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[ 1] ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY  
 [ 2] Public Meeting  
 [ 3] held at 4796 U.S. 1 North  
 [ 4] St. Augustine, Florida  
 [ 5] on Monday, September 11, 2000  
 [ 6] from 5:01 p.m. to 5:23 p.m.  
 [ 7] \* \* \* \* \*  
 [ 8] BOARD MEMBERS PRESENT:  
 [ 9] JAMES CARL DAVIS, SR., Chairman  
 [10] JOSEPH S. TAYLOR  
 [11] CHARLES LASSITER  
 [12] BILL ROSE  
 [13] \* \* \* \* \*  
 [14] BOARD MEMBERS ABSENT:  
 [15] DENNIS WATTS  
 [16] JIM BRYANT, County Commissioner/Airport Liaison  
 [17] \* \* \* \* \*  
 [18] ALSO PRESENT:  
 [19] CINDY BARTIN, Esquire, Rogers, Towers, Bailey,  
 [20] Jones & Gay, P.A., 170 Malaga Street, St. Augustine,  
 [21] FL, 32084, Attorney for Airport Authority.  
 [22] EDWARD WUELLNER, A.A.E, Executive Director.  
 [23] BRYAN COOPER, Assistant Airport Director.  
 [24] \* \* \* \* \*  
 [25] St. Augustine Court Reporters  
 1510 N. Ponce de Leon Blvd., Suite A  
 St. Augustine, FL 32084  
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[ 1] P R O C E E D I N G S  
 [ 2] CHAIRMAN DAVIS: Good afternoon, ladies and  
 [ 3] gentlemen. Welcome to our budget hearing for the  
 [ 4] year -- fiscal year 2000-2001. This is our first  
 [ 5] hearing on our budget, the first reading, and the  
 [ 6] presentations will be done and we will have our  
 [ 7] second and final reading in September. We'll now  
 [ 8] have the presentation of the revised staff  
 [ 9] budget. Mr. Wuellner.  
 [10] PRESENTATION OF REVISED STAFF BUDGET  
 [11] MR. WUELLNER: Yes, sir. Thank you. You  
 [12] have a copy, it was on your stand this afternoon.  
 [13] The -- I will go over pretty much just the  
 [14] changes that have been made since the last time  
 [15] we met.  
 [16] What I've tried to do is we looked at items  
 [17] within the operating budget, personnel and  
 [18] capital, to be sure that the numbers were what  
 [19] they ought to be, plus consider last-minute  
 [20] adjustments to grant programs as we know it,  
 [21] funding sources for various things and went back  
 [22] and just kind of revisited those numbers within  
 [23] the budget.  
 [24] Generally, the budget is very similar. What  
 [25] has increased is the capital side, for the most

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[ 1] part, of the budget. I'll be able to address a  
 [ 2] couple of things that have gone on, and I'll  
 [ 3] cover that kind of last at the capital budget  
 [ 4] page here in a second, but you'll be able to see  
 [ 5] right away that what I've tried to do is  
 [ 6] increase -- to get some help for Pat on a  
 [ 7] part-time basis. So I did look at trying to get  
 [ 8] a half position in there or someone to assist in  
 [ 9] the accounting side of the airport.  
 [10] It's a half-time position. It's not  
 [11] anticipated to be anything other than that for  
 [12] the future, just somebody come in and help her  
 [13] out on a part-time basis, which is a net increase  
 [14] in the budget of about \$11,000.  
 [15] It would not be a position where we'd pay  
 [16] medical benefits and the like. I think the -- I  
 [17] included the salary sheet -- it's about five, six  
 [18] sheets back -- and this shows the half as a  
 [19] budget impact of \$9,600 plus taxes and the like  
 [20] and ended up about \$11,000 total.  
 [21] The revenue side of the equation is  
 [22] generally the same. The only thing that's  
 [23] increased is in the area of grant revenues, and  
 [24] that reflects an increase percentage share in  
 [25] certain project elements within the capital

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[ 1] budget.

