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[1] ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY
 [2] Regular Meeting
 [3] held at 4796 U.S. 1 North
 [4] St. Augustine, Florida
 [5] on Monday, July 10, 2000
 [6] from 4:00 p.m. to 4:50 p.m.
 [7] *****
 [8] BOARD MEMBERS PRESENT:
 [9] JAMES CARL DAVIS, SR., Chairman
 [10] JOSEPH S. TAYLOR
 [11] CHARLES LASSITER
 [12] BILL ROSE
 [13] JIM BRYANT, County Commissioner/Airport Liaison
 [14] *****
 [15] BOARD MEMBERS ABSENT:
 [16] DENNIS WATTS
 [17] *****
 [18] ALSO PRESENT:
 [19] CINDY MARTIN, 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
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P R O C E E D I N G S

[1] CHAIRMAN DAVIS: Good evening, ladies and
 [2] gentlemen. I now call to order the St.
 [3] Augustine-St. Johns County Airport Authority
 [4] meeting for July, July 10th, 2000.
 [5] APPROVAL OF MEETING MINUTES
 [6] CHAIRMAN DAVIS: Our first order of business
 [7] will be the approval of our minutes. Gentlemen,
 [8] are there any questions on the minutes from our
 [9] last meeting of July -- of June 19th?
 [10] (No questions.)
 [11] CHAIRMAN DAVIS: If not, is there any public
 [12] comment on our minutes from June 19th?
 [13] (No public comment.)
 [14] CHAIRMAN DAVIS: If not, I'll entertain a
 [15] motion to approve or reject the minutes from the
 [16] June 19th meeting.
 [17] MR. ROSE: Mr. Chairman, I so-move.
 [18] CHAIRMAN DAVIS: Thank you, Mr. Rose. And a
 [19] second, please?
 [20] MR. TAYLOR: I'll second.
 [21] CHAIRMAN DAVIS: Thank you, Mr. Taylor. All
 [22] in favor of approving the minutes from June 19th,
 [23] signify by aye.
 [24] MR. ROSE: Aye.
 [25]

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[1] MR. TAYLOR: Aye.
 [2] MR. LASSITER: Aye.
 [3] CHAIRMAN DAVIS: Aye.
 [4] And opposed?
 [5] (No opposition.)
 [6] CHAIRMAN DAVIS: By your vote, gentlemen,
 [7] you have approved the minutes from June 19th.
 [8] ACCEPTANCE OF FINANCIAL REPORTS
 [9] CHAIRMAN DAVIS: The second order of
 [10] business will be the acceptance of our financial
 [11] report. Mr. Rose?
 [12] MR. ROSE: Well, Mr. Chairman, you have in
 [13] your package the -- the report for the period
 [14] ending May 31st. It's been reviewed by your
 [15] director and I've had an opportunity to look
 [16] through it. I think it fairly represents the
 [17] business that we've done over that period. And I
 [18] recommend acceptance.
 [19] CHAIRMAN DAVIS: Any questions, gentlemen?
 [20] (No questions.)
 [21] CHAIRMAN DAVIS: Any public comment on our
 [22] financial report?
 [23] (No public comment.)
 [24] CHAIRMAN DAVIS: If not, I'll entertain a
 [25] motion --

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[1] MR. LASSITER: So-move.
 [2] CHAIRMAN DAVIS: -- to accept. And a
 [3] second, please?
 [4] MR. TAYLOR: Second.
 [5] CHAIRMAN DAVIS: All in favor of accepting
 [6] the financial report from the meeting ending May
 [7] 31st, 2000, signify by aye.
 [8] MR. ROSE: Aye.
 [9] MR. TAYLOR: Aye.
 [10] MR. LASSITER: Aye.
 [11] CHAIRMAN DAVIS: Aye.
 [12] And opposed?
 [13] (No opposition.)
 [14] CHAIRMAN DAVIS: By your vote, you have
 [15] accepted the -- the financial report from our
 [16] last meeting. We'll now go into reports.
 [17] 4.A. - COMMISSIONER BRYANT
 [18] CHAIRMAN DAVIS: Mr. Bryant?
 [19] COMMISSIONER BRYANT: No report, sir.
 [20] CHAIRMAN DAVIS: Thank you, sir.
 [21] 4.B. - MR. WEAVER
 [22] CHAIRMAN DAVIS: Mr. Weaver?
 [23] MR. WEAVER: No report.
 [24] CHAIRMAN DAVIS: Mr. Leslie? He's not here.
 [25] Anyone from the Pilots Association?

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[1] We will also need to set the first public
 [2] hearing date. That first public hearing date
 [3] needs to be set today, because it ends up being
 [4] included as a part of the actual TRIM
 [5] notification that's mailed on our behalf by
 [6] the -- by the County.
 [7] So, with that, if you will permit me to walk
 [8] through the budget briefly with you, and then we
 [9] can -- as you have them, or if you prefer, you
 [10] can wait until the end, we'll attempt to address
 [11] any questions related to what I've prepared and
 [12] presented to you.
 [13] I'm not going to spend a great deal of time
 [14] going through, you know, item by item. I'm only
 [15] going to point out trends, total dollars, how
 [16] things compared to last year, things of that
 [17] nature.
 [18] Starting with the Budget Summary sheet,
 [19] which is the first sheet following the cover,
 [20] number of positions is 11. That's the same
 [21] number that was budgeted last year, so you can
 [22] glean from that that there are new -- no new
 [23] positions anticipated within this budget.
 [24] Personnel services represents a 7 percent
 [25] increase, which is precisely the increase planned

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[1] (None present.)
 [2] 4.E. - MS. MARTIN
 [3] CHAIRMAN DAVIS: Ms. Martin?
 [4] MS. MARTIN: No report.
 [5] CHAIRMAN DAVIS: Thank you. Action items,
 [6] please. Mr. Wuellner?
 [7] MR. WUELLNER: No report. I'm just kidding.
 [8] CHAIRMAN DAVIS: You're really asking for --
 [9] MR. WUELLNER: Just seemed to be the thing
 [10] to say.
 [11] CHAIRMAN DAVIS: You're really asking --
 [12] MR. WUELLNER: Stumped looks all around.
 [13] MR. ROSE: Well, I guess the meeting's over,
 [14] then.
 [15] MR. WUELLNER: I thank you for wasting our
 [16] time, right?
 [17] MR. TAYLOR: -- earn your paycheck.
 [18] 5.A. - STAFF BUDGET PROPOSAL FOR FY 2000/01
 [19] MR. WUELLNER: Fair enough. The majority of
 [20] the business we need to do today is related to
 [21] budget. We will present kind of the staff
 [22] proposed budget. Following that, we'll need to
 [23] discuss and set the anticipated -- not -- what
 [24] would be the not-to-exceed millage rate for the
 [25] next fiscal year beginning October 1st.

