

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 First Public Hearing on the

3 2005-2006 Annual Budget

4 held at 4796 U.S. 1 North

5 St. Augustine, Florida

6 on Monday, September 12, 2005

7 from 5:01 p.m. to 6:19 p.m.

8 \* \* \* \* \*

9 BOARD MEMBERS PRESENT:

10 BOB COX, Secretary-Treasurer, Acting Chairman

RANDY BRUNSON

11 JOHN "JACK" GORMAN

SUZANNE GREEN

12

BOARD MEMBERS ABSENT:

13

WAYNE GEORGE, Chairman

14

\* \* \* \* \*

15

ALSO PRESENT:

16

DOUG BURNETT, Esquire, Rogers, Towers, Bailey,

17 Jones & Gay, P.A., 170 Malaga Street, St. Augustine,

FL, 32084, Attorney for Airport Authority.

18

EDWARD WUELLNER, A.A.E., Executive Director.

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22  
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24  
25

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

2 CALL TO ORDER AND REMARKS BY CHAIRMAN

3 CHAIRMAN COX: Good evening. We're going to

4 call to order, please, the first public hearing of

5 the 05-06 annual budget meeting. And this is

6 remarks by myself, that this -- as I say, we're  
7 just going to discuss the annual budget. This is  
8 the first meeting. And why don't we all stand and  
9 say the Pledge of Allegiance. Go ahead. We have  
10 enough people here.

11 (Pledge of Allegiance.)

12 CHAIRMAN COX: We'll move right into the  
13 presentation, the proposed budget by Staff.

14 3. - PRESENTATION OF PROPOSED BUDGET BY STAFF

15 MR. WUELLNER: Okey-doke. We've provided you  
16 some copies and the public some copies of both the  
17 latest and greatest revision of the budget, as  
18 well as a copy of today's agenda, so I'm going to  
19 go ahead and -- and pull this one down. And we'll  
20 go ahead and get a -- look at the small version.  
21 And we'll start here in the summary.

22 As kind of is our -- our custom, we'll  
23 follow -- follow the order of the -- of the  
24 document. But this is the summary. I'll take it  
25 to whatever level of detail y'all want. The

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1 board's been through this several times. So,  
2 you -- you kind of direct me as we go as to what  
3 level of -- of interest you might have on the  
4 specific details or areas of concern you might  
5 have.

6 We took a hard look at it from Staff and  
7 working with the Chairman, and a number of you got  
8 with me and interjected comments into the process,  
9 and concerns. And -- and obviously, we -- we  
10 worked -- tried to work with all of you  
11 individually to address the general concerns.

12 Of course, we knew the uneasy feeling we all  
13 had looking at holding the millage rate moving  
14 into next year. We took another hard look at how  
15 to do that with just taking the rolled-back rate.

16 A couple of things developed in -- in  
17 readdressing the expenditures for the year, and  
18 looking at the overall ad valorem projections for  
19 next year, and we were able to determine that  
20 actually, it's -- if -- if -- we had a sound plan

21 in place for the original taking the rolled-back  
22 rate methodology we were looking at, and -- and  
23 doing that for the next six-year period, at which  
24 point the financial forecasting we've done would  
25 allow us to quickly and instantly, if you will,

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1 eliminate a requirement for ad valorem moving into  
2 the foreseeable future, if not forever.

3 That still works very well. It's actually --  
4 would leave us in a better financial position than  
5 not taking the rolled-back rate, in other words,  
6 holding the millage, and shortening the process by  
7 one year.

8 It's -- it's actually to the Authority's  
9 benefit from a -- from primary overall revenue and  
10 reserves at the point of getting off tax rolls, to  
11 just stick with the plan as it was developed  
12 and -- and hold the six-year period and continue  
13 to take the rolled-back rate from this point

14 forward.

15 With that, the rolled-back rate would to  
16 .2055. That would be the new rolled-back rate if  
17 we were to do that, which is certainly down from  
18 last year's .2356 rate. Let me walk through the  
19 revenues before we get into any substantive  
20 discussions about the -- the millage itself.

21 We did a few adjustments in this year's  
22 budget as it's presented and then also  
23 incorporated those into the -- to the five-year,  
24 or into the forecasting model, so that we're  
25 consistent across the model and the individual

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1 single-year budgets.

2 Last year, we -- or going into this year, you  
3 can appreciate that we've reduced by more than  
4 half the total amount of revenue projected from  
5 the rental of homes. We have -- we have largely  
6 eliminated a significant number of homes from our

7 inventory. We're down to just nine homes in  
8 inventory. And that would generate about \$64,000  
9 in -- in annual rent.

10 Hangar rentals, you see that's about  
11 \$233,000. Conventional hangars generate another  
12 \$322- -- almost \$223,000 (sic) a year.

13 Commercial leases are up to \$575,000. Other  
14 lease revenues, which are just basically some  
15 miscellaneous fees and the like that are out  
16 there, would -- would drop just slightly due to a  
17 reclassification, primarily, to \$5-, just under  
18 \$6,000. And you can see our fee structure, which  
19 is largely fuel flowage fee-type dollars, would --  
20 would be about \$173,000 for the year.

21 What we did do in projecting the operating  
22 revenues is reduce from our actual projections,  
23 which are fairly sound and are -- and are awful  
24 accurate if you follow the financial statements  
25 every month, but we did reduce that as a way of --

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1 an additional hedge in -- in a year's budget to a  
2 95 percent level. So, those numbers represent 95  
3 percent of the projected income under the  
4 classification of operating.

5 Now, that is not reflected in the 04-05  
6 numbers, so when you're seeing a slight drop in --  
7 in a couple of classifications, it could be  
8 directly attributable to shaving 5 percent off the  
9 top and -- and in a sense, calling it a hedge.

10 Nonoperating revenues. Cash forward's  
11 projected to end the year at about \$433,000,  
12 interest income of about \$2,000. We are  
13 projecting the possibility of needing to borrow  
14 about \$409,000, and I'll -- I'll explain how that  
15 fits into the mix as we -- we move into the  
16 expenditure side in a second.

17 Under grants, we anticipate, if everything in  
18 the capital program were accomplished in -- within  
19 this fiscal year, the upcoming fiscal year, we  
20 would expect to receive about \$3 1/2 million in

21 state funding, participating in capital  
22 development, and about \$4.8 million in federal  
23 dollars. And there are no other identifiable  
24 sources, other than the Authority at this point.  
25 Now, ad valorem, see last year represented

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1 about \$3.3-and-6 million in revenue. It would be  
2 about \$3.5, taking the rolled-back rate. Brings  
3 us to a total budget of \$14,048,366 from a revenue  
4 perspective. That's a net reduction of about  
5 14.72 percent over the previous year's budget.

6 Now, the lion's share of our budget, as the  
7 board is keenly aware, is in the capital  
8 development program, which is 80-some percent, and  
9 it varies year to year, but it's roughly 80  
10 percent of the total Authority budget. And a  
11 significant portion of that is made up of grant  
12 funds.

13 Now, the grant funds, keep in mind all our

14 grant programs are reimbursable in nature, which  
15 means we don't get a check whether we do the work  
16 or not. They're only directly reimbursing work  
17 that does accomplish -- or is accomplished by the  
18 airport in a year. So, it's not revenue that's  
19 there regardless of whether you use it or not.  
20 That's not an option.

21 All right. Under the expense side, you can  
22 see the -- under personnel, that salaries, taxes,  
23 and benefits accumulate to about \$680,000. That's  
24 about 8- -- 8.9 -- 8.12 percent of -- over last  
25 year's, keeping in mind the significant -- while

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1 we budget for a 5 percent salary increase  
2 potential within the budget, there are other  
3 things that -- that go in there and you can see  
4 radically affect the bottom line in the total  
5 increase.

6 Those two primary ones are taxes and

7 statutory obligations which relate to workers'  
8 comp and unemployment insurance and our share  
9 of -- of the taxes, employer-matched taxes. And  
10 the other is in the benefit column, which are  
11 largely insurance-related items as they plug into  
12 the budget, health insurance and the like. And  
13 you see those two items are almost 14 and 21  
14 percent respectively.

15 Operating expenditures, which I could show  
16 you the detail here in a second -- it might be  
17 helpful to just walk down that; we don't  
18 necessarily have to read every line, but get an  
19 idea of what all's in there. But basically,  
20 operating expenditures equate to \$1,002,500, which  
21 if you were to compare that line item to the --  
22 which I think I've got just barely off the screen  
23 here. Maybe I can tweak this. That's somebody's  
24 cell phone.

25 MR. BRUNSON: It's not mine. That's not

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1 mine.

2 MR. WUELLNER: It's not mine this time.

3 But the operating line, I wanted you to kind  
4 of compare. I don't have my little pointer here,  
5 but the -- can you get me the pointer, Cindy? I  
6 think it's important that the public, as well as  
7 the Authority, is able to see -- there it is.

8 All right. And this is where I'm absolutely  
9 blind. I need to put the glasses on to see it on  
10 the screen here. But the total operating revenues  
11 of \$1,375,000, and I'll call it change -- it's not  
12 really change -- compared to the operating  
13 expenditures down here. If you notice, there's  
14 working on \$300,000 this year. Last year was the  
15 first year we projected a surplus, if you will, of  
16 revenues earned on the airport over operating  
17 expenditures.

18 So, for this year, we're actually able to  
19 contribute excess operating revenue from the  
20 Authority to the capital program to the tune of  
21 \$300,000, versus a scant \$40,000, which is our

22 first year to actually be able to contribute

23 toward it.

24 So, I think that's marked progress in a

25 single year toward our goal of being able to

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1 sustain the entire airport operation out of

2 revenues developed on the airport.

3 So, I just wanted to point that out, because

4 it's -- it is -- it is important and it is

5 significant, and hopefully every year, that number

6 will dramatically increase and that margin will

7 continue to fund more and more and more of the

8 capital development program.

9 Moving down, nonoperating expenses such as

10 debt service, capital, equipment, and construction

11 amount to, again, about \$12,365,000. And you can

12 see at this point, revenues and expenditures in

13 terms of a total due balance at \$14,048,366.