[ 2] If my memory's correct, the difference is  
 [ 3] about \$500,000 total, with almost all of that  
 [ 4] being grant-related revenues. So it's not a  
 [ 5] local share of revenue; it's a grant-related  
 [ 6] revenue, assuming our ability to match additional  
 [ 7] funds.

[ 8] Follow me through to the expenditures  
 [ 9] budget, I'll just highlight what the adjustments  
 [10] were made. Through personnel services, you can  
 [11] see that the total is increased about \$11,000,  
 [12] and that reflects that half a position again.

[13] We corrected the anomalies now that we know  
 [14] more about what next year's anticipated  
 [15] expenditures would be related to the multimodal  
 [16] facility, which was the unknown that we were  
 [17] somewhat hedging on the professional services  
 [18] engineering, professional services general line  
 [19] items within the operating budget.

[20] Those items were brought back down to be  
 [21] more consistent with what we've done in the past  
 [22] few years, both of them brought down to \$10,000.  
 [23] They were higher. I think \$30- or \$40,000 each  
 [24] is what they had been in the first budget  
 [25] presentation. They've been brought back down to

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[ 1] the \$10,000 number. Those are the only  
 [ 2] adjustments made in the operating budget itself.

[ 3] Going over to the next page, which would be  
 [ 4] the capital outlay, you'll see that the actual  
 [ 5] capital improvements line item, infrastructure  
 [ 6] and other assets line item is increased  
 [ 7] approximately \$500,000 over last year or over the  
 [ 8] first proposal, and the equipment line item has  
 [ 9] been increased from \$30,000 to \$42,500.

[10] And this reflects the state contract amount  
 [11] for one of those boom-type mowers. It's now  
 [12] reflected in the budget and you'll see a capital  
 [13] equipment line item for that -- a sheet for that.  
 [14] I think it's back about two sheets further.  
 [15] You'll see this described as a soil mower and a  
 [16] trailer. The two items total \$42,500. The  
 [17] previous budget submittal had three \$10,000 items  
 [18] with no backup there, just simply holding a  
 [19] value.

[20] Since that time, we've been able to research  
 [21] it off the state contracts, the State of  
 [22] Florida's purchasing contract, and those numbers  
 [23] are consistent with what's on the bid or what's  
 [24] been bid by the State of Florida and that we can  
 [25] use without developing our own proprietary specs.

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[ 1] The majority of the adjustments were made in  
 [ 2] the capital projects and grants page, which is  
 [ 3] the last page. And most line items have been  
 [ 4] adjusted to some extent.

[ 5] The rehabilitation, the FBO apron, because  
 [ 6] of the timing of the construction project in the  
 [ 7] FBO area, we have changed -- reduced that line  
 [ 8] item for the next fiscal year from \$120,000 to,  
 [ 9] excuse me, to \$20,000, which is just basically  
 [10] reflecting engineering being developed toward the  
 [11] end of next fiscal year.

[12] Since the construction of the terminal is  
 [13] going to be -- is likely to be toward the end --  
 [14] I should say completed toward the end of next  
 [15] summer, or an even a little later by the time  
 [16] it's all completed, we had already discussed with  
 [17] the FBO months ago about the phasing of any apron  
 [18] rehabilitation in that area to be consistent with  
 [19] what's completed at the FBO. There's no  
 [20] surprises here. We've just simply taken the  
 [21] capital portion of it, the construction value of  
 [22] what we're planning, and left the engineering in  
 [23] place.

[24] ILS and tower remain exactly as they were.  
 [25] Eastside Corporate hangar has increased from

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[ 1] \$425,000 to \$900,000. This was for two reasons.  
 [ 2] Two things have occurred.

[ 3] Since we last met, SK Logistics has  
 [ 4] indicated they want -- I'll back up trying to  
 [ 5] explain. The first -- the tenant we had a  
 [ 6] corporate hangar proposed for in this current,  
 [ 7] this coming year has agreed to take the current  
 [ 8] hangar that SK Logistics is in.