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[1] for, and you'll see that in some later sheets.
 [2] Operating expenses, there's a 5 percent
 [3] total increase. There'll be a little additional
 [4] explanation of that as we move through.
 [5] Total capital outlay would increase about 13
 [6] percent over the previous year's. Keep in mind
 [7] that while that number seems large, a great
 [8] majority of that total is in grant funds from
 [9] other agencies. So, while it's an expenditure
 [10] increase, it's not realistic that it's a 13
 [11] percent increase in actual local funds.
 [12] Debt service and reserve actually decreases
 [13] 31 percent going into next year. Primarily,
 [14] that's due to the fact that a -- a large share of
 [15] the restricted cash funds were repaid this year
 [16] as a -- as a part of the terms of the grants.
 [17] Also, you may or may not have been able to
 [18] pick up that next year is the last year of the
 [19] original five-year borrow that, beginning this
 [20] month, begins the last one-year period of that
 [21] note. So, the actual budget includes about nine
 [22] months of the -- of the fiscal year included in
 [23] the budget. So, you'd have a reduction there,
 [24] also.
 [25] The total budget anticipated for next year

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[1] is \$10,436,571. That is a net increase of
[2] approximately 10 percent.

[3] Total revenue increase, nonad valorem,
[4] represents a 9 percent increase, with total
[5] revenue representing \$8,145,829; ad valorem
[6] proceeds representing a \$2,290,742.

[7] I'm going to refer back to this in -- in a
[8] minute, but a couple of things I want to point
[9] out is, if you would look at the total local
[10] share for capital projects, you'll see -- it's
[11] the last sheet of what you have. Follow it to
[12] the right-hand column all the way down to the
[13] bottom, 2.864 million.

[14] Compared to the ad valorem proceeds, you
[15] will see that there's about a \$573,000 disparity
[16] between the two numbers, being -- meaning that
[17] not only does the entirety of the ad valorem
[18] proceeds go into the matching grant program as a
[19] total, which certainly supports what we've
[20] maintained and represented for several years, but
[21] you'll also see that there's about a \$573,000
[22] contribution being made out of other budget
[23] aspects. So, I think that's certainly a positive
[24] development in the -- in the direction of overall
[25] budget.

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[1] there -- or expected ad valorem. It's about a
[2] \$270,000 increase, net increase in dollars
[3] related to ad valorem. That is a result of the
[4] tax base increase in the county, not a change in
[5] the millage rate.

[6] This budget was built with the same millage
[7] rate as was last year and the year before, but as
[8] a result of the tax base increase in the county,
[9] that nets another \$270,000 back to the airport.
[10] You can see that gets plowed back into the
[11] capital improvement program.

[12] Moving to the next page, which is the DR-420
[13] Form, we provide this for informational purposes,
[14] but basically, it gives you -- this is a -- our
[15] generated copy of what the county Property
[16] Appraiser's Office provides to us, and it gives
[17] you an idea what the total tax base is within the
[18] community.

[19] It tells you what actually happened with ad
[20] valorem last year and what the net results of
[21] that were based on your millage. Then it looks
[22] at what the current anticipated ad valorem rate
[23] of .28 mills would generate, which is near the
[24] bottom on line 20, which is \$2,290,742.

[25] That is the number that's in your budget as

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[1] Next page, which would be page 3 here, just
[2] gives you an idea of what the totals are as they
[3] relate to revenues and where those -- those
[4] shares are made up from lease revenues, grants,
[5] ad valorem, cash forward, interest income.

[6] If you -- walking that through to the
[7] Airport Revenue sheet, which would be the next
[8] one, there are -- the totals represented from
[9] lease-related revenues that are depicted there is
[10] a 7 percent increase over last year. You see
[11] that we are actually realizing additional
[12] revenues under the category of leases.

[13] There's a 9 percent increase in grant
[14] revenues, which squares fairly well with the --
[15] the total budget that was depicted on the first
[16] page -- or the second page of -- of the item.

[17] There's a 12 percent increase in cash
[18] forward. Cash forward is also -- a large part of
[19] that dollar figure is both restricted cash that's
[20] grant payback monies, as well as projects that
[21] may have been begun this year from a capital side
[22] that are being carried forward in the next year.
[23] So, matching shares are being carried forward as
[24] cash forward.

[25] It also shows the ad valorem proceeds

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[1] ad valorem proceeds for budget purposes. And
[2] when you compare that to the rolled back rate,
[3] you see that that's an increase of 8.57 percent.
[4] Again, that is directly related to the tax base
[5] increase.

[6] You also get an idea of what different
[7] millage rates on the next sheet generate in terms
[8] of total dollars. We projected on out -- it
[9] drops off the .5 for you, but up through .49
[10] mills, gives you an idea what the revenue would
[11] be available to the Airport Authority to a
[12] millage, should you ever choose to avail yourself
[13] with. And that's based on the current tax base
[14] number of \$8.1 billion within the county.

[15] Next page is the Expenditures Summary pie
[16] chart. Just kind of gives you, as the name
[17] implies, an idea of what the major categories of
[18] expenditures are: Debt service and reserves
[19] equaling 5.9 percent of the total expenditures,
[20] or \$611,000; personnel services, which equals
[21] about 4.4 percent of the total expenditure
[22] budget, or \$462,000; operating expenditures,
[23] which represents 7.3 percent of the budget, or
[24] the total expenditures, equaling \$763,000.

[25] You see that, by far, the largest share of

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[1] our budget is the capital outlay program, which
 [2] represents 82.4 percent of the Airport
 [3] Authority's total budget, or \$8.6 million.
 [4] The question always comes up every year,
 [5] capital outlay total doesn't seem to square with
 [6] the capital projects' number in the back. It
 [7] does. The difference between the two is the
 [8] capital equipment line item. If you add those
 [9] two together, you come up with the \$8.6 million.
 [10] And the capital outlay number on the chart is the
 [11] combination of the two.
 [12] I'm pleased to report that as a percentage
 [13] of the budgets, all areas, with the exception of
 [14] capital outlay, so we're talking about debt
 [15] service and reserves, personnel services, and
 [16] operating budgets, as a percentage of the total
 [17] budget, decrease this year, also.
 [18] Moving on to the Expenditure Budget itself,
 [19] which is a two-page -- two-page table, two items
 [20] I want to call your attention to are the
 [21] Professional Services - Engineering, Professional
 [22] Services - General. They were probably the two
 [23] single largest increase items within the budget.
 [24] We put additional money in those two line
 [25] items for two reasons: One, we expected that