14 Moving on, I did promise to show you -- let's

15 just talk revenue real quick. Just we'll walk  
16 through it real quick. But you can see you're  
17 down to nine home rentals. You can see what's  
18 going on with T-hangar rentals, conventional and  
19 commercial hangar rentals, some generating  
20 significant revenue back to the Authority.

21 The biggest positive development is in our  
22 ability to re-- readdress commercial-type leases  
23 on the airport and those new businesses on the  
24 airport, which not only generate additional  
25 revenues because of the rent structure associated

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1 with commercial leases, but are also productive in  
2 terms of overall economic impact to the community  
3 in terms of jobs and purchasing that's -- that  
4 goes on community-wide.

5 So, those are probably the -- the biggest  
6 overall positive development area on the airport,  
7 is the commercial lease revenues.

8 Any questions or concerns on the revenue side  
9 or revenue projection? I'll go to operating  
10 expenses next.

11 CHAIRMAN COX: So, you're going to -- you had  
12 some discussion on the \$409,000 on the -- the  
13 grant side up in the earlier --

14 MR. WUELLNER: Yeah, I'll get to that. I'm  
15 going to go to the capital budget here in just a  
16 second.

17 CHAIRMAN COX: Okay. All right. That's  
18 fine.

19 MR. WUELLNER: Yeah.

20 MR. GORMAN: Just real quick. And -- and  
21 I -- you've told us this before, but I just can't  
22 remember. The Northrop Grumman North 40, that  
23 lease, isn't that commercial lease revenue going  
24 to change? When does that change?

25 MR. WUELLNER: That changes in 2007.

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1 MR. GORMAN: '07, okay.

2 MR. WUELLNER: It is currently a minute  
3 amount. Really prescribed to an option. It's the  
4 only cash flow we have on the eastside.

5 MR. GORMAN: I thought it was next year. All  
6 right. '07.

7 MR. WUELLNER: It's '07. October, I believe  
8 it is. So, we'll hopefully be starting to deal  
9 with it next year toward -- or the following year.

10 Okay. Operating expenditures, you have the  
11 various large -- I would say this is the -- the  
12 high level classifications within the budget.

13 If you recall last year, we made -- I think  
14 it was last year, maybe the year before, Donna,  
15 but we made the adjustment into mirroring the  
16 State's accounting system and classifications.  
17 So, this now by account number and type is  
18 virtually consistent with the State's chart of  
19 accounts.

20 So, we're -- we're calling things very  
21 similar to how the State does now. So, it allows

22 for a nice easy interpretation of the budget,  
23 particularly at audit time by -- by the  
24 independent auditors.

25 But you have uniform expenses, you know,

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1 accounting audit, all those types of things --  
2 again, I'm not going to go down them all. You can  
3 see where the difference is in the third-hand --  
4 the third column of numbers, entitled  
5 "Difference." You can see where there's  
6 significant items. Some adjusted upwards, some  
7 adjusted downwards.

8 The most significant item really on the page  
9 is insurance. It is -- that is still an estimated  
10 number. I'm -- I instructed Donna before we got  
11 into this particular meeting, after talking with  
12 Mr. Gorman before the meeting, we're going to  
13 contact our insurance folks and see if we can't  
14 hammer the number or have the number available,

15 the actual renewal number.

16 Our insurance renews this month for an entire  
17 fiscal year, and -- and I'm -- while we made an  
18 adjustment. And primarily upward and attributable  
19 to property-related insurance more than anything  
20 else. But we'll try to get the -- an actual  
21 number or a projected actual number by next  
22 meeting.

23 MR. BRUNSON: Ed, are we still talking to the  
24 county?

25 MR. WUELLNER: That's on health insurance.

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1 MR. BRUNSON: Yeah.

2 MR. WUELLNER: Yes.

3 MR. BRUNSON: Okay.

4 MR. WUELLNER: That discussion's ongoing.

5 I'm not holding my breath that there's a  
6 short-term solution, but your chairman has been  
7 working the issue with the intergovernmental

8 committee and I know has attended or intends to  
9 attend the next insurance committee meeting with  
10 the county.

11 MR. BRUNSON: Okay.

12 MR. WUELLNER: So, we'll -- I'm sure he'll  
13 keep you up to date as it -- as it -- things  
14 happen.

15 Other than that, they're fairly minor  
16 adjustments within the budget.

17 MS. GREEN: Did utilities go up because of  
18 our lighting and all that on the --

19 MR. WUELLNER: Yeah. Plus, if -- if you  
20 haven't gotten your latest FPL bill, if that's who  
21 you -- you know, they're all adjusting the rates  
22 significantly. Some are asking for double-digit  
23 increases coming into this year. Some of it's  
24 that. Some of it's just additional facilities  
25 have been brought online --

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1 MS. GREEN: Right.

2 MR. WUELLNER: -- that we actually pay that  
3 for, one of which is the second floor of the  
4 terminal. It's built into the rent structure.

5 And, you know, up to this point, up till very  
6 recently, it wasn't -- there was no one up there  
7 and --

8 CHAIRMAN COX: Utilized.

9 MR. WUELLNER: -- no electric to speak of.  
10 So, those types of things are in there.

11 Any others that you have a particular  
12 interest in? Some of them show whopping  
13 percentage changes, but they're minor amounts of  
14 money, such as under Administrative.

15 Okay. Last area I really wanted to talk  
16 about in detail is the capital budget. We made  
17 the adjustments in the budget to -- to be sure  
18 that we had covered -- covered everything we knew  
19 was coming or anticipated for this year.

20 Now, there are a number of projects in here  
21 that, you know, admittedly we're optimistic about  
22 receiving a particular grant for in a year. While

23 we haven't programmed to get the money, that being  
24 in the -- the Joint Automated Capital Improvement  
25 Program with both FAA and FDOT, there's no

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1 guarantee the money will be available. You know,  
2 we're -- we're hoping it is.

3 Our capital program reflects what we've asked  
4 for, not necessarily what will show up. A  
5 majority of these things, we have commitments for,  
6 such as 8, 9, 10, southside development, the ARFF  
7 facility and vehicle, site development dollars,  
8 T-hangar dollars. All of those things are already  
9 under grant.

10 So, that money's committed, and -- and all  
11 we're doing is, in a sense, budgeting our share  
12 for it, showing the state match. But we may or  
13 may not be at a point to expend that money within  
14 this current year. If we aren't, it will roll  
15 forward into next year as revenue moving forward

16 or revenue forward line item.

17 A couple of big items that are of concern are  
18 Taxiway Bravo, south hangar development area. And  
19 you'll see that those are probably -- I don't know  
20 how I got a line off on that thing, but it looks  
21 like the math's still working on the right-hand  
22 column. But there are items that could be pared  
23 out of there, but not without significant risk  
24 within the budget if we're going to take the  
25 rolled-back rate.

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1 Now, the reason we're showing the \$409,000 is  
2 in the event that the entire fairy tale of things  
3 we're asking for here were to come true next year,  
4 and every capital item were able to get started in  
5 a timely manner and we were able to complete the  
6 job and close it out within the next fiscal year,  
7 you would need to augment Authority revenues by  
8 that \$409,000 to do it. It's shown, obviously,

9 to -- to balance the budget.

10 The reality is, the expenditure side within  
11 the capital budget is very, very, very unlikely to  
12 reach the level that it's budgeted for, which  
13 means that if it doesn't require the money, we  
14 don't borrow it. It's just shown as the -- the  
15 safeguard, if you will, for this -- this entire  
16 capital program actually occurring within the  
17 confines of a single year. It just doesn't happen  
18 that way in reality. But it's the way to make it  
19 function from a practical standpoint.

20 The alternative being, you eliminate the loan  
21 requirement and not take the rolled-back rate, or  
22 conversely, go in and pare projects out of the  
23 budget, but then they're not accommodated in the  
24 budget should a grant materialize or you desire to  
25 move something ahead in an -- you know, an

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1 expedient fashion. You wouldn't have that as an



2 alternative because you wouldn't have had a  
3 matching revenue source for it.

4 So, it's there. It's a -- you know, it's a  
5 very aggressive capital program. We know that.  
6 You know that. It is sustainable. It is doable.  
7 If everything were to happen, you'd need to borrow  
8 \$409,000. I personally do not anticipate we'll be  
9 in there needing to do that.

10 We're going to have to have some discussions,  
11 and we'll talk about this at next meeting as a  
12 regular agenda item, but we're -- we're going to  
13 need to do some discussions with the bank relative  
14 to our loan instrument, to structure that such as  
15 we continue to have the flexibility moving  
16 forward.

17 You may want to accelerate projects. We have  
18 that latitude with some FDOT projects that allow  
19 us to move faster than perhaps the grant funds  
20 flow. And that may be a way of doing that without  
21 impacting the ad valorem proceeds. So, we'll keep  
22 that on the table. That will be another agenda

23 item at a regular meeting. It's not directly

24 budget related.

25 All right. That's it in a nutshell. If

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1 there's details, again, about specific lines,

2 areas within the budget, you know, I'll be happy

3 to go over them and explain them to the best of my

4 ability.

5 But right now, we're going back to the

6 summary here. You're looking at taking the

7 rolled-back rate, and that rate being .2055 mills,

8 with the budget that was adopted, you know, along

9 the lines of what we're -- we're proposing today.

10 Yes, sir.

11 4. - DISCUSSION OF BUDGET BY AUTHORITY

12 MR. GORMAN: I've got one for you, and you

13 can just clarify this. I've had lots of taxpayer

14 comments to myself in that if we take the

15 rolled-back rate, it actually results in a net

16 larger ad valorem?

17 MR. WUELLNER: It does.

18 MR. GORMAN: And that actual net larger  
19 ad valorem, although -- it looked like we had a  
20 less actual net-net on this budget here.

21 MR. WUELLNER: No. It's -- it's actually  
22 about \$140,000 more.

23 MR. GORMAN: A hundred and forty. All right.

24 Then that's fine.

25 MR. WUELLNER: A hundred and forty-six. In

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1 fact, the number's right there for you.

