

MINUTES
ABERDEEN REGIONAL AIRPORT BOARD

Regular Meeting

March 4, 2010

MEMBERS PRESENT: Mike Erickson, Chuck Bensen, Steve Kaiser, Rolf Johnson, Nate Zeeb

MEMBERS ABSENT:

OTHERS PRESENT: Dave Osborn, Bob King, Gary Dahlerup, John Aman, Emily Arthur-Richardt, Bob Gruman, Rich Nelson, Kevin Braun, Ron Erickson, Mark Caven, Sam Muntean, Jeff Mitchell., Rhea Ketterling

Chairman Erickson called the regular scheduled meeting of the Aberdeen Regional Airport Board to order at 11:32am on Thursday March 4, 2010. Executive Session was added as the final item on the agenda to discuss contract issues.

Kaiser moved approval of the minutes from February 4, 2010 meeting, seconded by Bensen. Motion carried.

Old Business: (Billboard) Osborn stated the flyer that was in the packet is what will be on the billboard that will go up by the Interstate. The intent is to continue for people utilizing the Airport. Absolutely Aberdeen and the marketing group got together and for what Osborn's understanding is that they are getting an adjusted rate or a freebee on the billboard and they are utilizing this. Osborn is not aware of when they are putting the billboard up, but what the Board has is the final ad that had been put together. Kaiser added there was talk of it going up in a couple of places in Aberdeen as well. We do not know this for sure, but it was thought of. Chairman Erickson asked how long the billboard will be up. Kaiser stated he believes the one on the Interstate will be at least a year. Osborn stated there was also talk on putting ads in small communities like Webster to try to make sure they utilize our Airport and try to keep our numbers strong. Aman asked if the board is going south of hwy 12 or north of hwy 12. Kaiser thinks that the billboard is a mile south of hwy 12. (State Issues) House Bill 1083 was the money that possibly going to the Science Lab, this died at this point in time. Senate Bill 49 did go through the Senate. Osborn distributed a copy of emails he received from some of the local Representatives. The money they are looking at is a little over \$2m taking it out of the Aviation Fund and putting it in the General Fund. Osborn stated his intention was to educate the Representatives that this money is to be utilized for matching funds for airports and requested that they consider this not as a funding for State government. Kaiser asked do they have the right to take the Aviation funds. Osborn stated his comment to them was to look at this as how this was put together. Obviously they will have to look at the logistic of how they take money out of different funds. Three of the people that sit on the Appropriations Board are from our community. These are the people we want to make sure got the message. Osborn stated he knows that it already had gone through the Senate, but he did make it known. Osborn's email that he sent out is his feeling as the Airport Manager. (Delta Kiosk/Information Board) Osborn stated he did have communication with Mary Walsh. Corporate Real Estate has to work on the signage, so Walsh had passed the information and our request on. Walsh is checking on the kiosk with the other people to see if we can get a second kiosk to help speed up the process of check-in. (Car Rental) Osborn stated we sent a letter out to the other agencies, so they were notified within the requirement that we have. Osborn has not heard back from Braun, Quest if he is going forward with the contract. (7460) Osborn stated when he talked to FAA on the EA, he'd asked about the 7460's. Osborn received two copies of 7460's. One for Hangar 9, and the other for the De-icing/Storage Building and they have been approved. Johnson asked if we need to bid the De-icing building. Osborn stated this will be built by our staff. We basically have to make sure we follow all the construction needs through the City requirements. Aman added if he is not mistaken project that cost under the total cost of \$25,000 do not require going off for bid even if it is built in house. (Outka's request) Osborn stated Outka requested to put a propane tank outside his hangar. This had been completed at this time.

Bensen moved approval of the bills for the month of February, seconded by Zeeb. Bensen asked about the leak in the baggage make-up. Osborn stated right above the door way when you walk in is a 90 when it comes off of a line and up in here is where one of the lines was leaking. This is the second time we had a leak in the same room. Since this time we actually had one more leak. Motion to pay the bills for February is carried.

Bensen moved approval of the February financial report, seconded by Kaiser. Osborn stated we are still working with Delta with their payment. We received an email that payment is coming. It is just the process where changing over to one company in January. We are actually working on a system to make the process a little faster. Kaiser asked about SouthTrend Realty. Osborn stated this is for LiveTV who has a contract with us just for antenna. They actually have asked to take advantage of their option to renew for another year. Osborn had talked to Altman, City Attorney and this is fine. Bensen asked if there is a limit on extended

term parking area. Osborn stated we never establish a limit that Osborn remembers from this Board. Motion approving the financial report for February is carried.