[ 9] SK Logistics needs more hangar space, more  
 [10] corporate space to the tune of more than doubling  
 [11] what was built for them and occupied by them back  
 [12] in June. In addition to that, we've been  
 [13] approached by another corporate tenant in the  
 [14] Eastside Corporate area about expanding their  
 [15] existing building. Regency Electric would like  
 [16] to add another 50 feet of depth to that hangar.  
 [17] That's included in this number, also. So, two  
 [18] separate things affected where we went with that  
 [19] number.

[20] South Hangar Phase III, we adjusted the  
 [21] number to reflect what the grant -- since the  
 [22] original budget preparation, a grant came  
 [23] through, as you recall last month, and that  
 [24] number just simply reflects what was available  
 [25] with the grant. The environmental assessment

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[ 1] related to Taxiway B has remained the same.  
 [ 2] Commercial hangar facility, again, has been  
 [ 3] reduced to simply engineering at this point.  
 [ 4] Because that hangar, as it was proposed, is to go  
 [ 5] in the infrastructure developed in the Phase III  
 [ 6] hangar area, that project will not even be  
 [ 7] completed until, again, next summer at the  
 [ 8] earliest.

[ 9] As such, it didn't make much sense to hold  
 [10] the building before you could get the -- or  
 [11] commit the dollars to the building, so we've  
 [12] adjusted the production schedule, if you will, of  
 [13] that building to reflect just the engineering at  
 [14] this point. So that the building itself would be  
 [15] the next year's budget item.

[16] Airfield vault and generator, again, this is  
 [17] just reflecting the grant change -- isn't a grant  
 [18] change, but what is actually in the grant. It's  
 [19] an increase of \$125,000 in the total project.

[20] Multimodal facility, since -- it's an  
 [21] adjustment of \$1,000 there, is all that's been  
 [22] done, but that's based now on a study design  
 [23] that's been developed and is working its way  
 [24] through FDOT now for review. Once they concur in  
 [25] that, we're optimistic that this September

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[ 1] meeting, you'll have the -- hopefully the grant  
 [ 2] as well as the engineering agreement study -- the  
 [ 3] proposal from the consultant to conduct the study  
 [ 4] for it. But those are -- those are actual  
 [ 5] numbers now, versus guesses that were going on  
 [ 6] before that.

[ 7] Terminal area improvements is identical to  
 [ 8] the last time. The extension Taxiway B-2 to D  
 [ 9] reflects the revised engineering. Now that  
 [10] that's about 90 percent complete, I'm being told  
 [11] by FAA that that will fund next year through  
 [12] their grant program. So it's a 95/5 type grant  
 [13] project, but it's been revised to \$1.8 million.

[14] Now this constructs from the north terminus  
 [15] of Taxiway B to D, so it basically fills the  
 [16] infield area. This is not a phase that extends  
 [17] out into the area that we've been discussing  
 [18] environmentally.

[19] See here. Airfield drainage remains the  
 [20] same. Property acquisition -- oh, I did want to  
 [21] make one note on the -- kind of walked right over  
 [22] it.

[23] Environmental assessment, it's a 95/5. It's  
 [24] an FAA-funded project. This is proposed to  
 [25] use -- for the first time, FAA's proposed and

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[ 1] Congress approved an entitlement for general  
 [ 2] aviation airports, and this was our proposal to  
 [ 3] use the \$150,000 entitlement at the airport, was  
 [ 4] to conduct the EA. I just want to make note of  
 [ 5] that, the entitlement program.

[ 6] We're down to property. We adjusted the St.  
 [ 7] Johns Industrial Park. It's been difficult  
 [ 8] identifying owners who are willing to sell pieces  
 [ 9] and parts in there. Realistically, we've been  
 [10] able to spend \$200,000 in less than a year and  
 [11] have just simply looked at committing about  
 [12] \$200,000 next year to that. So that's an  
 [13] adjustment downward.