2 MR. GORMAN: Might as well just bring that  
3 out in the open rather than --

4 MR. WUELLNER: And it's a function of how  
5 they compute the ad valorem -- excuse me, the  
6 rolled-back rate. It's computed without benefit  
7 of the new construction added into the total  
8 aggregate tax value of the community. So, it's --

9 it's the impact on the existing tax base.

10 MR. GORMAN: You're saying that there is

11 some -- there is some, but not a tremendous

12 difference in -- in the net-net.

13 MR. WUELLNER: Yeah. It's about 4 percent.

14 MR. GORMAN: Right. Gotcha.

15 MR. WUELLNER: It's about 4 percent. And

16 that happens every year, unless for whatever

17 reason the county adds no new taxable property to

18 the rolls, which is unlikely in this area.

19 MS. GREEN: And that's kind of what I've been

20 addressed by a number of taxpayers, too, which I

21 wanted to kind of mention, which was that letter

22 that we received by Mr. Biggs, that we didn't

23 vote -- or didn't look at initially -- we haven't

24 voted -- but initially looked at increasing cash

25 flow is our tax base increase.

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1 So, if you're still at your -- your millage

2 rate or our rolled-back rate, that's the 4  
3 percent, just because we're a growing county.

4 Until that stops --

5 CHAIRMAN COX: Kind of define what you mean  
6 by tax base increase just so that the audience --

7 MS. GREEN: The number of taxable  
8 properties --

9 CHAIRMAN COX: Right. Exactly.

10 MS. GREEN: I mean, we keep building --

11 CHAIRMAN COX: Exactly.

12 MS. GREEN: -- we keep --

13 CHAIRMAN COX: Exactly. And more people keep  
14 moving into the county.

15 MS. GREEN: -- growing, and therefore, we're  
16 not asking for more money. We're actually --

17 CHAIRMAN COX: Right.

18 MS. GREEN: -- keeping it at a -- basically,  
19 we're going back, when these other counties keep  
20 adding, increasing their tax rates. We're not  
21 doing that.

22 CHAIRMAN COX: Yes, sir.

23 MR. BRUNSON: I'd like to say I'm very

24 pleased with what I'm hearing here. The first  
25 budget that we looked at called for a \$625,000 tax

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1 increase. And I had meetings with Ed, and we  
2 started looking at -- at that, and we started  
3 looking at capital expenditures of what really is  
4 going to be done in the 2005-2006. And when  
5 you're -- and each person here, all five of us, I  
6 know, want to be self-sufficient as quickly as we  
7 can. And I think Ed has done a great job laying  
8 out some of the discussions we had.

9 When you're looking at a business, you look  
10 at revenues. And I think the staff and the  
11 airport have -- have optimized the revenues with  
12 the new leases. Everything is leased. And we've  
13 raised leases and raised T-hangars and we've done  
14 a lot of business.

15 We look at expenses. And we can't help the  
16 insurance. As Ed had -- has agreed, if things get

17 hard, we've got to look at expenses even harder.  
18 But I think that we need to -- to just as soon as  
19 FAA turns us loose, to build hangars. We need to  
20 build as many as we can, as fast as we can, and I  
21 think we need to start utilizing our letters of  
22 credit and lines of credit to -- to fund some of  
23 this thing and make it a business decision, and  
24 not -- not ask for the taxpayers to -- to pay for  
25 this.

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1 So, I would be in favor of this rolled-back  
2 rate, and I'm very pleased that -- and that Ed has  
3 done this homework on it.

4 MS. GREEN: And Donna and other staff  
5 members.

6 MR. WUELLNER: Oh, yeah.

7 CHAIRMAN COX: All the staff's done a  
8 tremendous job on it.

9 Any further discussion on it? Kind of --

10 kind of opened it up to the board discussion there  
11 after our questions to Ed.

12 MR. GORMAN: I have a request. I don't know  
13 how this is going to go over.

14 CHAIRMAN COX: Does this go to the discussion  
15 to the --

16 MR. GORMAN: It's a discussion. It also is a  
17 request. It has -- it has to do with the budget.

18 Previously, during -- I have asked for a  
19 budgetary comparative analysis. I'll make this  
20 short. And previously this board had -- had  
21 addressed and actually budgeted \$20,000 for an  
22 independent operational audit, which is what  
23 originally I addressed it at. And I'd prefer to  
24 call it a budgetary comparative analysis, because  
25 it's -- because that's a simpler way to put it.

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1 And we -- I really doubt we'd need hardly  
2 that much at all, but never has this board



3 actually engaged in a comparative analysis of what  
4 it costs to run this airport versus what other  
5 comparable airports spent. And it's a simple  
6 question. It's a common sense question, and it  
7 has not been done in the three years I've been on  
8 this board.

9 But I -- the scope doesn't need to be  
10 detailed. We don't need details. We just need  
11 broad base. But a broad base, you know, brush,  
12 addressed to that issue. And I'd like to have  
13 this budget include -- I'm not sure it is included  
14 in the audits. Like to have a small amount  
15 included. I don't know if we need \$20,000 to do  
16 that. But it would have to be done by -- have a  
17 firm, an unbiased firm that would engage in that.  
18 And -- but all they would have to do is provide  
19 budgets to the board with a summary of a  
20 comparative analysis of what similar airports  
21 spend.

22 CHAIRMAN COX: Your proposal is to add into  
23 this budget a comparative analysis of the budget.

24 MR. GORMAN: Or -- or make sure it is  
25 included -- it is -- it is doable in the budget as

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1 drawn, right. Like I said, I don't even think  
2 we'd spend \$20,000. We're just going to need --

3 CHAIRMAN COX: Can you speak to that at all,  
4 Ed?

5 MR. WUELLNER: I -- it's specifically not in  
6 there as a stand-alone --

7 CHAIRMAN COX: Item.

8 MR. WUELLNER: -- item.

9 CHAIRMAN COX: Right.

10 MR. WUELLNER: It certainly -- you know, you  
11 have a budget for professional services, general,  
12 and -- and it is an item that, you know, with your  
13 direction, could be, you know, made to happen  
14 within that classification.

15 It's a bit of a -- it -- those three  
16 professional service classifications tend to be

17 catchall locations for non -- nonspecific capital  
18 projects. The professional services, engineering  
19 planning, that are directly related to capital  
20 project end up in the capital project, not here.

21 So, these are things like, you know, fixing  
22 this or that or a drainage issue that comes up or  
23 something that's not directly related to a capital  
24 expenditure within the budget. So, it could be  
25 made to work.

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1 Again, my -- my only -- it's not even a  
2 concern, but I -- my -- you know, I'll extend the  
3 offer here again. You know, if that's something  
4 y'all want to do, I -- I have no issues with --  
5 you know, that helps everybody. But I would -- I  
6 would hope that we, you know -- I would offer to  
7 work directly with Jack or other interested  
8 parties.

9 I think you're -- you're in the best position

10 to get the information you want by specifying what  
11 it is you're looking for when you ask. And --  
12 and, you know, I'll work with you. If -- you  
13 know, if it's something y'all want to do -- you  
14 don't have to make a decision today, I don't  
15 think, as long as it can be --

16 MR. BRUNSON: Could this about -- shouldn't  
17 this be an agenda item at a board meeting?

18 MR. WUELLNER: As far as whether you do it on  
19 not. All I'm saying is --

20 MR. BRUNSON: Could we get it on the  
21 agenda --

22 MR. GORMAN: That's fine.

23 MR. BRUNSON: -- for next Monday and decide  
24 if we -- Ed, would that be too late to get this in  
25 for the 19th?

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1 MR. WUELLNER: No. I'm -- I'm of the opinion  
2 it could be accommodated within what you have in

3 front of you right now.

4 MS. GREEN: I think on the agenda item, we'd  
5 have to discuss and find out what our cost budget  
6 would be and, therefore, it would fit within what  
7 we have.

8 MR. WUELLNER: If it didn't fit within here,  
9 then certainly you've got to make some adjustment.

10 MR. GORMAN: And at that time, nail down the  
11 scope of it.

12 MR. WUELLNER: Right.

13 MR. GORMAN: Because -- define the scope.

14 MR. WUELLNER: And you could still make that  
15 adjustment on the fly during the year. I mean,  
16 you could still make a budget adjustment. It's  
17 just we'd just find someplace to -- to make the  
18 adjustment.

19 CHAIRMAN COX: But the number you proposed,  
20 is that something that Ed had come up with  
21 earlier?

22 MR. GORMAN: Well, that was something --

23 CHAIRMAN COX: I remember the number coming  
24 up several months ago or something.

25 MR. GORMAN: Remember, we had \$20,000

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1 actually previously budgeted --

2 MR. WUELLNER: True.

3 MR. GORMAN: -- which we did not use. And I

4 don't think it's going the cost even -- even half

5 that to actually have the firm, because all you're

6 going to do in a sense is pull other airports'

7 budgets and look at dollars and cents and common

8 sense of their operations and their expenditures.

9 Simple as that.

10 MR. BRUNSON: Let's put it on the agenda.

11 MR. GORMAN: All right. Thank you.

12 CHAIRMAN COX: Does that answer all your --

13 MR. GORMAN: Yes --

14 CHAIRMAN COX: -- concerns?

15 MR. GORMAN: -- it does.

16 CHAIRMAN COX: Okay. If there's no other

17 further board discussion, I'm going to open up to

18 public discussion. Mr. Ciriello had his hand up  
19 first.

20 5. - PUBLIC COMMENT ON BUDGET

21 MR. CIRIELLO: I'll let the lady go first.

22 CHAIRMAN COX: Okay. that's fine.

23 MS. BADGER: Sherry Badger, 2772 South  
24 Collins Avenue.

25 CHAIRMAN COX: Is the microphone on?

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1 MS. BADGER: Thank you. I just have one  
2 question, Mr. Warner (sic). As a taxpayer, I -- I  
3 need you to point out the line that shows me how  
4 much it costs you in consultants', lawyers' fee,  
5 and the price of eminent domain.