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[1] almost four -- well, it's four years ago now,
 [2] principal reduction in last year is \$85,000, and
 [3] that should -- that should pay that off
 [4] completely by, as I said, this time next year.
 [5] Bringing a total Expenditure Budget as presented
 [6] of \$10,436,571.
 [7] The next three sheets, next three or four
 [8] sheets, actually, attempt to clarify where we got
 [9] the numbers as they related to personnel
 [10] expenditures. You can see the positions and
 [11] salaries as well as calculation of benefits
 [12] and -- and taxes and withholding and the like.
 [13] And then moving on to capital equipment
 [14] requests, we have three nonspecific items. They
 [15] have not really been identified, but we wanted to
 [16] make sure that we had held some money in the
 [17] capital -- capital budget for -- for purchases of
 [18] equipment. We will attempt to get specific items
 [19] to you in the next presentation of it so you'll
 [20] have an idea what those are. And it may have the
 [21] net effect of reducing the actual total equipment
 [22] from a capital side.
 [23] No anticipated motor vehicle purchases this
 [24] year. That's why the sheet's blank.
 [25] You see the Debt Service Requirements as

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[1] there would be additional costs as we move
 [2] forward with the intermodal-type project across
 [3] the street. Not knowing what those things would
 [4] be, we felt a boost in those two line items would
 [5] be appropriate.
 [6] Professional Services - Engineering, about a
 [7] \$30,000 increase. Professional Services -
 [8] General, which could be planning or
 [9] engineering-type money, an additional \$25,000.
 [10] If you factor -- take those two line items
 [11] out, you'll actually see that the operating
 [12] expenses are a net reduction for this year, not
 [13] an increase, so I think we've -- we've done a
 [14] pretty good job of trying to hold the line on the
 [15] total there. It's about a \$10,000 decrease, if
 [16] you take those two extraordinary items out of
 [17] there.
 [18] Capital Equipment -- excuse me, Capital
 [19] Outlay, which is the top of the next page, you
 [20] see what I was talking about earlier. Capital
 [21] projects coming forward is \$8,570,000. And then
 [22] there's about \$30,000 in equipment-related
 [23] capital, making up that \$8.6 million in capital.
 [24] Debt Service, just call out that the
 [25] principal and interest on that original loan of

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[1] related to that final loan again -- or final
 [2] year, that loan. Which brings you to the last
 [3] page. It's Capital Grants and Projects. These
 [4] projects largely mirror projects that were, one,
 [5] not finished this year or are included in next
 [6] year's five-year DOT work program as it relates
 [7] to next year.
 [8] And you can see that there are a number of
 [9] projects in there, ranging -- just run them down
 [10] quickly, but the rehab of the FBO apron of
 [11] \$120,000. We don't -- this may very well be a
 [12] project that's carried into next year, depending
 [13] on the final construction over in the FBO area.
 [14] It will likely not be moved forward until which
 [15] time as the terminal improvements are made over
 [16] there and we see exactly where we want to -- or
 [17] where we need to make improvements to the apron
 [18] area.
 [19] ILS is still in the -- is still in there.
 [20] That should be bid out either late this summer
 [21] and moved through to completion early next --
 [22] hopefully, by the end of this calendar year.
 [23] Control tower, you have -- I'm kind of
 [24] meshing this with projects update, but largely,
 [25] this is expected to be in a design/build bid

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[1] format in the middle of August with bid opening
 [2] anticipated at your October meeting.
 [3] And let's see here. Eastside corporate
 [4] hangar, we have -- already have a -- a tenant
 [5] waiting on us to be able to move this forward.
 [6] As soon as we get the grant documents from DOT,
 [7] we'll be in a position to release engineering and
 [8] move this through. That will make hangar number
 [9] 5 over in the eastside corporate area.
 [10] South Hangar, Phase III, which was the
 [11] infrastructure money for down the street here,
 [12] that's included in the budget.
 [13] Environmental assessment, Runway 31, which
 [14] is a -- again, the preliminary step forward to
 [15] attempting to reclaim the runway length on the
 [16] south end of Runway 13/31, as well as the area
 [17] immediately east of the runway that's been
 [18] subject to substantial erosion over the last few
 [19] years.
 [20] Commercial hangar facility is potentially
 [21] the project over in the FBO area, assuming the
 [22] FDOT funds come available. This would be the
 [23] four corporate hangars in the FBO area.
 [24] Airfield lighting -- airfield vault and
 [25] generator, this is a project that will probably

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[1] go out hand in hand with the control tower, as
 [2] they would be virtually collocated. There are
 [3] two separate grants involved, though, with DOT,
 [4] so we are carrying them as a separate project.
 [5] Largely, that will provide a new airfield
 [6] vault -- electrical vault location, which is
 [7] where all the airfield lighting power supplies
 [8] come in and out of. It will also include backup
 [9] generating capability, so that in the event we
 [10] lose commercial power to -- this backup
 [11] generating will cover both airfield lights,
 [12] navigational aids, and power to the air traffic
 [13] control tower. So, it provides an emergency
 [14] backup due to -- due to malfunction.
 [15] The MIS, which is a major investment study
 [16] related to multimodal facility, we've stuck a
 [17] number in there. We are -- we, collectively, and
 [18] the -- our consultant are working to put a study
 [19] design scope of work together at this point to go
 [20] to DOT for funding of the study itself,
 [21] feasibility.
 [22] We are -- we have been told by Florida DOT
 [23] that they are going to facilitate funding that
 [24] study. We just kind of need to get them a number
 [25] at this point and a -- and a study design that

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[1] backs that up.
 [2] We are hoping to have that study initiated
 [3] next month, maybe the month after that at the
 [4] latest, and wrapping it up early next -- next
 [5] calendar year. So, we're hoping to get through
 [6] the major-investment-study portion of this by
 [7] January, February of next year.
 [8] FBO terminal area improvements, most of you
 [9] have already seen the model and many of the
 [10] planning documents related to that. That's in
 [11] final engineering now and will begin construction
 [12] early this fall, probably October.
 [13] Extending Taxiway B is an FAA-related
 [14] project. This would be the infield portion of
 [15] parallel Taxiway B. This is tied -- this project
 [16] is finally ready to come off the drawing board
 [17] and into construction late -- next year.
 [18] Most probable time frame would be after
 [19] January, certainly after January, and it's also
 [20] tied to the ILS, if you remember that this goes
 [21] through the VOR location and would likely -- we
 [22] will have to get the ILS in place and operational
 [23] before we would plow through the VOR during this
 [24] project.
 [25] Airfield drainage, this is a project you've

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[1] approved the engineering already but will
 [2] probably not move into construction -- or a
 [3] majority of construction dollars will go into
 [4] next fiscal year, and that's the airfield ditch
 [5] between U.S. 1 and about where the Top-Gun hangar
 [6] is. That area will begin to be enclosed.
 [7] That's been released for engineering. We're
 [8] working with Florida DOT to -- because part of
 [9] that -- the ditch has been -- has an easement
 [10] from Florida DOT for highway drainage through
 [11] that area. So, that coordination's already
 [12] moving through.
 [13] You have two different areas of property
 [14] acquisition, that being St. Johns Industrial
 [15] Park. Again, that's an ongoing grant -- ongoing
 [16] project and ongoing grant revenues on that.
 [17] Property acquisition in the Araquay Park
 [18] area, I do not know what the final number is out
 [19] of DOT this year. That should be available next
 [20] month. We'll have a -- I'm being told by DOT
 [21] we'll have majority of our Joint Participation
 [22] Agreements in our hands by the next meeting, so
 [23] you'll see a stack of resolutions as well as the
 [24] documents themselves, and we'll be able to wrap
 [25] up with some final numbers in the budget here on

