of Smart North Florida, and he offered his assistance. She invited him to attend a TPO meeting.

- **Nassau Chamber of Commerce – Taylor**

He encouraged to review the Economic Indicator Dashboard that included information about the Port. Awards Gala is February 29th that recognize business and people in the community.

Mrs. Hebron informed the Board that Vice Chairman Taylor is one of the nominees for Nassau County Business Leader of the Year.

- **City of Fernandina Beach – Taylor**

Fernandina along with Nassau County are celebrating their bicentennial. The County recently kicked off their bicentennial event at Wildlight. He encouraged

everyone to submit their feedback for the Vision 2050 Plan (nassaufl2050.com). The City and the County are partnering for the opening the beaches in May.

- **Keep Nassau Beautiful – Taylor**
No report.
- **Community Outreach – Fullwood**
He received complaints about the condition of the road between the end of the bridge and Old Nassauville Road. Secretary Greg Evans was suggested as point of contact. Chairwoman Hill explained fundings in south Florida projects took precedence and so the projects here have been pushed out by five years. North Florida TPO is preparing as many projects to be “shovel ready” so that they will be ready to seize funding when available as a strategy.
- **FDOT – Nelson**
Met with Kyle Coffman, FDOT, along with other members from Savage, Mrs. Hebron, and Mr. LaPorte. Mr. Coffman explained all seven of the OHPA grants. He explained that FDOT frowns upon unused grants that can impact OHPA from receiving future grants. He explained the grant expiration date is when project work must cease. However, invoicing is extended 120 days beyond the expiration date.

There are still pending documents to submit to FDOT to close out the Master Plan grant. Mrs. Hebron will submit the required documents.

Mr. LaPorte encouraged the Port Operator to work with OHPA in understanding what grants are available for specific projects. Mrs. Hebron suggested using one of the grants for the security structure. Mr. Haehl will review.

11. Administrative Office Manager Report

Mrs. Hebron submitted a written report included in the meeting packet. She also reported that she delivered the thank you gift to the FB Fire Department (Jason Higginbotham) for their support and assistance.

She placed a conference table in the office on loan for OHPA’s use for Shade meetings.

She asked for Board consent to accompany Chairwoman Hill to the Florida Ports Council Legislative meeting in Tallahassee. Chairwoman Hill explained if the Board will take turns attending the FPC meetings, Mrs. Hebron would be the consistent contact person. The Board granted the request.

Lastly, Mrs. Hebron thanked Commissioner Nelson for taking her on a tour of the Port. She reported it was educational and informative.

Chairwoman Hill thanked Mrs. Hebron for keeping the Board abreast on pertinent matters and keeping the communications open.

12. Other items to be brought by Commissioners
None

13. Adjournment
With no other items brought before the Board, the meeting was adjourned at 8:37pm.

Justin Taylor
Justin Taylor (Feb 29, 2024 09:33 EST)
Justin Taylor, Vice Chair

Date_February 28, 2024_____