6 MR. WUELLNER: Some of that, I can -- it's  
7 going to be spread. Turn the mic on.

8 CHAIRMAN COX: Think I hear something.

9 MR. WUELLNER: Same thing she did. It's  
10 going to be spread out in a couple of areas. The

11 legal fees are presented on this line here  
12 (indicating), this line 316. And it's forecast to  
13 be about \$75,000, moving into next year.

14 MS. GREEN: That's not all -- that's --

15 MR. WUELLNER: Yeah.

16 MS. GREEN: -- different types of legal.

17 MR. WUELLNER: That is largely our general  
18 representation of the Airport Authority in most, I  
19 want to say day-to-day legal matters, that the  
20 Authority encounters.

21 The other place, portions of it are shown, or  
22 included in the dollar value, is under the cap --  
23 under capital.

24 When we use the property acquisition line  
25 item, which is -- included in the total cost line

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1 item would be any legal-related expenditures  
2 toward property acquisition, as in the eminent  
3 domain area, in closing out those properties or



4 any properties we have -- we would be interested  
5 in acquiring over the next year.

6 And at this point, that's somewhat a nebulous  
7 term in terms of specifically which properties.  
8 That's something that kind of develops over the  
9 course of the year.

10 Most of this money identified is money  
11 designed to close out the acquisitions in Araquay  
12 Park. So, it's included in the \$2 million number  
13 that's up there.

14 MS. BADGER: Right. Didn't you already  
15 comment at one of the other meetings that -- how  
16 much are you over in legal fees from last year's  
17 budget?

18 MR. WUELLNER: I didn't comment. I think  
19 Mr. Gorman was -- was making the statement at one  
20 point. It -- we're not over the budget as it  
21 relates to the operating expenditures. It's a  
22 large dollar value, but it's included in property  
23 acquisition.

24 It's not an overbudget situation; it's a

25 classification of where the legal expenditure

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1 is -- is done from an accounting perspective. And  
2 it goes with the capital expenditure we have when  
3 it's appropriate, in this case, Araquay Park  
4 acquisition or any other capital project, and if  
5 there were legal fees incurred as a result of it,  
6 it would come under that capital base program,  
7 that particular project.

8 Other legal fees, such as our general  
9 representation, is an operating expense account.

10 It's a -- it's not tied to a capital project.

11 It's things like review of leases, when -- when we  
12 ask to representation at these meetings, handling  
13 matters with the county for us, and zoning  
14 hearings and other public forums, a wide variety  
15 of -- of general business-type representation  
16 scenarios. And that's what's in the operating  
17 budget and is shown at \$75,000, projected.

18 MS. BADGER: So, in other words, you're  
19 taking taxpayer dollars, eminent domaining (sic)  
20 people out of their house, and building  
21 airplanes -- for airplanes to stay. And our  
22 taxpayers' dollars are going towards it, and it  
23 needs to cease, not five years from now.

24 This has been since 1996 that the airport was  
25 going to get off the rolls. And I think if I'm

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1 not mistaken, some of you got your office by  
2 running on that.

3 MR. WUELLNER: If you're looking for a  
4 comment, those are your words, not ours.

5 MS. BADGER: Well, in other words, I just  
6 want it to be on the record where the taxpayers  
7 can know what their money's going to.

8 MR. WUELLNER: It will be from this point  
9 forward.

10 CHAIRMAN COX: Mr. Ciriello?

11 MR. CIRIELLO: Thank you. Joe Ciriello, 5318  
12 Shore Drive, St. Augustine. Two different lines  
13 of thought here.

14 The first one, Ed, could you give me the  
15 dollar amount, not counting grants and -- and  
16 taxes and everything, the actual profit that you  
17 made this particular year by just revenues and  
18 income?

19 MR. WUELLNER: I cannot do that yet. That  
20 is -- that is a function of when the fiscal year  
21 ends, which is not accomplished yet, and a  
22 function of the conclusion of the final audit by  
23 independent auditors.

24 That will occur in the November-December time  
25 line, and it will be presented to the Airport

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1 Authority at that point. So, at that point,  
2 they'll know what the -- what the final status is.

3 MR. CIRIELLO: You guys know I've always said

4 right along that the only way to get off the tax  
5 rolls, if this airport could support itself. And  
6 while continually building and making capital  
7 projects and using money and borrowing money and  
8 everything, it's never going to do it.

9 But I just wanted to know how much actual  
10 money you made over your expenditures toward  
11 working that.

12 Now, this other -- this other thing, I don't  
13 much understand. Maybe you can help me. I got my  
14 tax thing from -- proposal from the county. And  
15 not saying what everybody else is in there, but it  
16 says your property tax last year for the airport  
17 was \$11.45. It says your taxes this year, if  
18 proposed budget change is made, would be \$11.97.

19 And then way over here, it says your taxes this  
20 year, if no budget change is made, is \$10.44.

21 Now, I -- would you know, Ed, what that --  
22 your taxes this year, if no budget change is made,  
23 what they're referring to on that column?

24 MR. WUELLNER: On -- on that particular  
25 column, no, I don't. I don't know how they're --

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1 MR. CIRIELLO: What I can't get --

2 MR. WUELLNER: Be happy to look for you.

3 MR. CIRIELLO: -- they have my assessed value

4 last year for \$73,610. This coming year, it's

5 \$75,818, which is a \$2,000 -- little over \$2,000

6 increase.

7 So, if I'm going to pay \$2,000 more value on

8 tax, you know, rates and everything, you would

9 think those numbers over there would be a little

10 higher. So, how am I ending up going to pay less

11 money over here than I did last year when my house

12 is valued more?

13 MR. WUELLNER: Okay. That part, I can

14 explain to you. That's a -- that's a function of

15 there are more properties available to tax at a

16 lesser rate to get the same total tax dollars to

17 the airport, or any other taxing entity.

18 MS. GREEN: That's what I was trying to

19 explain, Mr. Ciriello, and I probably did a poor  
20 job of it. We have more tax base, more  
21 properties.

22 MR. CIRIELLO: Oh, I know that.

23 MS. GREEN: It's spread out more.

24 MR. CIRIELLO: Individually, if my rate's  
25 going to be judged on the \$75,000 at whatever

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1 millage is set, you would think it would come out  
2 a little higher than last year's, irregardless of  
3 how many people are paying. That's why I don't --

4 MR. BURNETT: Which is--

5 MR. WUELLNER: You're -- well you're sharing  
6 that load with more people is -- the only thing I  
7 can describe it as, you're -- the tax load is  
8 being shared among more people than it was last  
9 year. So, your individual tax is a smidge less,  
10 because there are more people paying it.

11 MR. CIRIELLO: I must be awful hardheaded,

12 because I can't understand --

13 MR. HICKOX: Joe, if we were to give you \$10,  
14 and there were 10 of us contributing, we'd each  
15 give you a dollar. If there were 20 of us, we  
16 could give you 50 cents each and you'd still get  
17 \$10.

18 MR. WUELLNER: It's still \$10. It's the same  
19 general concept.

20 MR. CIRIELLO: Okay. Now on this other thing  
21 they gave me, the year proposed ad valorem tax  
22 dollars, proposed percent change from 24 to 25,  
23 every taxing authority on here has an increase,  
24 except mosquito control; they have a decrease.  
25 Our increase shows 22 percent. So, if I'm paying

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1 less money, how is the airport getting an increase  
2 in their money --

3 MR. WUELLNER: Okay.

4 MR. CIRIELLO: -- from \$3 million to \$4-?



5 MR. WUELLNER: This -- this -- the percentage  
6 increase you're talking about, the 22 percent that  
7 came out with the notifications, is a function of  
8 the increased taxable value at the same millage  
9 rate we were charging last year, versus the tax  
10 roll of the previous year at the millage rate.

11 That expansion of the tax base, if we held the  
12 rate --

13 CHAIRMAN COX: The same.

14 MR. WUELLNER: -- would generate more  
15 dollars, and it would reflect as an increase in  
16 your taxes to the tune of 22 percent.

17 MS. GREEN: But ours is only --

18 MR. WUELLNER: What we're talking about doing  
19 is holding the rate the same, which means no  
20 individual pays any more than they did last year.

21 MR. CIRIELLO: According to this --

22 MR. WUELLNER: Well, that -- that's a little  
23 deceiving, because it's still a function of your  
24 tax value having gone up. So, you -- it's still  
25 applied to a new value.

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1       So, in your case, your value went up \$2,000,  
2       so you're going to pay the incremental difference  
3       in the \$2,000 in additional tax, which is a penny  
4       or two. I don't know what it works out to.

5       Because we're -- we're -- the Airport Authority's  
6       budget is dealing with fractions of one mill.  
7       It's a fairly insignificant number.

8       MR. CIRIELLO: Oh, I -- you'll never hear me  
9       complain about paying taxes at the airport, never,  
10      I mean, because it's so minimum, you know. But I  
11      just can't see how they can go and show you  
12      figures of where you're going to pay less than  
13      last year. I understand what you're talking  
14      about. The more contributing, the more --

15      MR. HICKOX: More people.

16      MR. CIRIELLO: And then over here, the  
17      increase. But I look at it as an individual. If  
18      my house has gone up a couple of thousand dollars,

19 I should pay more money.

20 MR. WUELLNER: Yeah. Some of it's a  
21 function --

22 CHAIRMAN COX: We'll take voluntary cash  
23 donations, Joe.

24 MR. CIRIELLO: I don't think they take --

25 MR. HICKOX: Yeah, they would.

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1 MR. WUELLNER: Some of -- some of it's a  
2 function of how we're required as governmental  
3 entities to report the information to the public  
4 and how the tax collector's required to do it.

5 CHAIRMAN COX: Further public comment?  
6 Let -- let's go with the lady and -- and then I'll  
7 get to you.

8 MS. WILLIS: I could have said gentlemen  
9 first. Yeah. If you go with the rolled-back  
10 rate, which you are recommending of the .20550, it  
11 would still bring you in 140 -- according to your

12 figures, 146,523 more dollars than last year.