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[1] the capital side for these projects. Which
 [2] brings you a capital program based on these
 [3] numbers of \$8.57 million anticipated after
 [4] October 1st.
 [5] And that pretty well wraps up our
 [6] presentation. I'm certainly happy to handle any
 [7] questions.
 [8] CHAIRMAN DAVIS: Mr. Taylor?
 [9] MR. TAYLOR: Ed, I've got a couple of
 [10] questions -- actually three, if you don't mind.
 [11] MR. WUELLNER: Uh-huh.
 [12] MR. TAYLOR: Let's go back to the budget,
 [13] operating expenses paid.
 [14] MR. WUELLNER: Summary page?
 [15] MR. TAYLOR: And I know we were concerned
 [16] about maintenance and we kept pumping that number
 [17] up. I see this year it's coming down by close to
 [18] \$60,000. I'm assuming that you're comfortable
 [19] with that, or you wouldn't begin to back it down.
 [20] Are we getting enough stuff up to speed that
 [21] that's an okay number now?
 [22] MR. WUELLNER: Yes, sir. Actually, what
 [23] happened last year was that number was
 [24] artificially inflated by our desire to do the
 [25] reskinning of the bulk hangar.

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[1] the new facility down the street. So, we had a
 [2] lot of vacant units that we were able to just
 [3] keep off the market for 30 days or more, allowed
 [4] us to get in there and do more or less total
 [5] rehabs on them where the structural steel was
 [6] painted and brushed, the floors cleaned, the --
 [7] any additional painting and rust prevention and
 [8] door adjustments, and make sure the electrical
 [9] stuff was working right in those hangars. We
 [10] were able to do that on a unit-by-unit-by-unit
 [11] basis this year. And my guess is it was somewhat
 [12] around 20 units this year were completely redone.
 [13] And that's a combination of port-a-ports and
 [14] bulk -- or standard T-hangar-type units this
 [15] year. So, hopefully, we'll get a similar number
 [16] next year.
 [17] MR. TAYLOR: Can you go to the back page for
 [18] me a minute? I wouldn't bring this up unless I
 [19] hope it's just a typo or I don't understand it.
 [20] But your estimated total cost in almost all cases
 [21] is the sum of the other columns. But on
 [22] Environmental, it's half of that sum. Is that
 [23] just a typo? I didn't run the figures all the
 [24] way down.
 [25] MR. WUELLNER: Yes.

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[1] By agreement with Aero Sport, we are going
 [2] to begin that -- won't begin that project until
 [3] the terminal expansion project's done and the
 [4] hangar's been -- the new hangar's been built
 [5] there, so allow them to use that capacity while
 [6] we redo that hangar.
 [7] So, it wasn't spent this year, the \$59,000
 [8] that's above the \$100,000 amount. We anticipate
 [9] construction taking us well into -- at least this
 [10] time next year, which meant that it wasn't going
 [11] to be expended next year, either. So, you'll see
 [12] that come out as a capital improvement project in
 [13] the next fiscal year budget, the 2001-2002 time
 [14] line.
 [15] MR. TAYLOR: Do you feel the sense of
 [16] response from our airport customers is that the
 [17] maintenance is in a better posture?
 [18] MR. WUELLNER: I am hearing that generally
 [19] across the board. We spent a whole lot of money
 [20] and time this year in the area of T-hangars, our
 [21] older facilities. We hope to do a similar-type
 [22] number of those units next year.
 [23] We just had the window this year we took
 [24] advantage of because a number -- a good-size
 [25] number of our existing tenants wanted to go into

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[1] MR. TAYLOR: In any event, it's something
 [2] needs to be looked at.
 [3] MR. WUELLNER: Our local budget number is
 [4] shown incorrectly.
 [5] MR. TAYLOR: Okay.
 [6] MR. WUELLNER: You're right.
 [7] MR. TAYLOR: All right. Then --
 [8] MR. WUELLNER: That should be \$8,750.
 [9] MR. TAYLOR: Okay. Then the other question
 [10] is that I know we're trying to keep good
 [11] relationships with our neighbors. The efforts
 [12] you have at Acquisition, do they pretty well
 [13] match the requests coming to us to acquire land?
 [14] Are we reasonably well-balanced there, or how are
 [15] we doing?
 [16] MR. WUELLNER: To be fair, we have a -- kind
 [17] of a standing request in with Florida DOT related
 [18] to land acquisition, that as they can find
 [19] additional money, I say find, but money that goes
 [20] unused at other airports in other projects, as
 [21] that money falls out, we kind of have a standing
 [22] arrangement with them, that we'll take anything
 [23] they can find related to that for land
 [24] acquisition, primarily because we always have
 [25] more requests than we do available funds. It's

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[1] already backing up for next year.
 [2] And we have a couple of -- a couple of
 [3] priorities next year that would come out of that
 [4] line item, too, and obviously, those are the ones
 [5] that have the chance of being in eminent domain
 [6] by the end of the year. So, those -- those are
 [7] included in that line item, too, that -67 and
 [8] -6902, FDOT numbers. Did that answer your --
 [9] MR. TAYLOR: I -- I guess so. We then are
 [10] pretty well keeping up with what people want to
 [11] sell to us or not quite or --
 [12] MR. WUELLNER: I -- you know, when we get
 [13] down to this time of the year and we're -- the
 [14] end of the year, and largely, we've made all our
 [15] land acquisition decisions for the calendar year.
 [16] So, sometimes, there's a four-, six-month wait as
 [17] we transition years before the new money becomes
 [18] available and the old money has been expended.
 [19] So, I think we do -- do a much better job
 [20] than we used to.
 [21] MR. TAYLOR: Thank you, Ed. Thank you.
 [22] CHAIRMAN DAVIS: Thank you, Mr. Taylor.
 [23] MR. LASSITER: Ed, I have a few questions,
 [24] too. How many -- what is the backlog for tenants
 [25] requesting T-hangars? Do you have a --

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[1] combination of things. It's likely to be more
 [2] commercial-related-type hangars than -- than
 [3] T-hangars in that area because of the way it
 [4] will -- the infrastructure will allow us to lay
 [5] it out.
 [6] The next two T-hangars which begin to show
 [7] up next calendar year or next fiscal year, I
 [8] should say, those we had internally hoped to just
 [9] replace the three rows of port-a-ports that are
 [10] out there with two standard T-hangar units.
 [11] It won't be a net capacity increase, but
 [12] what it does is allow us the correct separation
 [13] between building rows in anticipation of crossing
 [14] Estrella Avenue in the -- over the next few
 [15] years.
 [16] So, it will -- the next phase -- the next
 [17] two T-hangars we anticipate building will correct
 [18] an existing deficiency in the operating scheme
 [19] out here. And then the next -- the next units
 [20] after that will go directly to -- or directly to
 [21] capacity.
 [22] MR. LASSITER: And in the east corporate
 [23] area, the FBO operators, you said there were four
 [24] hangars to go in there?
 [25] MR. WUELLNER: That is the -- under the