[14] FDOT has indicated that our land acquisition  
 [15] grants are more generic in nature than we've been  
 [16] applying them to projects and as such, we are --  
 [17] we have the funds available to do additional  
 [18] acquisition anywhere we need it related to  
 [19] airport expansion. They just freed up some  
 [20] language within the grants or their  
 [21] interpretation of language.

[22] As such, we were able -- we increased the  
 [23] amount actually going in the Araquay Park area  
 [24] from, I believe it was 400 -- it was \$500,000 to  
 [25] \$700,000. That is a \$501,000 increase in

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[ 1] grant -- in total grant projects over previous --  
 [ 2] the previous year.

[ 3] You can see that the local budget share of  
 [ 4] that is \$2.7 -- 2.727, which is about \$500,000 in  
 [ 5] excess of what the ad valorem receipts are  
 [ 6] proposed for next year. The majority of that is  
 [ 7] a reflection of projects that were budgeted last  
 [ 8] year being carried forward into next year. So,  
 [ 9] that's pretty straightforward there. And in a  
 [10] nutshell, that's where it is.

[11] The total -- total proposed budget, as  
 [12] revised, is \$10,907,371, and that does reflect a  
 [13] millage rate of .28 mills, which is the same  
 [14] millage that was assessed last year and for the  
 [15] last several years.

[16] Be happy to try and deal with any questions  
 [17] you might have, although I think the next item is  
 [18] public comment on it.

[19] CHAIRMAN DAVIS: Any public comment on our  
 [20] budget, please? Mr. Ciriello?

[21] PUBLIC COMMENT

[22] MR. CIRIELLO: Not a comment, just a  
 [23] clarification for me. Under the -- on this last  
 [24] page, Ed, that you was just giving under  
 [25] experiment -- environmental assessment runway,

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[ 1] total cost \$175,000, the old sheet says the same,  
 [ 2] the FAA share of \$157,5- is the same. FDOT 5  
 [ 3] percent, \$8,700. And on the new sheet, says  
 [ 4] local budget \$8,750, but on the old sheet says  
 [ 5] \$175,000.

[ 6] MR. WUELLNER: Correct. It was an error in  
 [ 7] the spreadsheet from the first time. I think it  
 [ 8] was pointed out at the last budget hearing.

[ 9] MR. CIRIELLO: Okay. So this is the  
 [10] correct.

[11] MR. WUELLNER: Yes.

[12] MR. CIRIELLO: All right. Thank you.

[13] MR. WUELLNER: Thank you.

[14] CHAIRMAN DAVIS: Anyone else?

[15] (No further public comment.)

[16] CHAIRMAN DAVIS: Gentlemen? Mr. Taylor?

[17] DISCUSSION OF BUDGET

[18] MR. TAYLOR: Mr. Chairman, when I looked at  
 [19] the fact that we can collect about \$2,290,000 and  
 [20] add from funds on hand and interest and operating  
 [21] revenues another \$437,000 and make 9 million  
 [22] dollars worth of improvements to this airport, I  
 [23] am comfortable where we are, and I think that we  
 [24] have a good budget.

[25] CHAIRMAN DAVIS: Thank you, Mr. Taylor.

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[ 1] Mr. Lassiter?

[ 2] MR. LASSITER: I think I was the one who  
 [ 3] last hearing had asked Ed to do a little  
 [ 4] explaining and maybe a little hard looking. I  
 [ 5] met with Ed and we -- we went over these numbers  
 [ 6] and talked in general terms, also. And I, too,  
 [ 7] am at this time satisfied with the budget  
 [ 8] numbers.

[ 9] Just to comment, I think one of the telling  
 [10] numbers that Ed made me aware of is that when we  
 [11] went in for the tower, to hit the federal level  
 [12] for the tower was at a point to where we are now  
 [13] four times that, and Ed explained to me that  
 [14] we're playing catchup on a lot of these capital  
 [15] items in there.

[16] When you get a budget that's this leveraged  
 [17] to our benefit and try to correct the problems of  
 [18] the past, shall we say the sins of the past, in  
 [19] not paying attention to the infrastructure and  
 [20] the needs of the aviation community, I'm now  
 [21] happily saying that I agree with the fact that  
 [22] this is an excellent budget, and I'm satisfied  
 [23] with it.