Osborn distributed the flight schedule starting April 6th thru May which he just received this morning from Bauer, Station Manager. Osborn stated the Mayor and himself will do something with the newspaper to talk about the flights. There had been a lot of people that had items set up for a flight out of Aberdeen and are worried of coming back and having a problem with the normal flight. The last flight of the day moves up quite a bit. People that are having problems with flights right now is basically because of the final flight of the day has moved up. Those who are having problems Osborn suggested to contact the airlines. On Saturday's the last flight actually even moves up a little bit more. Kaiser asked if they had given a reason. Osborn stated we do not have a reason at this time. The last time we talked to Delta as a group, Delta had let us know the last flight of the day will be based upon the banks coming into Minneapolis. Kaiser asked will we save anything closing down two hours earlier. Osborn stated as far as the building itself, the lighting. There maybe some adjustments on some cost. Chairman Erickson stated that there are a lot of people that gets into Minneapolis about 8:00pm. Osborn stated foreign countries passengers have more problems with the schedule. As people have knowledge of the new schedule as we sent this through the marketing group, the college is one of the first ones that voiced an opinion on foreign flights that comes in from Asia or Europe may have a problem in the fall. Osborn stated to keep in mind if we have knowledge this is something we can take back to Delta. Zeeb stated he believes that Northern had 140 some foreign students this year. Osborn stated he did meet with Absolutely Aberdeen and talked about a few issues. The marketing portions of this, there are people who had donated a lot of their time and we really appreciate it. The CVB, Chamber, Julie Johnson, and Steve Kaiser have done a lot to make sure we market our Airport a little bit more and trying to get the public to understand that there's a need; you have to use the Airport. We unfortunately saw that these companies are in business to make money and if our Airport is not used and they use outside community airports we can lose flight, possibly the airline. Councilman Mitchell stated he and his wife are planning a trip for the summer and they called a travel agent to set this up. The travel agent booked them out of Sioux Falls as it would be cheaper. Councilman Mitchell asked how much it would be to fly out of Aberdeen; the agent stated it would be the same price. Osborn stated the travel agents had gotten used to doing this. One of the things that we will be working on is that we will be taking this issue to the City Council as well as here is a leakage study. We want to go to those travel agents and find out how often they are sending people out of Aberdeen. We are finding after we had our comments with Delta that prices have actually gotten better. There have been a number of people that have said that they are finding it just as cheap to fly out of Aberdeen or even cheaper. Councilman Mitchell stated he finds it interesting that their default is Sioux Falls.

Helms and Associates pay requests:

Bensen moved approval to pay PE #14 in the amount of \$6,687.38 for work completed on the Environmental Assessment (EA), seconded by Johnson. Motion carried.

Johnson moved approval to pay PE #8 in the amount of \$2,672.82 for Construction Administration and Resident Engineering Services for AIP Project #3-46-0001-29-2009 Hangar Taxilane Improvements, seconded by Zeeb. Motion carried.

Osborn stated it's getting to a time that the farmer's contracts will expire. The contract was originally written by the previous City Attorney, so we had asked Altman, City Attorney to review it. The Board should have a note from Altman in their packet that he did review the contract and does not have anything that he would change. The only item that Osborn would need to review and understood by the Board is that it does have an allowance to have a one time continuance under this contract. The comments that need to be specific is that the seeding and the fertilizer were only allowed for the original contract; would not be under the new contract. They will not get more seeds or fertilizer to do the hay. In addition there is also a sheet in the Board's packet that has hay prices. When this contract was put together, we put it together based upon the average cost for the rentals that are allowed in Brown County. The price sheet is from the newest program that was done through 2009. The hayland in the low productivity area goes from \$21.50 to \$28.40. It's about \$7 more per acre. Osborn stated this is his recommendation. We can show FAA that we had done a reasonable rate based upon what is in the area. Osborn stated the recommendation would be to understand with the contract going out to the farmers that there will not be seeding or fertilizing dollars and that the rate will go up to \$28.40/per acre. Johnson stated these will be going out to the same people, so they renewing a contract? Osborn stated they are renewing a contract. The original contract allowed them one extension. Johnson stated so there is no need to advertise. Osborn agreed. Bensen asked how long are the contracts good for. Osborn stated for five years. Ron Erickson asked if this is an automatic deal on how Osborn figures the increase. Ron Erickson stated he had noticed in the paper the other day that the County tried to rent some hayland out of Richmond and they could not get it for \$27 per acre. Osborn stated when we put together the contract with the farmers, we tried to find a reasonable rate because rent goes anywhere from \$14 to \$70 for hayland. We went through Brown County as they put out a book of probably 300 pages that talk about different cropland, different rent, and what land sells for. It also takes it by the region, North Central. Within this it had the cropland and hayland prices for low and high production. We had asked that we will use the low production rate and the farmers did not have a problem with this. Kaiser moved approval of the rate of \$28.40 and that there will not be seeding or fertilizer dollar, seconded by Johnson. Chairman Erickson asked if they decline to renew then what is the option. Osborn stated then that land can be put up for bid and someone else can come in and take over that land based upon the rate. Osborn stated there maybe one adjustment based on the work we did with Taxiway 'D'. There maybe land issues out there where items will not grow and we may have to adjust it for one contract and this is under the agreement.