13 The other point I wanted to make is  
14 everybody -- most people do not know, but  
15 everybody should be clear on the fact that you do  
16 not -- you are not allowed by law to budget every  
17 bit of your expected taxes. I think it's 95  
18 percent by law, is it not?

19 MR. WUELLNER: It is. And the number that's  
20 shown here is -- I didn't mention it. It is less  
21 than the actual --

22 MS. WILLIS: So, in my 19 years of public  
23 service, I find we always end up with more coming  
24 in than we expected, because they make allowances  
25 should a number of properties not pay their taxes

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1 and not be bought at public tax sale, where  
2 someone pays their taxes, but reverts back to the  
3 county. Then you don't get those taxes.

4 Therefore, you cannot budget 5 percent of

5 the -- and I think it's \$23 billion this year,  
6 which brings us in a lot of revenue. Therefore,  
7 you always seem to get more money than you expect.  
8 And the bigger the budget, of course, obviously  
9 the more is going to be extra, which gives you a  
10 little cushion if you don't have any reserves.

11 CHAIRMAN COX: Thank you very much. Sir?

12 MR. HEINE: Hello. My name is Don Heine. I  
13 live at 21 Fullerwood Drive, St. Augustine. I'm a  
14 new resident of the county, and I'm trying to find  
15 out about the budget processes here.

16 And so, my concern is that I don't -- I've  
17 just signed up for -- well, I bought property. I  
18 rented it for three years and I just retired here.  
19 And see my taxes go up 25 percent a year. And I  
20 thought I was in a taxation euphoria when I bought  
21 my house and I saw the previous -- previous  
22 residents were only paying \$300 a year.

23 And all of a sudden now, with all of the  
24 potential taxing ability or -- or the maximum  
25 taxation allowed by all of the taxing authorities,

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1 my taxes would rise over -- like over \$3,000.

2 That's -- I mean, that is quite a -- I  
3 understand that -- that those of us who have  
4 new -- or who just purchased homes, we absorb a  
5 lot more of the burden, especially when the  
6 assessments are rising probably at double-digit  
7 inflation.

8 So, I would just request that the -- the last  
9 year's millage be maintained, and also possibly  
10 reduced a little, since this is a -- since there  
11 are plans that the -- that the Airport Authority  
12 will eventually become a profit-making  
13 organization, that's the -- that the millage be  
14 reduced and -- to allow for a reduction of the  
15 airport's percentage of the ad valorem taxes.

16 Thank you, sir.

17 CHAIRMAN COX: Thank you very much.

18 MR. HEINE: Oh, I did -- I came here the  
19 other day looking for some information, and I went

20 up to the other building, and I did take a look at  
21 your Airport Master Plan.

22 I would like, if I could -- there's nobody in  
23 the office. It was sitting on the table. So, I  
24 don't think I was committing any infraction rules,  
25 but --

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1 CHAIRMAN COX: No, that's fine.

2 MR. HEINE: All right. Thank you.

3 CHAIRMAN COX: Yes, sir. Thank you very much  
4 for your comments. We had some other comments?  
5 Yes, ma'am.

6 MS. WILLIAMS: Hi.

7 CHAIRMAN COX: Hi.

8 MS. WILLIAMS: I haven't been keeping up with  
9 this. My name is Deborah Williams, and I live at  
10 1636 -- 1636 Masters Drive.

11 And first of all, I guess I really want to  
12 know what the bottom line is. Is this for

13 commercial flights? Are we planning on having Air

14 Tran come through here or Eastern -- I guess

15 Eastern's not around anymore. Continental, Delta?

16 Are we planning on commercial flights, or is this

17 a private venture for more hangars and more

18 private planes?

19 Now, I -- I know we've had some

20 commercial-type jets land in this airport. So, I

21 know it can handle that. I know you can't handle

22 a lot of them. I mean, this is more like Key West

23 type of airport. And I've flown in and out of

24 this airport, and I can tell the size from the

25 sky, like I can tell it from JIA.

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1 And I am just kind of curious as to -- you

2 know, I haven't seen the master concept plan,

3 what's going on. I know that there's eminent

4 domain kind of in progress, and I just really

5 conscious --



6 CHAIRMAN COX: You have some concern.

7 MS. WILLIAMS: It's just I have concerns on

8 the moral aspect of what's going on here.

9 I've lived here my entire life; I'm four

10 generations. And this airport's always been here

11 in my lifetime. And there's never been any

12 questions.

13 And I know this county's growing, you know.

14 My street used to be a nice country road. Now we

15 have a dead child, and -- and a traffic-calming

16 plan happening. And we have to deal with all of

17 these issues with growing, but I want to know what

18 the bottom line agenda is.

19 CHAIRMAN COX: Well, that's -- that's a lot

20 to answer. I -- we haven't really -- as far as

21 commercial airlines coming in here, we -- we have,

22 of course, thought about that and looked into that

23 area, and we haven't ruled that out at all, but I

24 don't think you're going to see any major airlines

25 coming into the airport anytime in the very near

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1 future. And certainly the runways will handle  
2 that.

3 But the problems that we see at the outset  
4 right now, our terminal couldn't handle that. We  
5 don't have the security facilities to handle major  
6 airlines.

7 But that's not -- that doesn't rule out the  
8 fact that -- or the possibility that in a couple  
9 of years or three years, four years, that we may  
10 in fact get some commuter traffic, some type of a  
11 commuter airline in here.

12 I think that the St. Augustine Airport is --  
13 is a little off of the route structure and outside  
14 of the marketing structure for any major airlines  
15 to be going anywhere point to point or even to hub  
16 to hub. So, it's going to be difficult for them  
17 to justify, you know, the St. Augustine Airport --

18 MS. WILLIAMS: So -- so, what is this all  
19 about?

20 CHAIRMAN COX: Well, it's -- it's about the  
21 growth of the county, the expansion of the county,  
22 more people moving in, the tax base.

23 MS. WILLIAMS: That's not an answer. Growth  
24 is growth. But that's not the answer to why we  
25 have eminent domain going on here and people

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1 losing their homes. That's not the answer, but...

2 CHAIRMAN COX: Would you care to answer?

3 MR. BRUNSON: Yeah. It's simply economics.

4 I get the same questions daily that you're asking  
5 now, and we all have these same concerns here.

6 We would like to see -- I would like to see  
7 commuter flights, commercial flights, and -- but,  
8 you know -- and I, when you -- if you talk to the  
9 airlines, airline industries are having a hard  
10 time now. They're declaring bankruptcy in some  
11 cases.

12 It's all economics. If we -- if we can find

13 somebody that will come in here and they can make  
14 money, I think we'd welcome them with open arms.  
15 But right now, we have not -- we've made some  
16 inquiries, and I've talked to some of the county  
17 commissioners about this, and we've made some  
18 inquiries, and it's just economic. Nobody right  
19 now is willing to come in here.

20 MR. GORMAN: The demand for services, though,  
21 here has increased.

22 MS. GREEN: Right.

23 MR. GORMAN: And it's increased rapidly. We  
24 have a hundred people on a waiting list for small  
25 aircraft hangars, and we have far more demand for

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1 corporate hangars than you could ever satisfy.  
2 It's just a subject -- it's just a product of  
3 the -- of the increase in population in this area.  
4 It's just like building houses; it's the  
5 same. And the -- and the actual airport is part

6 of the public transportation system, and so the  
7 demand goes along with, you know, the building.

8 MS. WILLIAMS: Well, there's demand for  
9 marinas, too, and --

10 MR. GORMAN: That's true.

11 MS. WILLIAMS: -- there's still only so much  
12 water. And has -- have we even thought about just  
13 moving the airport and buy a potato field out in  
14 Hastings?

15 MS. GREEN: Oh, yes. And I encourage --

16 MS. WILLIAMS: At least you don't have the  
17 railroad on one side, U.S. 1 on the same side,  
18 major water on one side. And --

19 MR. GORMAN: That's an argument that --

20 MS. WILLIAMS: -- you are so locked in right  
21 here.

22 MS. GREEN: Yeah. I encourage you to look at  
23 the Master Plan when you get a chance. It's  
24 large, I know, and you have to spend some time.  
25 And we have explored all of those over the years.

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1       We've got drawings about property -- a runway  
2       across the street. We've had talk about moving it  
3       down to 206. We've had all kinds of thoughts on  
4       it, but we're looking at the cost prohibitiveness  
5       of doing a major change, even going over U.S. 1.

6       MS. WILLIAMS: I -- I kind of think --

7       MS. GREEN: But right now, we're trying to  
8       look at the economics, the supply and demand of  
9       what we need to get this airport off the tax rolls  
10      to be self-sufficient. We have people waiting to  
11      hand us money for hangars.

12      Our property that we had -- the airport had  
13      acquired many -- the majority of it many, many  
14      year ago. They've been acquiring this --

15      MS. WILLIAMS: The black and white of this is  
16      you're taking people's homes away to put an  
17      airplane there.

18      MS. GREEN: We're also trying to help the  
19      public get off the tax roll so we're not taxing  
20      them anymore.

21 MS. WILLIAMS: Well, the airport -- as was  
22 said, the airport's not really taxing anybody  
23 here. It's the county is -- is taxing.

24 CHAIRMAN COX: It's actually the -- the  
25 Airport Authority.

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1 MS. GREEN: That's why we're here.

2 MR. BRUNSON: We're a taxing authority. But  
3 all of these things that you've mentioned,  
4 we've -- we discuss them at every board meeting,  
5 and I would welcome you to come. And -- and we  
6 would appreciate any of these comments.

7 MS. WILLIAMS: Well, I'll do a -- I'll be  
8 doing some more research --

9 MR. BRUNSON: Good.

10 MS. WILLIAMS: -- on this, and I'll be coming  
11 to more of the meetings.

12 CHAIRMAN COX: Thank you for your comment.

13 Yes, sir.

14 MR. YACARINO: I'm all new to this. I'm  
15 Steve Yacarino. I live on South Collins. And  
16 from what y'all said, you know, you're eminent  
17 domaining people for the benefit of some rich guy  
18 to land an airplane.