[24] CHAIRMAN DAVIS: Thank you, Mr. Lassiter.  
 [25] Mr. Rose?

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[ 1] MR. ROSE: I have no comment.

[ 2] CHAIRMAN DAVIS: I have just one, and I can  
 [ 3] understand where you're coming from,  
 [ 4] Mr. Lassiter.

[ 5] Looking back at the infrastructure when we  
 [ 6] first started a few years back was, for lack of a  
 [ 7] better word, deplorable. We had hangars that the  
 [ 8] doors were endangering pilots' lives as well as  
 [ 9] multimillion dollar aircraft.

[10] We have come a long way in biting this  
 [11] bullet to get this budget to where it is. And I  
 [12] agree with you; I am happy with what has been put  
 [13] forth. And we all have always had the philosophy  
 [14] that we agree to disagree, and a lot of times we  
 [15] have disagreed with things that have come up, but  
 [16] for my part, and I know I probably speak for the  
 [17] rest of the board, Mr. Wuellner, you and your  
 [18] staff have done a fantastic job of putting this  
 [19] budget together, and we thank you.

[20] MR. WUELLNER: Thank you.

[21] CHAIRMAN DAVIS: Our next item is the  
 [22] adoption of the millage rate.

[23] ADOPTION OF MILLAGE RATE

[24] MR. LASSITER: Mr. Chairman, I move that we  
 [25] adopt a millage rate of .2800 mills for the

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[ 1] fiscal year 2000-2001.

[ 2] CHAIRMAN DAVIS: Thank you, Mr. Lassiter.  
 [ 3] Do I have a second?

[ 4] MR. TAYLOR: I'll second that.

[ 5] CHAIRMAN DAVIS: Thank you, Mr. Taylor. Any  
 [ 6] discussion?

[ 7] (No discussion.)

[ 8] CHAIRMAN DAVIS: If not, gentlemen, I'll  
 [ 9] entertain a vote for accepting the millage rate  
 [10] as prescribed by staff at .0 -- 0.2800. All in  
 [11] favor, signify by aye.

[12] MR. ROSE: Aye.

[13] MR. TAYLOR: Aye.

[14] MR. LASSITER: Aye.

[15] CHAIRMAN DAVIS: Aye. And opposed?

[16] (No opposition.)

[17] CHAIRMAN DAVIS: By your vote, you have  
 [18] adopted the same millage that we have carried for  
 [19] the last three years.

[20] ADOPTION OF TENTATIVE FY 2000-01 BUDGET

[21] CHAIRMAN DAVIS: Adoption of tentative  
 [22] 2000-2001 budget.

[23] MR. ROSE: Mr. Chairman, I so-move.

[24] CHAIRMAN DAVIS: Mr. Rose.

[25] MR. TAYLOR: I'll second.

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[ 1] CHAIRMAN DAVIS: Thank you, Mr. Taylor. All  
 [ 2] in favor of adopting the tentative 2000 --  
 [ 3] MR. WUELLNER: If I could, I think you need  
 [ 4] to reference either the staff number or read the  
 [ 5] number into the record. I think it just needs to  
 [ 6] be real clear.  
 [ 7] CHAIRMAN DAVIS: Item on the agenda number 7  
 [ 8] is the adoption of the tentative budget for  
 [ 9] 2000-2001.  
 [10] MR. TAYLOR: As presented.  
 [11] CHAIRMAN DAVIS: As presented by staff. Any  
 [12] questions?  
 [13] (No questions.)  
 [14] CHAIRMAN DAVIS: Since it has been moved and  
 [15] seconded, I'll now entertain a vote for accepting  
 [16] or adopting the tentative budget. All in favor,  
 [17] signify by aye.  
 [18] MR. ROSE: Aye.  
 [19] MR. TAYLOR: Aye.  
 [20] MR. LASSITER: Aye.  
 [21] CHAIRMAN DAVIS: Aye. And opposed?  
 [22] (No opposition.)  
 [23] CHAIRMAN DAVIS: By your vote, gentlemen,  
 [24] you have adopted the tentative budget.  
 [25] ANNOUNCEMENT OF EXCEEDING ROLLED-BACK RATE