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[1] MR. WUELLNER: I wanted to -- I want to say
 [2] it's about 40 units, total.
 [3] MR. LASSITER: Forty?
 [4] MR. WUELLNER: How accurate that is in terms
 [5] of -- we went through a great deal of the list
 [6] this last year, and a number of people who were
 [7] contacted just simply wanted to be put back on
 [8] the list. Their needs are not immediate. So,
 [9] while we have 40 on there, maybe the realistic
 [10] number is 20 or -- or so for the next year,
 [11] meaningful people on the list that would take a
 [12] unit if it were made available to them.
 [13] MR. LASSITER: And you have everything
 [14] rented now?
 [15] MR. WUELLNER: Oh, yeah, absolutely.
 [16] MR. LASSITER: Okay.
 [17] MR. WUELLNER: With the exception of the
 [18] couple we're working on right this minute.
 [19] MR. LASSITER: The -- this South Hangar Area
 [20] that you're talking about, the infrastructure
 [21] item there?
 [22] MR. WUELLNER: Uh-huh.
 [23] MR. LASSITER: How many units will that
 [24] provide?
 [25] MR. WUELLNER: This is actually a

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[1] Commercial Hangar Facility. That's what we're
 [2] anticipating that project to be, is -- it would
 [3] be four, I think they're 60 x 65? We've played
 [4] with that thing so many times. It's 60 x 65
 [5] units, plus there's a 200 feet of office, I
 [6] think, attached with each one of those. That's
 [7] the \$750,000 number there.
 [8] The other one that says -- just says
 [9] "Eastside Corporate Hangar" --
 [10] MR. LASSITER: Yeah.
 [11] MR. WUELLNER: -- that is the -- would be
 [12] built in the eastside corporate hangar area and
 [13] is a single-tenant facility, much like SK or
 [14] Regency or any of those guys.
 [15] MR. LASSITER: So, the FBO would have those
 [16] four hangars.
 [17] MR. WUELLNER: Correct.
 [18] MR. LASSITER: Oh.
 [19] MR. WUELLNER: I think we brought the terms
 [20] of that general lease and those conditions to
 [21] you, I don't know, it's four or five months ago,
 [22] probably. It was February or March or something.
 [23] MR. LASSITER: Your -- your enclosure for
 [24] your airport -- field drainage, I see that's a
 [25] carry-over from --

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[1] MR. WUELLNER: Yes, it is.
 [2] MR. LASSITER: -- 99/2000? Now, you're
 [3] funding that, plus these funds; is that what
 [4] you're saying?
 [5] MR. WUELLNER: The total there is -- would
 [6] be the actual numbers coming out of cash forward.
 [7] That -- the local share of it only, because the
 [8] grant funds, we don't actually realize until the
 [9] project's constructed.
 [10] MR. LASSITER: But if the taxing dollars
 [11] came in last year for the \$20,000 and you have it
 [12] in this budget again --
 [13] MR. WUELLNER: Well, correct. The revenue
 [14] is being held -- the tax dollars is being held in
 [15] the cash forward number as you're seeing it
 [16] here --
 [17] MR. LASSITER: Right.
 [18] MR. WUELLNER: -- for our share. There
 [19] are -- it would be no ad -- this year's ad
 [20] valorem proceeds going to last year's project.
 [21] It would be expended out of it.
 [22] MR. LASSITER: Okay.
 [23] MR. WUELLNER: You also find that's the same
 [24] case on the ILS and a small portion of the tower.
 [25] I think it was \$100,000, if my memory's correct.

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[1] MR. LASSITER: No. I'm just a little,
 [2] again, hesitant to move ahead and keep the
 [3] millage the same, due to the simple fact that
 [4] we've experienced the growth and therefore the
 [5] money is there.
 [6] MR. WUELLNER: Uh-huh.
 [7] MR. LASSITER: Ed, I guess my question to
 [8] you would be is that, are there any of these
 [9] items that would slide forward a year to allow us
 [10] to -- I know that these are all necessary items
 [11] coming up in the future, and I -- I know in the
 [12] information that you gave us before, there are
 [13] years coming down here that are a little slim on
 [14] the capital items.
 [15] MR. WUELLNER: That is correct, but what we
 [16] see happening now with this -- the potential
 [17] addition of this intermodal facility, too, is
 [18] that we're going to have some potential of some
 [19] serious or significant cash outflows related to
 [20] that project long before revenues come in.
 [21] You'll have some grant matches and the like that
 [22] will be related to aviation-type projects that --
 [23] that may come up much quicker than was
 [24] anticipated.
 [25] If you remember the five-year program that

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[1] Actually, I could tell you exactly here.
 [2] That was \$80,000 local coming out of the --
 [3] on the tower line item, also, that are actually,
 [4] from a dollar standpoint, are carry-forward
 [5] items.
 [6] CHAIRMAN DAVIS: Anything else,
 [7] Mr. Lassiter?
 [8] MR. LASSITER: No. Go ahead.
 [9] CHAIRMAN DAVIS: Mr. Rose?
 [10] MR. ROSE: (Shakes head.)
 [11] CHAIRMAN DAVIS: Is there any public comment
 [12] on our budget proposal?
 [13] (No public comment.)
 [14] CHAIRMAN DAVIS: Ed, you can continue.
 [15] MR. WUELLNER: Other than the items that we
 [16] mentioned that we're going to look at and the
 [17] item Mr. Taylor pointed out on the environmental
 [18] that will get corrected, are there any other
 [19] changes that collectively you want to direct
 [20] Staff to --
 [21] CHAIRMAN DAVIS: I see none. Mr. Rose?
 [22] MR. ROSE: Nothing.
 [23] CHAIRMAN DAVIS: Mr. Taylor?
 [24] MR. TAYLOR: (Shakes head.)
 [25] CHAIRMAN DAVIS: Mr. Lassiter?