Kaiser stated will we have to re-seed this? Muntean stated it was re-seeded last fall whether they will get something out of it we do not know. Motion approving the rate and that there will not be seeding or fertilizer dollar available is carried.

Osborn stated as he had said in the past the Small Community Development Grant is normally given out in the month of August. Osborn did not see that this came off this year because we did not have a grant in. Osborn called Washington and talked to someone about the grant and when he talked to them last month, they had not let this out. The list just came out recently which listed a total of 18 communities that did received grants. This is probably the smallest that Osborn had seen since he's been at the Airport, about \$6.4m in grants to 18 communities. When Osborn talked to the gentleman about grants for the future, the comment was that it is not in the President's budget, but many times the Small Community Grants are not. What happens is that the FAA does go in and try find funding to do Small Community Grants within their budget. So therefore, it is not always a mandated Federal program, but it does come with Federal funds.

Osborn stated what the Board have on the Drainage Study is a preliminary report. This report has a process where the Board will see it, and then it will go to the City Engineer. FAA will look at this report, they then have a chance to make comments and/or give input from it. We will have public meetings on this and take public comments, but it has to go through this process. The biggest thing to keep in mind is that this is a Drainage Study. It talks about where drainage will go based upon possibilities and things that happen. It is part of the EA; there are two parts that goes with this. What happens is the whole book is with FAA now being reviewed. They have given us their comments on one portion. Muntean stated the thing he wants to add is the Drainage Study is not part of the EA. We did this in conjunction with the EA because we knew that there are several alternatives we were looking at in the EA do impact drainage. One of them is to get rid of the wetlands on the Airport. We knew we would need this information to be able to talk about the impacts in the EA. This Drainage Study looks at the drainage on the Airport and the amount of storage that is here currently. This was done two different ways. It looked at what would happen if everything out there is dry and we get a 100 year storm event. The biggest information we get from this is how much storage is out on the Airport for storm water. And they looked at typical scenario in the spring with everything being $\frac{3}{4}$ full and getting a 100 year storm event and where the water then goes and runs off. This tells us more so of peak flow rates discharge points around the Airport where the water goes to. By doing the two alternatives we get two different numbers, both of which are necessary because any development in Aberdeen when you're dealing with changing the storm drainage you are required to replace any storage that is lost and you are required to not exceed the predevelopment flows from a site. Like Osborn had said, we will have a public hearing. HDR will come up and actually present the study to give a better explanation than Muntean is capable of their findings, their methodology, the modeling that they used to get there and be able to answer questions. When they did part of the study they did some preliminary discussion of ways to mitigate those impacts. They talked about underground storage, off-site storage, on-site storage type of issues and the pros and cons of each one. They did not get specific on where we would put storage, how big it could be and how we would split it. Muntean stated this is what the Drainage Study is for and it is finalized as far as HDR is concern other than if we get questions, comments or find areas that we need to get more information. Johnson asked will HDR wait until FAA's approval before they do the Public Hearing. Osborn stated this will be reviewed by FAA and we will still have a Public Hearing and the public comments are what they take in the final. Muntean stated the public comments is what would be if we get questions on areas we do not have answers for that we need to be able to continue to move forward with the EA and that would be when we would change this. The FAA's review is for their information so that they can ensure that everything is being incorporated in the EA properly. Gruman from Jobee Acres asked if they can get a copy of the Study. Osborn stated he does not have an extra copy, but has the electronic version. Gruman stated he would appreciate it if this can be given to Ron Erickson. Ron Erickson asked was this study done based on the current, based on the last year or two as far as where they came up with their bases. Muntean stated yes. Ron Erickson then asked they did not go back on any historical like when this terminal was built, the new ramp and the parking lot to see how drainage went as their was no storage built on-site. Muntean stated yes there was. Ron Erickson stated to increase the capacity. Muntean stated yes there was. The storm pond by the Weather Service has almost doubled in size to take the storage and run-off from this area. Ron Erickson stated but we took one out too. Muntean stated that we did not. Osborn stated he thinks Ron Erickson is thinking of the spot by the hangar area. Ron Erickson stated there was one South of the Quest fuel farm. There was a holding pond there. Osborn stated years ago there was a pond over in that area, but since the terminal building was built that was no longer there at that time. Muntean stated that had been taken out previous. Osborn thinks that this had been filled close to 10 or 12 years. Ron Erickson stated that he had some documentation when we did the feasibility study for the new terminal building and this still showed. This was still in the planning process of this terminal building. Kaiser asked what the sub-basin boundary means. Muntean stated to do the modeling of the whole area they broke it into basins and sub-basins. They developed where the drainage goes and tried to break up the Airport in smaller areas that all drained to singular points. So then they divided it up based on the topography of the area how it drains into different basins and sub-basins and analyzed each one individually and as a whole. Kaiser asked do we have a date when HDR is coming. Muntean stated not yet and this is one of the things we need to do with the Board and the public. Chairman Erickson stated in one of the paragraph it stated that culverts within Jobee could not be surveyed, etc. Do we need any information from them? Muntean stated in all honesty, no, because the controlling point is where it leaves the Airport and flows into Jobee Acres. This is all we can deal with because once it leaves the Airport it's no longer the Airport's issue. And as long as we are not pushing anymore water off any faster at the given points, where it goes and how it goes once it leaves the Airport is outside the Airport's control and outside where we can get funding. Chairman Erickson stated this is based on a 100 year event which he thinks is about 5.2 inches. Haven't we had larger events than