19 But what about the environmental effect to  
20 the -- to the water lands that I can't fish  
21 anymore because you just spreading the airport all  
22 over the water lands and building on wetlands and  
23 all that stuff? You know, what is your  
24 environmental effect?

25 I mean, the flounder and red bass really

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1 don't go up into that cove no more because of --

2 CHAIRMAN COX: Actually, we have some very  
3 stringent parameters for building in the wetland.

4 I don't think we have built. Have we gone --

5 MR. WUELLNER: Not in recent years.

6 CHAIRMAN COX: Okay. And --



7 MR. YACARINO: I saw a proposal for landing  
8 airplanes on the pond or whatever y'all are going  
9 to build or something.

10 CHAIRMAN COX: Oh, the seaplane ramp.

11 MR. YACARINO: Yeah. That would be  
12 amphibious airplanes.

13 MR. WUELLNER: Well, that's -- that has  
14 existed for --

15 CHAIRMAN COX: But that -- that doesn't  
16 impact the wetlands, though. That's all -- it  
17 comes -- there's nothing being done in the --

18 MR. YACARINO: So, we're just -- I mean,  
19 we're being taxed for this like we would Guana  
20 State Park? I mean, it does come out of our tax  
21 dollars eventually, doesn't it?

22 MR. WUELLNER: The -- yeah. A portion of  
23 what we own is open to the public on a  
24 recreational basis, currently. The seaplane  
25 basin, the associated marshland and water access

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1 points there, which are wholly owned by the  
2 Airport Authority, are open to the public and  
3 routinely used by sportsmen such as yourself.

4 MR. YACARINO: All right. So, we can go back  
5 there --

6 MR. WUELLNER: Absolutely.

7 MR. YACARINO: -- and just picnic on these  
8 people's houses?

9 MR. GORMAN: I might -- I might add that  
10 we've got --

11 MR. WUELLNER: There are some limits. Yeah.

12 MR. GORMAN: The development that's going to  
13 go on is going to go on and is as environmentally  
14 sensitive in nature as possible.

15 In other words, we're going to include some  
16 areas of green areas that are going to be  
17 accessible to the public for park use, and we're  
18 going to -- we're going to take the rest of the  
19 land, and if we get the rest of the board -- and I  
20 believe the board's all on the same page with

21 this. We're going to do that as a -- in other  
22 words, the layout will -- will provide for as much  
23 old growth tree saved -- saved as possible. So,  
24 we're not going to just mow it all down.

25 MR. YACARINO: Right. And everybody that

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1 pays taxes, we can just park like we could at  
2 Guana.

3 MR. GORMAN: And there will be public access  
4 areas built in. So, I mean, you know, your --  
5 some of the concerns you're addressing are --

6 MR. YACARINO: Well --

7 MR. GORMAN: -- which are real are going to  
8 be addressed. You're not going to be  
9 disappointed.

10 MR. YACARINO: Right. Because a couple of  
11 tax dollars, you know, what's a couple of hundred  
12 dollars a year?

13 MR. GORMAN: Right.

14 MR. YACARINO: But, you know --

15 CHAIRMAN COX: It's actually just 11.

16 MR. YACARINO: -- the stuff y'all -- I

17 thought y'all was mowing down, you know, is just

18 irreplaceable.

19 MR. GORMAN: No. It's not a mow-down

20 operation.

21 CHAIRMAN COX: Further comments? Yes, ma'am.

22 MS. CLYMER: Hi. My name is Christine

23 Clymer. I live on Gerona Road. I came in here

24 with several questions and issues, but learned a

25 few more when I got here.

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1 First of all, I'm appalled to find out that

2 for three years, this gentleman has been asking

3 for a comparative budget to be done, and that's

4 never happened. How do we come up with a budget

5 if we don't compare it to any other airports that

6 are this size and are operating at the same effect

7 we are? Who designed it?

8 MS. GREEN: Well, first of all -- and

9 Mr. Wuellner can address that, but I've been on

10 the board longer than most.

11 CHAIRMAN COX: You're the senior.

12 MS. GREEN: And we have had numerous, not

13 comparisons, but we've had numerous -- I think one

14 of our board members even went out and found other

15 airports that were as close as possible to this

16 one, and it's not that easy. We have found

17 peaches compared to apples.

18 MS. CLYMER: Nothing worth having is ever

19 easy.

20 MS. GREEN: But -- well, we've done it. But

21 we haven't paid for someone, extra money, to say,

22 all right, look at theirs and look at ours. We

23 have looked at it ourselves. And I think that it

24 was about a ten-page study. Was it you that had

25 it?

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1 MR. GORMAN: No. It -- let's go halfway  
2 between the two. In other words, I'm the man  
3 asking for it. I don't think there's anything  
4 fraudulent or anything bad going on here. I just  
5 would like to assure --

6 MS. CLYMER: It's just basic common sense.

7 MR. GORMAN: -- assure the -- assure the  
8 public that what we're doing is within -- within  
9 what other airports, and that's why I asked for  
10 it.

11 But Mr. Wuellner, to now actually stick up  
12 for him for a moment, he's -- he's been trained in  
13 this. He has a degree, actually, in airport  
14 budgetary, you know, matters, and is not going to  
15 be way out in left field or anything else.

16 I mean, I'd like to just, if there is  
17 something that's out of line, that comparative  
18 analysis would find it and we could address the  
19 issue.

20 MS. CLYMER: And will this be made available  
21 to the public?

22 CHAIRMAN COX: Absolutely. It's all public.

23 MS. GREEN: It's all public.

24 CHAIRMAN COX: It's all public information.

25 MS. CLYMER: Okay. And this is coming up on

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1 the agenda, which meeting?

2 CHAIRMAN COX: Well, this -- this is the  
3 first budget meeting. The next meeting is on the  
4 19th, which is next Monday.

5 MS. CLYMER: Okay.

6 CHAIRMAN COX: The final meeting on the  
7 budget.

8 MS. CLYMER: And as far as purchasing the  
9 wetlands, I know a comment was made at a previous  
10 meeting regarding that marshland was available for  
11 a price. Exactly what price are we looking at to  
12 purchase the additional marshland? And how much  
13 of it are you going to require?

14 I'm under the impression that it's a

15 2,000-foot addition on the runway; is that

16 correct?

17 MR. WUELLNER: The -- the area we're

18 looking -- the concept behind what we're looking

19 at is the purchase within the state mitigation

20 land bank.

21 It's not us buying property directly. It's

22 facilitating the state's ability to buy marshland

23 within the state for preservation for public

24 purpose. It's -- it's a way of mitigating

25 without --

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1 CHAIRMAN COX: It's a trade-off.

2 MR. WUELLNER: -- having to do it --

3 MS. CLYMER: And my other question, I was

4 listening while y'all were having your little

5 conversation before the meeting officially

6 started. And I have heard this from several of

7 our county commissioners, and this really bothers



8 me.

9 The Airport Authority has always been a  
10 separate entity. How in any way, shape, or form  
11 can it be considered that they are going to be put  
12 under county insurance? They are not county  
13 employees now, nor have they ever been.

14 MR. GORMAN: Can I address that issue real  
15 quickly?

16 MS. CLYMER: You certainly may.

17 MR. GORMAN: In -- when you insure people,  
18 especially with health insurance -- and I think  
19 that anybody that works -- actually, they do work  
20 for the county, because actually they work in  
21 public transportation.

22 Now, whether you go into the fine lines of  
23 whether they work directly for the county or not  
24 is another issue. But you'd have to agree that  
25 you're going to need health insurance. And if you

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1 take the small amount of people that work at this  
2 airport and you try to insure them separately  
3 under health insurance, you don't get as good a  
4 deal. That's the bottom line.

5 And the bottom net-net to the taxpayers is  
6 that we have to pay more per employee here for  
7 health insurance than if they were put in a  
8 broader-based plan. And that sums it up.

9 And so, it would be beneficial, bottom line  
10 to the taxpayers and to the people themselves, if  
11 they were put in a larger group of people that  
12 then were insured. That's the simple -- I mean,  
13 that's --

14 MR. WUELLNER: The airport still pays for it.  
15 You're just part of a larger group.

16 MR. GORMAN: Exactly.

17 MS. CLYMER: Okay. You keep referring to our  
18 airport as being part of public transportation.

19 And, yes, technically, it falls under that  
20 heading. However, the lady that just left, we're  
21 not expecting major commercial flights in here.

22 This airport wouldn't sustain it at this point.

23 I know what the tower's like. I've utilized

24 this airport myself on numerous occasions.

25 There's no way possible in a 10-year span that we

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1 could support commercial flights here. It -- it

2 couldn't happen, okay? Maybe 30 years from now; I

3 don't know. But it's -- that's not going to

4 happen.

5 Public transportation would imply that this

6 benefits the entire county, the general public.

7 It does not. It affects the higher class in the

8 county. And, you know, that's sad. I mean,

9 you're -- it's like you're breaking it into

10 classes here, because this is not really public

11 transportation.

12 I can't come here -- well, I can, because I

13 have several friends that own airplanes here.

14 Okay? I can. But the general public cannot walk

15 in here and go, "I need to fly to Miami today."

16 That doesn't happen. So, public transportation

17 is -- it's like a broad spectrum.

18 And, you know, I just -- I don't like the way

19 that's being summed up. And I have to agree --

20 and I know this is not an eminent domain hearing,

21 but I'm very familiar with eminent domain. I

22 lived on 207 for 20 years of my life, and when the

23 county stepped in and broadened the highway, which

24 benefited the entire county, it was a good thing,

25 okay? We didn't fight it; we didn't argue it; you

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1 didn't have people backing up on it because it did

2 benefit the whole.

3 This doesn't benefit the whole. This

4 benefits certain groups of it. And that's never

5 right. And, you know, I know it's not a morality

6 issue but, you know, like she said, it -- in a

7 way, it does boil down to that.

8 CHAIRMAN COX: Well, I'm certain there's  
9 several positive arguments that you could get from  
10 the board here. It's not really any reason to  
11 belabor it at this meeting because we're in a  
12 budget meeting. But, you know, maybe next week,  
13 it would be a more appropriate place to address  
14 that.