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[1] we have in front of DOT through the JACIP process
 [2] does not -- really did not anticipate kind of
 [3] the -- the speed at which this multimodal
 [4] facility is -- appears to be coming down the
 [5] tracks, if you'll pardon the pun.
 [6] But it -- I'm not too sure -- I mean, we
 [7] might find some -- some items that could come out
 [8] of the total for -- for ad valorem. You know, as
 [9] to whether that ends up meaningful, I mean,
 [10] that's certainly -- if we could get back to you
 [11] and find out, get you some numbers there. But --
 [12] MR. LASSITER: Well, we have -- we've seen
 [13] an increase of -- of ad valorem taxes over 13
 [14] percent, and this matched last year's over 14
 [15] percent. So, we've seen, in two years,
 [16] increases, and keeping the millage the same.
 [17] Again -- and I know we're in a growth mode,
 [18] as is the rest of the county. Again, it's --
 [19] it's a marking of time and projects on this thing
 [20] to keep us within our -- and -- and as Mr. Bryant
 [21] mentioned to me, ultimately these increases will
 [22] stop. And what we need to do is be cognizant of
 [23] the fact that to -- to take what has -- the
 [24] windfall, shall we say, and it's not really a
 [25] windfall because it is growth-generated, but

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[1] really, to look again at the -- at our position
 [2] of trying to help the millage rate come down, not
 [3] just stay even.
 [4] That's what I would like to see, is just for
 [5] you to take a look at these items and see if --
 [6] if they're hard and fast on next year's.
 [7] MR. WUELLNER: Okay.
 [8] MR. LASSITER: See if we can't do that.
 [9] CHAIRMAN DAVIS: Mr. Taylor?
 [10] MR. TAYLOR: I think we actually have
 [11] another month before we decide that; isn't that
 [12] correct?
 [13] MR. WUELLNER: Yeah. All you're required to
 [14] do today really is set the maximum.
 [15] MR. TAYLOR: Not to exceed the number we're
 [16] setting, so hopefully, we can stay with that for
 [17] now.
 [18] MR. LASSITER: I understand.
 [19] MR. TAYLOR: Let me add, also -- and I think
 [20] we have a very conservative board that wants to
 [21] make it as easy as we can.
 [22] As it happened, I asked the transportation
 [23] man at the county today what sort of response he
 [24] had over this intermodal concept. It was 100
 [25] percent positive, except we don't know how we can

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[1] time. If the figures cook out to a different
 [2] number, we can always go down on the millage at
 [3] our next meeting.
 [4] But I have to say this, too: You're right,
 [5] Joe; if we have to come back and try to squeeze
 [6] money out of the county in order to make this
 [7] thing happen with the intermodal -- and you
 [8] talked to transportation people here. I've been
 [9] in touch with some in -- in Washington, too. And
 [10] some kind of way, one of the Congressmen got
 [11] ahold of that article and called me.
 [12] It seems like a very good idea, but there is
 [13] the question of having the money to get this
 [14] thing off of the ground. And if it can work and
 [15] if we see that it's going to work, I would much
 [16] rather say status quo, rather than have to -- to
 [17] go back from where we were four years ago and try
 [18] to bring this thing up to where it's supposed to
 [19] be to maintain this airport in the status it
 [20] should be.
 [21] But with Ed redoing the figures, and we can
 [22] look at it and see if we can bring the millage
 [23] down, is what we were trying to do, anyway. But
 [24] I just don't want to get us into the posture of
 [25] where we're going to have to go back to the

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[1] get the money to get the thing off the ground.
 [2] Well, I think we've got that opportunity
 [3] somewhat at hand here, and I'm glad to see some
 [4] preparation for that. And to me, it's easier to
 [5] leave this where it is to make that good thing
 [6] happen, rather than have to maybe go back and
 [7] have a big referendum that might be unpopular and
 [8] hard to get across. So, at least let's wait till
 [9] next month and -- before we -- let's try to leave
 [10] it where it is for now.
 [11] MR. LASSITER: Oh, yeah, I --
 [12] MR. TAYLOR: Okay.
 [13] MR. LASSITER: I'm asking them to look at
 [14] the time line again on these items, is what I'm
 [15] asking.
 [16] CHAIRMAN DAVIS: Mr. Rose?
 [17] MR. ROSE: I have nothing. I -- I agree,
 [18] and I think the time to take a hard look at the
 [19] millage rate will be our next meeting,
 [20] considering the things that you brought up,
 [21] Charles, and that -- whatever recommendations
 [22] come from our director.
 [23] CHAIRMAN DAVIS: I think that's going to be
 [24] the best thing for us to do. And then what we
 [25] set today is the top line. We can go down any

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[1] County and say, look, we have to raise this thing
 [2] because we -- if we can't, we can't get this
 [3] thing off the ground. Mr. Taylor?
 [4] MR. TAYLOR: Ed, one other comment. This --
 [5] I get the impression when I first came that some
 [6] people on this board tried to drop the millage to
 [7] be popular and left it to those that came on to
 [8] deal with the issue. And Carl and I know what
 [9] that side of the crosscut saw is like, and I'd
 [10] rather be a little conservative now than hand it
 [11] off to the next group with the kind of fight we
 [12] had to deal with.
 [13] CHAIRMAN DAVIS: And still carrying those
 [14] scars.
 [15] MR. TAYLOR: Do you want a motion on the --
 [16] CHAIRMAN DAVIS: Yeah, I need -- we need --
 [17] MR. TAYLOR: -- first part?
 [18] CHAIRMAN DAVIS: Yeah, we need a motion as
 [19] to not raising the millage or raising the millage
 [20] or holding --
 [21] MR. TAYLOR: I'm talking about A., first.
 [22] MR. ROSE: The budget.
 [23] MR. TAYLOR: The budget. We started talking
 [24] about B. Should we do A. first?
 [25] CHAIRMAN DAVIS: Yes. I need a budget on --

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[1] I mean, I need a motion on A.
 [2] MR. TAYLOR: I make a motion we accept the
 [3] Staff budget with the typo correction that Ed
 [4] said they'd take care of.
 [5] MR. ROSE: Second.
 [6] CHAIRMAN DAVIS: All in favor of accepting
 [7] Staff recommendation on the proposed fiscal year
 [8] budget for 2000/2001, signify by aye.
 [9] MR. ROSE: Aye.
 [10] MR. TAYLOR: Aye.
 [11] CHAIRMAN DAVIS: Aye.
 [12] And opposed?
 [13] MR. LASSITER: Aye.
 [14] CHAIRMAN DAVIS: We have one.
 [15] MR. TAYLOR: Now, that's on the budget.
 [16] MR. LASSITER: That's the budget presented
 [17] right here, correct?
 [18] CHAIRMAN DAVIS: Right. Okay.
 [19] Mr. Wuellner?
 [20] MR. WUELLNER: I was going to try and stop
 [21] you before a motion. You don't -- you don't
 [22] really need to do anything motion-wise related to
 [23] the budget itself.
 [24] MR. TAYLOR: I didn't say motion.
 [25] CHAIRMAN DAVIS: Carry on the beat. Okay.