this? Muntean stated yes; if Chairman Erickson is referring to the event in 2007. The ultimate decision that Muntean had heard on this is that they determined this is as a 5,000 year event. Chairman Erickson stated he remembers something back in the late 70's. Muntean stated we have to remember that these are statistics and it is statistically based when they developed, whether it is 100 year event or 5,000 year event or so forth. It does not mean that it will be 100 years before we see the event again. It means that over a long period of time we would see this event occurring approximately every 100 years. Bensen moved to receive and place on file the January 2010 Drainage Study completed by HDR, seconded by Johnson. Kaiser asked Osborn and Muntean whether they feel that this study answers the questions that we wanted answered. Osborn stated the things we are required to work with FAA on and getting us directions of possibilities or choices we can make, it gives us that information. Will it answer everybody's question on private land issues, Osborn does not know if this is the kind of study that could do that. For what we have to do for development, it does answer those questions. Osborn added that FAA has not accepted this report either. It gives them the issues that had been reviewed as far as where we are at for water issues now, what will happen, what would go to each location; it does give us this information. Muntean stated yes this gives us the answer that we needed answered now; where does the water goes, at what rate, and how much storage we have on site. The next step after we get through the EA and choose a preferred alternative, what are we going to do for development. The next step will then be the design of that alternative, whether it is shifting the runways and filling in the wetlands or so forth. Kaiser stated so this study does not tell us this. Muntean stated what alternative to use? No it can't, it can't possibly because the EA does. The EA addresses all the environmental impacts of a project of all the alternatives. And based on this we can decide what is the preferred alternative. The Drainage Study gave us where does the water goes now at what rate and how much storage is held on the Airport. When we get into the design of the preferred alternative this is when we can determine the mitigation that is required; where we can put storage. Gruman, Jobee Acres asked if they fill in low laying areas, will this report indicate where that water will go. Bensen stated this report does not. It is the existing; it shows the flow and the drainage. Muntean added it indicates where the water goes now. In the design process if we fill in the wetlands that we do fill in, in that design process we will have to design in controlling the flow of water so it does not leave at any other points on where it was originally and it does not go over the peak amount. Gruman stated so this study is primarily historical. Muntean stated the study shows what the water is currently doing now. Osborn stated one thing to keep in mind is that anytime we do any construction, we have to have a gauge like this so we know where we are at. So if we do something, we do not increase that rate, if we do increase what will we do to make sure it doesn't affect you as an individual that it has a flow consistently what you are seeing now based on present date we have. Motion to receive and place the January 2010 Drainage Study completed by HDR is carried.