15 MS. CLYMER: Okay.

16 CHAIRMAN COX: And I'd be happy to discuss it  
17 with you one on one here, if you care to, but --

18 MS. CLYMER: I would love to.

19 CHAIRMAN COX: Do you have any more  
20 questions?

21 MS. CLYMER: No.

22 CHAIRMAN COX: Okay. Thank you very much.

23 MS. CLYMER: I'm done. Thank you.

24 CHAIRMAN COX: Yes, sir.

25 MR. HICKOX: Wayne Hickox, 881 Queen Road.

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1 I'd like to address the lady's comment, if I may,  
2 since the board doesn't want to speak for itself  
3 here.

4 The fact of the matter is the entire public  
5 does benefit. You have your Sheriff's Department  
6 helicopters housed here. You have your National  
7 Guard units housed here. In times of disaster,  
8 they have -- they have housed other services  
9 belonging to both the state and the federal  
10 governments here. But on a continuing basis those  
11 services are here.

12 And while I'd have a lot of the same  
13 questions you have, those are benefits that  
14 benefit the entire public.

15 MS. CLYMER: Our Sheriff's helicopter is  
16 housed at General Hospital.

17 MR. HICKOX: No, it is not.

18 MR. WUELLNER: Right here.

19 MR. HICKOX: Right here.

20 MR. WUELLNER: So is FDLE, Water Management,  
21 or whatever they call it.

22 CHAIRMAN COX: Yes, ma'am.

23 MR. WUELLNER: Marine.

24 MS. MILLS: Diane Mills, Lewis Speedway. I

25 don't fly, don't like flying. I only do it out of

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1 necessity to get from one place to the other so

2 you have me there, but as an English major and a

3 psychology major, I will tell you that budget

4 equates to money, number one. I have a couple of

5 concerns over money. Doesn't really fit with the

6 budget, but yet it does fit with the budget.

7 Number one, you're throwing in the \$2 million

8 number here to include eminent domain. Is that

9 for tidying up what you've already done, or is

10 that for futuristic purposes? Are we -- got more

11 houses going down this year in that area?

12 MR. WUELLNER: The acquisition, the actual

13 eminent domain action from a legal perspective

14 has -- has been accomplished. The money that's in

15 the budget is to --

16 CHAIRMAN COX: Stand by one --

17 MS. MILLS: Tidy up?

18 MR. WUELLNER: I'm sorry. I was waiting on

19 the tape. The money is effectively to finalize

20 the payments to the owners of that acquired

21 property.

22 MS. MILLS: Okay. And number two --

23 MR. WUELLNER: So, "tidy up" is -- is

24 probably as good a term as any.

25 MS. MILLS: Number two, I heard the words

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1 that we are public. As the English major, we're  
2 really not public and we could have our own ports,  
3 just like the hospital does for the life flight  
4 someplace else. It doesn't have to be here, at a  
5 less cost to the public.

6 This is basically, just like this gentleman  
7 at the board said, a private entity, and corporate  
8 America's coming and it's growing larger. There



9 is a larger demand; I'll give you that, okay? And  
10 corporate America is larger, too, and more are  
11 coming, and they need more space as well. But I  
12 already pay corporate America.

13 As for the issues on insurance, as small  
14 business person 101, I have to pay for my own, and  
15 it really doesn't matter whether I can get a good  
16 deal or not. Do you gentlemen and lady get paid  
17 for what you do here at this board?

18 MS. GREEN: No.

19 MS. MILLS: Then I would assume you have  
20 other jobs. And these other jobs can't afford you  
21 insurance?

22 CHAIRMAN COX: The insurance is not for us.

23 MS. GREEN: It's not for us.

24 CHAIRMAN COX: It's for the staff and -- and  
25 workers at the airport that get paid by the

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1 airport.

2 MS. MILLS: Well, at least that's a  
3 clarification. I'm not sure I agree with it yet,  
4 but it is a clarification.

5 Number three is, I understand from the FAA  
6 gentleman that commercial flights may not be  
7 allowed just simply because of where the bridges  
8 are located, and coming in on some days would be a  
9 no-no. So, therefore, there is no large  
10 commercial airplane flight that's allowed in here.  
11 And that came from FAA.

12 MR. WUELLNER: Well, I'm not sure who you  
13 were talking to, but that's entirely incorrect.

14 CHAIRMAN COX: Yeah, that's not.

15 MR. WUELLNER: No -- no piece of that  
16 discussion -- that explanation is real.

17 MS. MILLS: And number four, which is really  
18 the only mind-set I even came in the door with,  
19 was -- and again, we're at budget and we're having  
20 to separate the two. Three years ago, give or  
21 take a year or two -- when you're old like me, it  
22 doesn't really matter.

23           So, several years ago, you had the Fly-By  
24   Cafe, and it closed down, opened up, closed down,  
25   and it cost this board a lot of money, cost the

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1   taxpayers money. Why legal didn't have bonds in  
2   the contracts, et cetera, why the board didn't  
3   have somebody to protect them with bonds, I don't  
4   know, but it is the general course of  
5   construction, having worked on the airport with my  
6   construction company.

7           In the meantime, we paid as taxpayers and  
8   grant monies, et cetera, for these people at  
9   Fly-By Cafe because of what you perceived as an  
10   eminent lawsuit, because they were screaming that  
11   the construction hurt their business. They hadn't  
12   paid their lights. They hadn't paid you. They  
13   hadn't done this. They hadn't done that.

14           According to people at the county, this  
15   Fly-By Cafe was being ready to be served papers

16 for not paying their bills as well.

17 What -- as to the budget by the Fly-By Cafe,  
18 what do you know about the Fly-By Cafe at this  
19 point? How is it running and is it all in the  
20 black -- black? Excuse me, I'm getting  
21 dry-mouthed. Fortunately for you people.

22 But is it -- is it in the black where it  
23 doesn't cost you anything? Are you making  
24 anything from it and where do you stand with that?  
25 It's not a total budget picture, but it does

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1 equate money.

2 CHAIRMAN COX: Mr. Director? You could  
3 possibly answer that more.

4 MR. WUELLNER: Yes. The -- the lease is  
5 current. It is shown -- I mean, show you  
6 budgetwise, it's shown, and generates  
7 approximately \$18,000 a year to the airport in  
8 revenue.

9 MS. MILLS: And you know nothing about the  
10 paperwork at the Sheriff's Department to be served  
11 for not paying the bills?

12 MR. WUELLNER: No, I do not.

13 MS. MILLS: Are you going to check into that?

14 MR. WUELLNER: I will now.

15 MS. MILLS: I appreciate it. And will you  
16 give a report as to what you find?

17 MR. WUELLNER: Yes, ma'am.

18 MS. MILLS: I appreciate that, too. Thank  
19 you very much.

20 CHAIRMAN COX: Thank you.

21 MS. GREEN: I just want to clarify, you're  
22 asking if they're not paying our bills or their  
23 own corporate bills?

24 MR. WUELLNER: Corporate bills, I suspect.

25 MS. GREEN: That's what I was assuming.

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1 That's why I just want to make sure.

2 MR. BRUNSON: You know, I think this should  
3 be discussed next Monday.

4 MS. MILLS: I -- I agree, too, but I don't  
5 know where I --

6 MR. BRUNSON: Because I have questions of our  
7 attorney on that very thing.

8 MS. MILLS: And that's why I'm bringing that  
9 up now so y'all can research, because it is under  
10 the name of money, but it doesn't come -- I agree  
11 with you, sir. So that you will know by next  
12 Monday where everything is.

13 But even if hypothetically they paid you  
14 their bill and it's somebody else's bill that  
15 isn't paid, it still can have an effect on you  
16 being paid down the road.

17 CHAIRMAN COX: And affect the airport. Yeah.

18 MS. GREEN: Sure.

19 CHAIRMAN COX: Thank you very much. Further?  
20 Yes, sir.

21 MR. SUTTON: My name is Jim Sutton, 4265  
22 Lewis Avenue. And I think I should probably more  
23 correctly say that I'm representing the newspaper,

24 The St. Augustine Record newspaper.

25 We published an editorial speaking about your

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1 budget, and I think Mr. Gorman -- or, not, excuse

2 me, Mr. Gorman. There was a -- there was a

3 subsequent --

4 MR. WUELLNER: Mr. George.

5 MR. SUTTON: -- column written in answer to

6 that.

7 And I just wanted to go through our concerns

8 for the public record on this. And -- and if --

9 if I don't mind getting off the subject, this does

10 have to do with budget. And it's -- it's not --

11 it's not your operating budget, and it's not what

12 your millage rate is. It's the method in which

13 you decided to take the money.

14 It was -- it was mentioned before that -- I

15 come from the -- from the aspect of being on the

16 editorial board, other than a period of about two

17 years, for the last 20 years, and spoken with just  
18 about every member of -- of every board that's  
19 ever been elected in here.

20 But on -- on the airport board, since as long  
21 as I can remember, one of the main things that  
22 came up is we are going to make this airport  
23 self-sufficient. More specifically, since  
24 probably 1996 or 1998, and somewhere around 2000,  
25 I think, Jack, it was your plan, there was this

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1 plan that started coming up, well, we really need  
2 to cut 14 percent a year for seven years and then  
3 we'll be off the tax roll. And we thought that  
4 was a pretty good idea. And I think we mentioned  
5 to every candidate, including Randy, who was in  
6 there, well, we're glad to hear you say that and  
7 we're going to watch to make sure that happens.  
8 And it has not.

9 It's our contention there's a big -- there's



10 a very big difference between taking 14 percent  
11 off a year for seven years, and taking nothing off  
12 and then quitting and just keep going cold turkey  
13 on the tax at seven years.

14 First off, when you cut 14 percent, it's  
15 going to be very difficult for you to bring it  
16 back next year. And when you cut 14 percent the  
17 next year, you're actually cutting taxes.