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[1] CHAIRMAN DAVIS: Cindy, let the minutes
 [2] reflect that we withdrew that motion and let it
 [3] stand. Go to B.
 [4] MR. ROSE: Three minutes missing on the
 [5] tape.
 [6] MR. LASSITER: Mr. Chairman, I'd like to
 [7] propose that we set a millage of not to exceed
 [8] .28 for the fiscal year 2000/2001.
 [9] MR. ROSE: I second that motion,
 [10] Mr. Chairman.
 [11] CHAIRMAN DAVIS: Any questions on the motion
 [12] that's on the floor about the .28?
 [13] (No questions.)
 [14] CHAIRMAN DAVIS: Any public comment?
 [15] (No public comment.)
 [16] CHAIRMAN DAVIS: Okay. All in favor of
 [17] setting the maximum of .028 as a millage, signify
 [18] by aye.
 [19] MR. ROSE: Aye.
 [20] MR. TAYLOR: Aye.
 [21] MR. LASSITER: Aye.
 [22] CHAIRMAN DAVIS: Aye.
 [23] And opposed?
 [24] (No opposition.)
 [25] CHAIRMAN DAVIS: Mr. Wuellner?

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[1] MR. TAYLOR: I'm sorry. If we were wrong, I
 [2] back up.
 [3] MR. WUELLNER: It's not really that. We
 [4] just -- its -- for better terms, approval or
 [5] disapproval of it's meaningless at this point,
 [6] because what -- what the process requires is that
 [7] you're going to have two public hearings related
 [8] to this.
 [9] CHAIRMAN DAVIS: Okay.
 [10] MR. WUELLNER: What we were looking for
 [11] right now is just the input to take it to the
 [12] next step, which was if this is generally in the
 [13] direction you want to go, we'll make the
 [14] corrections that have been noted.
 [15] We'll also look at the issues that have been
 [16] brought up, effectively re-present this, either
 [17] at the August meeting but certainly no later than
 [18] the first public hearing related to the budget,
 [19] and decisions -- hard-fast decisions we made over
 [20] those two public hearings. Not --
 [21] MR. TAYLOR: Can you withdraw whatever we --
 [22] MR. WUELLNER: I've heard the term
 [23] tentatively approved before, but at this --
 [24] CHAIRMAN DAVIS: Sure.
 [25] MR. TAYLOR: Okay.

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[1] 5.B. - TRIM - SET MILLAGE & DATE FIRST PUBLIC HRG.
 [2] MR. WUELLNER: The public hearing date by
 [3] Florida Statutes for the first public hearing
 [4] will be required to occur between the dates of
 [5] September 4th and September 20th, the 4th being
 [6] Memorial Day -- I'm sorry, Labor Day this year.
 [7] We were hoping to do that the following Monday,
 [8] which I believe -- is it the 11th, Donna?
 [9] MR. TAYLOR: 11th.
 [10] MR. WUELLNER: That's a Monday?
 [11] MS. GLASSER: Yes, sir.
 [12] MR. ROSE: Monday, the 11th of September.
 [13] MR. WUELLNER: Exactly. With the
 [14] following -- the second budget hearing
 [15] anticipated to be the following Monday or the
 [16] 18th, which would also be the normal regular
 [17] meeting for the Airport Authority. We usually
 [18] try to combine the two, and -- rather than create
 [19] a third date.
 [20] MR. ROSE: What time would that budget
 [21] hearing be?
 [22] MR. WUELLNER: Public -- public (phonetic).
 [23] The public hearing portion of that needs to occur
 [24] after 5 p.m. So, we typically schedule them for
 [25] 5:01, regardless of the agenda we may have.

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[1] In the past, we've also scheduled, like for
[2] instance the 19th -- did it again -- the 18th
[3] date, which would be the regular meeting is
[4] typically at -- convene the regular meeting at 4
[5] o'clock. At 5:01, we'll adjourn the regular
[6] meeting, if it's not already completed, and have
[7] the public hearing. Once that's completed, we
[8] can reconvene our regular meeting, if necessary.

[9] The 11th would be simply the public hearing,
[10] so that would not begin until 5:01.

[11] MR. ROSE: Okay.

[12] MR. WUELLNER: If those dates work, those
[13] are the ones we'll shoot for. The 11th date is
[14] not -- just because you decided, that doesn't
[15] mean you'll necessarily get it, because the
[16] County has the ability to preempt our meeting,
[17] our time. I think -- do you have a feeling for
[18] that, Mr. Bryant, as to whether you'll go off of
[19] Tuesdays?

[20] COMMISSIONER BRYANT: No.

[21] MR. WUELLNER: Last year wasn't a problem,
[22] and I think the year before wasn't a problem. We
[23] only ran into it one other time.

[24] COMMISSIONER BRYANT: No, we'll probably
[25] stay with Tuesdays.

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[1] MR. WUELLNER: Stick with Tuesday for your
[2] public hearings? And I think the School Board is
[3] doing a Wednesday thing still --

[4] COMMISSIONER BRYANT: Wednesday.

[5] MR. WUELLNER: -- so, we should be -- should
[6] be fine. I think the only two we can't conflict
[7] with. We go with every other little taxing
[8] district, but you can't -- so we'll shoot for
[9] Monday the 11th, and anticipating the 18th being
[10] the second public hearing.

[11] MR. ROSE: We still have a meeting coming up
[12] on the 21st.

[13] MR. WUELLNER: Of?

[14] MR. ROSE: August.

[15] MR. WUELLNER: August, yes. And I'll warn
[16] you now, you will have those DOT items, as a
[17] minimum, for that.

[18] MR. TAYLOR: 4 o'clock.

[19] MR. WUELLNER: If we can possibly do it,
[20] we'll bring you the additional input we have on
[21] the Staff budget, give you a chance to think
[22] about that, too, before the September meeting.

[23] And you have two items I wanted to make
[24] you -- just call your attention to, because they
[25] were provided today to you. One is a progress

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[1] report or items that have -- we've done or been
[2] involved in since the last meeting as related to
[3] the multimodal facility. You can just read
[4] through that and get up to speed on where we are
[5] with that. We'll try to provide that monthly to
[6] you so that you have some idea what's going on.

[7] Also, our engineers have begun to provide us
[8] with a monthly project update as it relates to
[9] them and ongoing projects on the airport. So,
[10] they're assuring me we'll actually get this
[11] before packages go out every month, so you should
[12] have that as a part of your normal package from
[13] this point forward.

[14] We'll try to do the same thing with the
[15] multimodal, give you a chance to think about it,
[16] and that way, if you have some questions, we
[17] can -- we can bang through it. And we didn't
[18] intend to read them to you, but they're -- but
[19] they're there.

[20] And I think that's all I have. Do you have
[21] anything, Bryan? Was a motion made on the -- I
[22] don't know that we need to on the date, but we
[23] needed -- we did it by millage, so did the
[24] millage, so you should be good.

[25] MR. COOPER: It was voted on?

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[1] MR. WUELLNER: The millage? Was a vote
[2] taken on that?

[3] CHAIRMAN DAVIS: A vote was taken on the
[4] millage.

[5] MR. WUELLNER: I know the motion was made.

[6] CHAIRMAN DAVIS: Yeah. Do you need a motion
[7] on those meetings? Do we have -- did that fall
[8] into it?

[9] MR. WUELLNER: I don't think so on the
[10] meeting itself.