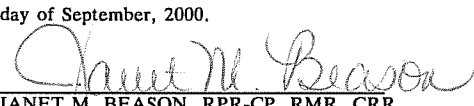
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[ 1] CHAIRMAN DAVIS: The announcement of the  
 [ 2] percentage that proposed millage exceeds the  
 [ 3] rolled-back rate. Mr. Wuellner?  
 [ 4] MR. WUELLNER: Yes, sir. As a result of  
 [ 5] your actions, the percentage change, percentage  
 [ 6] increase in the rolled-back rate as calculated  
 [ 7] would equal 8.57 percent, and that will be the  
 [ 8] number used in the advertising associated with  
 [ 9] the final public hearing in the matter of the  
 [10] budget.  
 [11] CHAIRMAN DAVIS: Thank you, sir.  
 [12] Mr. Lassiter.  
 [13] MR. LASSITER: I make a motion that we --  
 [14] MR. WUELLNER: I don't think -- it's just  
 [15] simply got to be announced. That's what we've  
 [16] done. I think we --  
 [17] MR. LASSITER: I see. The numbers speak for  
 [18] themselves, then.  
 [19] MR. WUELLNER: Correct. You'll have more  
 [20] formal action through the form of resolutions at  
 [21] the final budget.  
 [22] CHAIRMAN DAVIS: Before I set the date for  
 [23] the final budget hearing, is there any other  
 [24] public comment?  
 [25] (No public comment.)

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[ 1] SETTING OF DATE FOR FINAL BUDGET HEARING  
 [ 2] CHAIRMAN DAVIS: If not, gentlemen, the  
 [ 3] setting date for the final hearing is Monday,  
 [ 4] September 21st.  
 [ 5] MR. WUELLNER: 25th.  
 [ 6] CHAIRMAN DAVIS: Excuse me, 25th at 5:01.  
 [ 7] That is also our regular meeting date. If our  
 [ 8] meeting agenda goes over, we will suspend our  
 [ 9] meeting until after the 5:01 hearing and then go  
 [10] back to any item that was done. Does anyone have  
 [11] anything else?  
 [12] (Nothing further.)  
 [13] CHAIRMAN DAVIS: Then, gentlemen, ladies,  
 [14] thank you very much. This meeting is adjourned.  
 [15] (Whereupon, the meeting adjourned at 5:23 p.m.)  
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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 that I  
 [ 7] was authorized to and did stenographically report the  
 [ 8] foregoing proceedings and that the transcript is a true  
 [ 9] record of my stenographic notes.  
 [10]  
 [11] Dated this 14th day of September, 2000.  
 [12]  
 [13]   
 [14] JANET M. BEASON, RPR-CP, RMR, CRR  
 [15] Notary Public - State of Florida  
 [16] My Commission No.: CC 705710  
 [17] Expires: April 30, 2002  
 [18]  
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**Airport Public Meeting - Sept. 11, 2000**