Osborn informed the Board that ABR made the Prairie News in the month of November and a lot of it is about getting the 3rd flight back.

As stated previous, LiveTV will take advantage and renew their lease for one more year and Altman had reviewed this and has no problems with it.

The Board received a copy of a letter that shows how much Airport Fuel Tax money is available for usage. What Osborn is not sure of is as they deplete the Aeronautics fund, he does not know how it would affect the Airport Fuel Tax fund. Osborn believes that this is on this account. Osborn does not know if this is set aside individually, but these are one of the issues we want to make sure we talk about that we don't have someone going into taking money out of a fund that is actually Fuel Tax money that is suppose to be set aside for airports. Chairman Erickson asked is there a certain timeframe we can apply for a grant out of this fund. Osborn stated we have to wait for the Aeronautics Board to meet. They meet quarterly, so when Osborn goes to Deadwood for the March meeting they will have a Board meeting prior to opening our meeting. If there are issues or what we would like to do with some of this fund it can be there to discuss. Osborn stated probably in our next meetings maybe take a look at this fund and maybe look at some of the marketing we want to try to do. One of Osborn's concerns is if there is not a 2010 Small Community Program; we may need to look at this fund to try to offset some cost. Osborn stated he had a very interesting call from a gentleman about two weeks ago who thought that each community that we represent for our Airport is a regional airport should have their Chamber to take a dollar per member and create Chamber bucks and used these Chamber bucks for these communities, so when they fly out of here they get a ticket that we can send back to their community and their Chamber would give them a refund on their ticket in Chamber bucks so it continues the flow of money. Osborn thinks this is a great idea and something that had been talked about in the past. Osborn cannot use Small Community Grant to directly do this. We can use it to assist airlines, but we cannot put it right back into a community. This actually was a nice way of getting your Chamber and others involved in your marketing and still moving money into your community. Anybody, who not only a member of the Chamber, but accepts Chamber bucks could do this. This is kind of a unique idea that Osborn might look further into.

Osborn stated in June there is a Small Airport Air Service conference out in Denver. They will have two groups there to talk to airports about services. One is SkyWest and the other is Great Lakes. Osborn would consider going to this program to visit with SkyWest. Osborn will keep an eye on this and where it is at as there is not a lot of details right now. Sixel Consulting Group is putting this together and it's to talk about how one would encourage a second airline into your community and what you have to offer these airlines. SkyWest is a partner that is with United and they do flights in the East Coast and West Coast.

Johnson stated Osborn had mentioned the antenna rentals. Johnson asked about the Northern billboard, if we are getting rentals on this. Osborn stated this is not own by us. Osborn thinks this is in the right-of-way and Councilman Mitchell agreed. Johnson asked how many antenna rentals we have. Osborn stated just two.