[11] CHAIRMAN DAVIS: I can't remember if we did
[12] that the last time.

[13] MR. WUELLNER: I don't think he has any need
[14] to do the meeting for it.

[15] CHAIRMAN DAVIS: I don't think so.

[16] MR. LASSITER: Sentiment of the board.

[17] CHAIRMAN DAVIS: It's the sentiment as a
[18] board.

[19] Okay. I'll take that executive privilege
[20] and set it.

[21] MR. WUELLNER: If that's the case, that's
[22] all we have.

[23] CHAIRMAN DAVIS: Okay. Authority members.

[24] 6.B. - MR. ROSE

[25] CHAIRMAN DAVIS: Mr. Rose, do you have

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[1] anything?

[2] MR. ROSE: I have nothing, Mr. Chairman.

[3] 6.C. - MR. TAYLOR

[4] CHAIRMAN DAVIS: Mr. Taylor?

[5] MR. TAYLOR: Yes, Mr. Chairman. One, I'd

[6] like to thank Mr. Jim Bryant for his attendance

[7] in helping make this meeting we had with the --

[8] the joint meeting with the County as smooth as it

[9] could be. I had been apprehensive, and it went

[10] very well, and I think he probably did some

[11] things behind the scene to make it go well. And

[12] I'd like to thank Ed and his staff for putting on

[13] a good meeting for us.

[14] And the other thing I'd like to do is

[15] welcome Bryan Cooper back. We're glad to see

[16] he's doing better. And I'm glad to have you

[17] back.

[18] 6.D. - MR. LASSITER

[19] CHAIRMAN DAVIS: Mr. Lassiter?

[20] MR. WUELLNER: So are we.

[21] MR. LASSITER: I have nothing.

[22] 6.A. - CHAIRMAN DAVIS

[23] CHAIRMAN DAVIS: Mr. Watts is not present.

[24] I, too, would like to add my kudos to that, and

[25] welcome back, Bryan, even though you're beginning

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[1] MS. HARVEY: I'm Shirley Harvey, 417 Indian

[2] Bend Road. I don't know what kind of

[3] arrangements you have with the people who rent

[4] homes from the Airport Authority, but some of

[5] them are getting pretty scraggly-looking.

[6] The one home that's vacant, I think it's 230

[7] Indian Bend Road, there's been trash laying out

[8] there by the road for over three weeks. It's an

[9] old water heater and a bunch of other stuff, and

[10] if you don't call the County to come pick it up,

[11] they won't pick it up.

[12] Also, the house right across the street from

[13] me, there's an old dryer that's been sitting up

[14] on the patio for over three months, and the only

[15] reason that they picked up the old washing

[16] machine that they had sitting out by the curb is

[17] because I called BFI and asked them to come and

[18] pick it up. So, I'd appreciate it if that could

[19] be taken care of.

[20] And also, I don't know what kind of pets

[21] they're allowed to have -- and it really doesn't

[22] bother me that much unless I walk out to the

[23] street, because I have the house closed up with

[24] the air conditioner on -- but the people across

[25] the street have a squawking cockatiel or

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[1] to look better than I do.

[2] MR. COOPER: I'm glad to be back. I'm just

[3] sorry I slept through the joint meeting.

[4] CHAIRMAN DAVIS: Mr. Bryant, to you, you'd

[5] be very interested that I have received in the --

[6] in my four years, more calls about that joint

[7] meeting than I have from anyone else, and from

[8] people that said that that was a good thing.

[9] COMMISSIONER BRYANT: Yeah, I look forward

[10] to having more of those meetings in the future.

[11] I think they're very informative to both boards,

[12] especially to my board.

[13] And I apologize that we only had two members

[14] there. I didn't know one of the commissioners

[15] had a previous commitment to leave that

[16] afternoon, but I explained to him how important

[17] it is that they attend the meeting so they can

[18] understand the needs of this board.

[19] CHAIRMAN DAVIS: Well, it was very

[20] informative to us and to each other and I'm sure

[21] to the public, too. And we got a lot

[22] accomplished.

[23] Is there any public comment on any subject

[24] that we have had? Yes, ma'am.

[25] PUBLIC COMMENT

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[1] something over there, and that thing squawks all

[2] day long. I just thought I'd let you know that.

[3] CHAIRMAN DAVIS: Ms. Harvey? Ms. Harvey?

[4] MS. HARVEY: Yes.

[5] CHAIRMAN DAVIS: What is the address across

[6] the street from you?

[7] MS. HARVEY: I'm not sure.

[8] CHAIRMAN DAVIS: But you're at 2 --

[9] MS. HARVEY: It's right there on Indian Bend

[10] and Araquay Avenue, where they come together on

[11] the corner there.

[12] MS. MARTIN: 390 Araquay.

[13] MR. WUELLNER: 390?

[14] MS. HARVEY: And also, what -- what

[15] arrangements are made about people keeping their

[16] lawns cut? Does the Airport Authority do that

[17] for them, or are they supposed to do that?

[18] MR. WUELLNER: No, ma'am. They're --

[19] they're supposed to do it. We can go in and do

[20] that.

[21] MS. HARVEY: Well, I'm not complaining about

[22] that. I have in the past, but I haven't paid

[23] much attention to it lately.

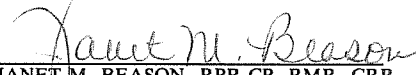
[24] MR. WUELLNER: They're supposed to, but in

[25] extreme cases, we'll go do it to be sure it gets

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[1] done.
 [2] MS. HARVEY: Okay.
 [3] CHAIRMAN DAVIS: Thank you, Ms. Harvey. And
 [4] if you notice any problems, please let us know.
 [5] Anyone else, please?
 [6] (No comments.)
 [7] COMMISSIONER BRYANT: Mr. Davis?
 [8] CHAIRMAN DAVIS: Mr. Bryant?
 [9] COMMISSIONER BRYANT: Mr. Wuellner, the
 [10] number out at the landfill, 824-9720. And I
 [11] guess Donna Chapman would be the person to talk
 [12] to when you need -- problems with garbage to pick
 [13] up.
 [14] MR. WUELLNER: Thank you, sir.
 [15] CHAIRMAN DAVIS: Thank you, Mr. Bryant.
 [16] Anyone else?
 [17] (No further public comment.)
 [18] CHAIRMAN DAVIS: Then, gentlemen, our next
 [19] meeting --
 [20] MR. WUELLNER: 21st --
 [21] CHAIRMAN DAVIS: -- the 21st of August.
 [22] We'll convene at 4 o'clock. If nothing else,
 [23] this meeting is adjourned.
 [24] (Whereupon, the meeting adjourned at 4:50 p.m.)
 [25]

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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 17th day of July, 2000.
 [12]
 [13] 
 [14] JANET M. BEASON, RPR-CP, RMR, CRR
 Notary Public - State of Florida
 My Commission No.: CC 705710
 Expires April 30, 2002
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Airport Authority - July 10, 2000

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