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\$1,000 9/21 \$1.8 10/13 \$10,000 5/22, 6/1, 6/17 \$10,907,371 12/12 \$11,000 4/14, 4/20, 5/11 \$120,000 7/8 \$125,000 9/19 \$150,000 11/3 \$157,5 13/2 \$175,000 13/1, 13/5 \$2,290,000 13/19 \$2.7 12/4 \$20,000 7/9 \$200,000 11/10, 11/12 \$30 5/23 \$30,000 6/9 \$40,000 5/23 \$42,500 6/9, 6/16 \$425,000 8/1 \$437,000 13/21 \$500,000 5/3, 6/7, 11/24, 12/4 \$501,000 11/25 \$700,000 \$8,700 13/3 \$8,750 13/4 \$9,600 4/19 \$900,000 8/1	6 2/8  7 7 2/9, 17/7  8 8 2/10 8.57 18/7 825-0570 1/23  9 9 2/11, 13/21 90 10/10 904 1/23 95/5 10/12, 10/23  A A.A.E 1/19 ability 5/6 ABSENT 1/12 accepting 16/9, 17/15 accounting 4/9 acquisition 10/20, 11/14, 11/18 action 18/20 actions 18/5 add 8/16, 13/20 address 4/1 adjourned 19/14, 19/15 ADJOURNMENT 2/12 adjusted 7/4, 8/20, 9/12, 11/6 adjustment 9/21, 11/13 adjustments 3/20, 5/9, 6/2, 7/1 adopt 15/25 adopted 16/18, 17/24 adopting 17/2, 17/16 ADOPTION 2/8, 2/9, 15/22, 15/23, 16/20, 16/21, 17/8 advertising 18/8 affected 8/18 afternoon 3/2, 3/12 agenda 17/7, 19/8 agree 14/21, 15/12, 15/14 agreed 8/7 agreement 10/2 aircraft 15/9 Airfield 9/16, 10/19 AIRPORT 1/1, 1/18, 1/20, 4/9, 11/3, 11/19, 13/22 airports 11/2 amount 6/10, 11/23 announced 18/15 ANNOUNCEMENT 2/10, 17/25, 18/1 anomalies 5/13 anticipated 4/11, 5/14 applying 11/16 approached 8/13 approved 11/1 apron 7/5, 7/17 Araquay 11/23 area 4/23, 7/7, 7/18, 8/14, 9/6, 10/7, 10/16, 10/17, 11/23 assessed 12/14 assessment 8/25, 10/23, 12/25 assets 6/6 assist 4/8 Assistant 1/20 associated 18/8 attention 14/19 Attorney 1/18 AUGUSTINE 1/1, 1/4, 1/17, 1/22, 1/23 AUTHORITY 1/1, 1/18 authorized 20/7 available 8/24, 11/17 aviation 11/2, 14/20 aye 16/11, 16/12, 16/13, 16/14, 16/15, 17/17, 17/18, 17/19, 17/20, 17/21	based 9/22 basis 4/7, 4/13 BEASON 20/6 benefit 14/17 benefits 4/16 bid 6/23, 6/24 BILL 1/10 biting 15/10 Blvd 1/22 BOARD 1/8, 1/12, 15/17 boom-type 6/11 brought 5/20, 5/22, 5/25 BRYAN 1/20 BRYANT 1/14 BUDGET 2/5, 2/7, 2/11, 3/3, 3/5, 3/9, 3/10, 3/17, 3/23, 3/24, 4/1, 4/3, 4/14, 4/19, 5/1, 5/9, 5/19, 5/24, 6/2, 6/12, 6/17, 8/22, 9/15, 12/3, 12/11, 12/20, 13/4, 13/8, 13/17, 13/24, 14/7, 14/16, 14/22, 15/11, 15/19, 16/20, 16/22, 17/8, 17/16, 17/24, 18/10, 18/21, 18/23, 19/1 budgeted 12/7 building 8/15, 9/10, 9/11, 9/13, 9/14 built 8/11 bullet 15/11