18 And when you look at your figures, you're  
19 really only robbing Peter to pay Paul. You're not  
20 taking -- you're taking the extra \$3 million a  
21 year by taking the taxes, and when you show on  
22 your year, on your 2011 or whatever it is, the  
23 only reason -- the only way you make those -- when  
24 you go to zero millage rate, the only way you make  
25 that up, is in your own figures, just taking

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1 almost another \$4 million that you've got in  
2 reserve to pay it. So, you're simply taking the

3 money now and saving it till later.

4 But the main concern is this, that there's

5 no -- there's -- there's not a very good chance --

6 I don't mean this in a bad way. There's a pretty

7 good chance none of you will be sitting on this

8 board in 2011. And if you are, there may be two

9 of you. There may be three new people come on

10 there.

11 And there's absolutely nothing that will stop

12 them from saying, These people were crazy; they

13 cannot bind us to not taking taxes this year.

14 It will be the same thing if in 2000, the

15 board had voted to simply quit taking taxes from

16 the board this year, and you said, Wait a minute,

17 we've got runway this that needs this. The ILS is

18 broken down. We've got major hurricane damage.

19 We've got a million things that can happen.

20 But our concern is -- at the newspaper, is

21 that this will never happen, because that board

22 will not be bound by anything that you do in this

23 budget year. And it's been shown -- I can tell

24 you how the City did it to the parking garage two  
25 years ago. The County Commission's done it five

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1 times, taken major projects, and when the new  
2 board came in, simply overturned everything that  
3 was happening.

4 So, I don't see what the difference is in the  
5 end run of how you end up. But I can tell you it  
6 will be very easy not to stop taking those taxes  
7 in five years. But if you -- or six years or  
8 whatever it is now.

9 But if you cut the 14 percent a year, it  
10 would be very difficult for you each year to come  
11 back and get it back. And that's a major concern.  
12 Thank you.

13 CHAIRMAN COX: Thank you very much. Further  
14 discussion?

15 (No further public comment.)

16 CHAIRMAN COX: We need to move on to a

17 discussion of the millage rate by the board.

18 6. - DISCUSSION OF MILLAGE RATE BY AUTHORITY

19 MS. GREEN: I think we've -- we tried to

20 banter it around with the budget. Do you want to

21 do the budget first, Ed?

22 MR. WUELLNER: I was going to say, I think --

23 I think you --

24 MS. GREEN: Yes.

25 MR. WUELLNER: -- generally put them together

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1 at that point and entertain comments on both.

2 However, it's really up to you.

3 MR. BURNETT: Let me just weigh in for one

4 moment.

5 CHAIRMAN COX: Yes, sir.

6 MR. BURNETT: If you would, Chapter 200

7 speaks to and says that the Authority should adopt

8 its tentative millage rate first, prior to

9 adopting the tentative budget. So, if you would,

10 review the millage rate first.

11 MS. GREEN: And that --

12 CHAIRMAN COX: I did. I just opened it up

13 for discussion of the millage rate.

14 MS. GREEN: And that's why I say, and I think

15 it was --

16 MR. BURNETT: Just wanted to make sure.

17 MS. GREEN: I think we did discuss it, and I

18 think the majority of us -- I don't want to speak

19 for other people. I'm very in favor of the

20 rolled-back rate, taking it back. It gives us a

21 little incremental increase, not much, but it

22 doesn't increase the dramatic amount that we had

23 looked at before.

24 So, I think, to keep on the plan that we all

25 believe, and the board before this believed that,

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1 too -- that's why we have this expenditure, the

2 capital expenditures that we have -- that we

3 should take that rollback rate and use the money  
4 for our capital expenditures to get off the --  
5 eliminate the tax rolls.

6 CHAIRMAN COX: Jack?

7 MR. GORMAN: If you decrease taxes, you  
8 decrease taxes. If you increase taxes, you  
9 increase taxes.

10 One of the reasons I've been building all of  
11 these comments of mine is because if you run a  
12 little bit leaner, you can actually take less  
13 taxes. The rollback rate will be a small, but  
14 still an increase. What can I say?

15 CHAIRMAN COX: How do you figure it's an  
16 increase?

17 MR. GORMAN: It is an actual net increase  
18 in -- in ad valorem revenue to the airport, even  
19 though if we take the rollback.

20 CHAIRMAN COX: So, your suggestion is just  
21 to --

22 MR. GORMAN: Roll it back even further if you  
23 could.

24 CHAIRMAN COX: Okay. And -- and keep the

25 same dollars coming -- or close to the same

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1 dollars coming into the airport that we got last  
2 year, as opposed to keeping the rollback rate and  
3 realizing a net gain out of the higher tax base.

4 MR. GORMAN: It seems to be a consensus of  
5 the taxpayers to roll it back as much as you can.  
6 Simple as that.

7 CHAIRMAN COX: Randy?

8 MR. BRUNSON: Well, again, I wish I had some  
9 magic wand that I could wave and say let's cut the  
10 taxes 14 percent immediately. But I am very  
11 pleased that instead of the \$625,000 that we  
12 originally looked at, that I thought I was going  
13 to come in here and have big discussions about,  
14 instead, with the discussions I've had with Ed,  
15 I'm seeing that we are doing something, even  
16 though the -- the rollback rate still has a net  
17 increase of a little over \$100,000, and that's not

18 cutting the taxes 14 percent.

19 But, you know, hopefully we can stick to our  
20 plan, and hopefully -- I know I'm going to be here  
21 three more years. And hopefully, in the next  
22 three years, with the revenues that we will get  
23 for -- for -- for hangars and different things and  
24 looking close at the capital expenditures that are  
25 revenue producing instead of other things that --

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1 that would continue on our plan and -- and  
2 hopefully one of these years, the newspaper and  
3 the public will brag about us instead of being  
4 upset. So, I'm very pleased to -- to support the  
5 budget with the rollback rate.

6 CHAIRMAN COX: All right. And I'm -- I'm in  
7 favor of the rollback rate, myself.

8 7. - PUBLIC COMMENT ON MILLAGE RATE

9 CHAIRMAN COX: I'm going to open this up  
10 very -- just to public discussion for discussion



11 very focused on the millage rate, to public  
12 discussion. Be very focused comments on -- and  
13 that's it. Anybody have any discussion, further  
14 discussion from the public on millage rate?

15 (No public comment.)

16 CHAIRMAN COX: Hearing no discussion, we'll  
17 move forward. Do we need a motion to adopt this  
18 tentative?

19 MR. WUELLNER: Tentatively.

20 8. - TENTATIVE ADOPTION OF BUDGET & MILLAGE RATE

21 MR. BRUNSON: I'd like to make a motion.

22 CHAIRMAN COX: Motion's on the floor. Do I  
23 hear a second?

24 MR. BRUNSON: That we approve the 2005-2006  
25 rollback rate of --

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1 CHAIRMAN COX: .0255?

2 MR. WUELLNER: .2055.

3 CHAIRMAN COX: .2055.

4 MS. GREEN: I'll make a second -- I'll second  
5 that motion.

6 CHAIRMAN COX: I hear a second. Any  
7 discussion?

8 (No further discussion.)

9 CHAIRMAN COX: All in favor, say aye.

10 MR. BRUNSON: Aye.

11 CHAIRMAN COX: Aye.

12 MS. GREEN: Aye.

13 CHAIRMAN COX: All those against? Opposed?

14 MR. GORMAN: Seems to be my job. Nay.

15 CHAIRMAN COX: Nay? So, 3 to 1, the motion  
16 passes.

17 MS. GREEN: Do we entertain a motion on the  
18 budget now?

19 MR. WUELLNER: Yes. Tentatively.

20 CHAIRMAN COX: I will entertain a motion on  
21 the tentative budget.

22 MS. GREEN: I'd like to make a motion to  
23 accept the 2005 tentative budget as presented with  
24 the rolled-back rate.

25 MR. WUELLNER: Which is \$14,048,366.

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1 MS. GREEN: \$-366.

2 CHAIRMAN COX: Do I hear a second?

3 MR. BRUNSON: I will second the motion.

4 CHAIRMAN COX: Any discussion?

5 (No discussion.)

6 CHAIRMAN COX: All those in favor?

7 MR. BRUNSON: Aye.

8 CHAIRMAN COX: Aye.

9 MS. GREEN: Aye.

10 CHAIRMAN COX: All those opposed?

11 MR. GORMAN: Opposed.

12 CHAIRMAN COX: The motion passes 3 to 1.

13 9. - FINAL BUDGET HEARING SEPTEMBER 19, 2005

14 MR. WUELLNER: If you'd make note of the

15 final budget hearing being next week, we'll

16 interrupt our regular Authority meeting that

17 begins at 4:00 for a 5:01 advertised public

18 hearing for the final budget.

19 CHAIRMAN COX: The regular meeting begins at

20 4:00. Then at 5:01, we have the second budget

21 meeting.

22 MR. GORMAN: Are we going to conclude our

23 regular meeting?

24 MS. GREEN: We interrupt it, and then we'll

25 have the budget, because we have to have the

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1 budget meeting at 5:00.

2 MR. BRUNSON: 5:01.

3 CHAIRMAN COX: 5:01.

4 MR. WUELLNER: Can't be any earlier.

5 CHAIRMAN COX: That's it.

6 10. - FINAL COMMENTS

7 CHAIRMAN COX: Anybody have any further

8 discussion?

9 (No further comments.)

10 CHAIRMAN COX: Okay.

11 11. - ADJOURNMENT

12 MR. WUELLNER: Stand adjourned.

13 CHAIRMAN COX: Meeting adjourned.

14 (Thereupon, the meeting concluded.)

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1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA )

4 COUNTY OF ST. JOHNS )

5

6 I, JANET M. BEASON, RPR-CP, RMR, CRR, certify

7 that I was authorized to and did stenographically

8 report the foregoing proceedings and that the

9 transcript is a true record of my stenographic

10 notes.

11

12 Dated this 18th day of September, 2005.

13

14

\_\_\_\_\_  
JANET M. BEASON, RPR-CP, RMR, CRR  
Notary Public - State of Florida  
My Commission No.: DD102224  
Expires: April 30, 2006

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