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<p>pointed 13/8  Ponce 1/22  portion 7/21  position 4/8, 4/10, 4/15, 5/12  preparation 8/22  prescribed 16/10  <b>PRESENTATION</b> 2/5, 3/8, 3/10, 5/25  presentations 3/6  presented 17/10, 17/11  pretty 3/13, 12/9  problems 14/17  proceedings 20/8  production 9/12  professional 5/17, 5/18  program 10/12, 11/5  programs 3/20  project 4/25, 7/6, 9/6, 9/19, 10/13, 10/24  projects 7/2, 11/16, 12/1, 12/7  Property 10/20, 11/6  proposal 6/8, 10/3, 11/2  <b>PROPOSED</b> 2/10, 8/6, 9/4, 10/24, 10/25, 12/6, 12/11, 18/2  proprietary 6/25  Public 1/2, 2/6, 2/12, 12/18, 12/19, 12/21, 13/15, 18/9, 18/24, 18/25  purchasing 6/22  put 15/12  putting 15/18</p>	<p>set 18/22  <b>SETTING</b> 2/11, 19/1, 19/3  share 4/24, 5/5, 12/3, 13/2  sheet 4/17, 6/13, 13/1, 13/3, 13/4  sheets 4/18, 6/14  shows 4/18  side 3/25, 4/9, 4/21  signify 16/11, 17/17  sins 14/18  six 4/17  SK 8/3, 8/8, 8/9  so-move 16/23  soil 6/15  sources 3/21  South 8/20  space 8/9, 8/10  specs 6/25  spend 11/10  spreadsheet 13/7  <b>STAFF</b> 2/5, 3/8, 3/10, 15/18, 16/10, 17/4, 17/11  stand 3/12  started 15/6  state 6/10, 6/21, 6/24, 20/3  stenographic 20/9  stenographically 20/7  Street 1/17  study 9/22, 10/2, 10/3  submittal 6/17  Suite 1/22  summer 7/15, 9/7  surprises 7/20  suspend 19/8</p>	<p align="center"><b>X</b></p> <p>X 2/1</p>
<p align="center"><b>Q</b></p>		<p align="center"><b>Y</b></p> <p>year 3/4, 6/7, 7/8, 7/11, 8/7, 10/11, 11/10, 11/12, 12/2, 12/6, 12/8, 12/14, 16/1  year's 5/14, 9/15  years 5/22, 12/15, 15/6, 16/19</p>
<p>questions 12/16, 17/12, 17/13</p>		
<p align="center"><b>R</b></p>	<p align="center"><b>T</b></p>	
<p><b>RATE</b> 2/8, 2/10, 12/13, 15/22, 15/23, 15/25, 16/9, 17/25, 18/3, 18/6  read 17/4  reading 3/5, 3/7  reasons 8/1  recall 8/23  receipts 12/5  record 17/5, 20/9  reduced 7/7, 9/3  reference 17/4  reflect 8/21, 9/13, 12/12  reflected 6/12  reflecting 7/10, 9/17  reflection 12/7  reflects 4/24, 5/12, 6/10, 8/24, 10/9  Regency 8/15  regular 19/7  rehabilitation 7/5, 7/18  related 5/15, 9/1, 11/18  remain 7/24  remained 9/1  remains 10/19  <b>REMARKS</b> 2/4  report 20/7  <b>REPORTER'S</b> 20/1  Reporters 1/22  research 6/20  resolutions 18/20  rest 15/17  result 18/4  revenue 4/21, 5/5, 5/6  revenues 4/23, 5/4, 13/21  review 9/24  <b>REVISED</b> 2/5, 3/8, 3/10, 10/9, 10/13, 12/12  revisited 3/22  RMR 20/6  Rogers 1/17  <b>ROLLED-BACK</b> 2/10, 17/25, 18/3, 18/6  ROSE 1/10  RPR-CP 20/6  runway 12/25</p>	<p>talked 14/6  taxes 4/19  Taxiway 9/1, 10/8, 10/15  <b>TAYLOR</b> 1/9  tenant 8/5, 8/13  <b>TENTATIVE</b> 2/9, 16/20, 16/21, 17/2, 17/8, 17/16, 17/24  terminal 7/12, 10/7  terminus 10/14  terms 14/6  Thank 3/11, 13/12, 13/13, 13/25, 14/24, 15/19, 15/20, 16/2, 16/5, 17/1, 18/11, 19/14  They've 5/25  three 6/17, 16/19  time 3/14, 6/20, 7/15, 10/8, 10/25, 13/7, 14/7  times 14/13, 15/14  timing 7/6  tower 7/24, 14/11, 14/12  Towers 1/17  trailer 6/16  transcript 20/8  true  tune 8/10  two 6/14, 6/16, 8/1, 8/2, 8/17  type 10/12</p>	
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