John Aman, Hangar 9 stated as Osborn had reported the 7460 for the hangar had been approved. Aman is hoping to get the deposit off for this and get the engineer's drawing and such. Hangar 9 also returned the signed contract to Helms and Associates for the Resident Engineering for the access road and security fence. As quickly as Mother Nature allows Aman is guessing that they will have the bid specs documents and advertising. Aman will wait to hear from Muntean or Osborn on this as far as what part he has to play on this. Hangar 9 would like to ask the Board's permission to open on a very limited means effective April 1st for ramp side fly-in service and if there is any flight instruction. Knowing full well they do not have all of the lavatory as this has not been completed yet as the ground is still frozen. Chairman Erickson asked if Aman is planning on putting some type of temporary security fence. Aman stated he was going to talk to Osborn or Muntean either later today, tomorrow or next week on what would be needed with the construction going forward probably in the next 6 to 8 weeks. Aman truly does not foresee a lot of traffic. Osborn stated Aman talked about opening limited. Are they going to be following the hours for the contract or are they limiting this? Aman stated the business hours as he had said will be 8am to 5pm; he has to look back. Osborn stated hours by the contract, fully staff through Saturday. Aman stated Saturday and Sunday. Osborn stated six days a week is what the contract said. Aman stated he thought they were planning seven days a week. The only issue Osborn has if they are going to be open seven days a week is if they have someone coming to do business, obviously they had talked about using gate #1. Osborn prefers that Aman does not use the Hangar gate to bring people to the field as this goes back to Osborn's big issue of safety and security. Aman asked if the road is hard surface up to the fuel road. King stated we had used the millings. Aman stated he did not want to get in the process if there are people coming through with the thaw cycle and get a bunch of FOD (Foreign Object Debris) down on the fuel road and then get it up onto the ramp as well. Osborn stated this time of year we use a lot of sand and the guys are around cleaning up normally. So if anyone sees FOD, let us know so we can clean up. Aman stated they certainly would do their best interest or effort to take a scoop shovel or a broom and push it off; sand doesn't stick in the grooves of tires as well as millings would and they will be mindful of this. Kaiser asked are we ready to let them open. Osborn stated their contract allows them to open immediately as an FBO. The addition they have to do they have a year's timeframe. There are no requirements for them on opening. Johnson stated other than the security perimeter fencing and public restrooms. Osborn stated this had been his big issues all the time. As for the restrooms he had informed Aman in the event even when they are doing construction they are welcome to use the restrooms in the terminal. Chairman Erickson asked if the Board needed to take any action. Osborn stated they are asking if they would be able to and it is up to the Board. Aman stated the opening would be effective April 1st and obviously he would work very closely with Osborn and Muntean. Osborn stated Aman talked about opening limited services and asked what would they not do that they have by their contract now. Aman stated basically it would be the mechanical work. Aman can't foresee bringing students in where they do not have an actual classroom environment for them to study in. It is not really conducive to learning unless they hand them the CD package and send them home and do the self-study and show up to do flight lesson. Aman does not know all the specific on this and that is why they are looking at very limited. It would be mostly for any fly-in or ramp side service. Osborn stated the services that they have are limited service anyway. Aman stated this is correct. Osborn stated they can provide these services whether it is flight instruction or mechanical even on a part-time basis. Aman stated this is correct. Osborn stated it would not be convenient not to have a study room, but there are a lot of people that do study away from the airfield. Aman stated this is true. Osborn stated his question is why Aman is asking to open limited, why not just open? Aman stated then he would just rephrase it to be open effective April 1st knowing full well that he does not foresee a huge number of student traffic just with not being able to offer the restroom facilities and the actual classroom. If Mother Nature is favorable and things go well then Aman can get the addition finished up and continue moving forward with it. Zeeb asked so will there or will there not be a fence. Aman stated that is why he wanted to talk Osborn and Muntean about. Osborn stated the fence is part of the Construction agreement not part of the business agreement. They can be open without the fence. The agreement is which entrance they use. The opening portion Osborn does not see that there is an issue which they agreed that there will be limits because they are going to expand during the year. It's just that they be in business. Osborn stated a couple of things he will need if Aman is opening on April 1st are business phone number, business name, contact person, after hours contact person and phone number, and also if they have their logo if they want to advertise. Osborn added as they are doing building to keep in mind because they have access to the field under FAA regulations anyone who has access to the Airport runways that comes in for construction we need them badge. We need to have them come to the office to go through the FAA safety information. It would be about an hour of their time. Aman stated certainly once they get the bid and have the general contractor for the large hangar, they will be informed of this when they have the pre-bid meeting. They can plan on every one of their employees being photo ID and go through the driving course. No action was taken by the Board. Braun asked if Hangar 9 has deliveries which gate they will access. Osborn stated they will have to access gate #1. The only exception to this is if their building itself comes and they need a bigger gate we will then escort them through.

Kaiser stated Julie Johnson had brought the idea of putting up one of the "Fly Aberdeen" banners on a fence on the Airport. Osborn stated this is something he was going to do a research on with TSA and have not gotten it done. Councilman Mitchell stated the City also have limits on temporary signs as well.

Kaiser asked about the additional/new signage under the entrance/GA signs as one can't see very well at night. Osborn stated the bid was to be reflective tape and he will go back and look at this.

Johnson moved to go into Executive Session, seconded by Bensen. The Board went into Executive Session at 12:36pm to discuss contract. At 12:45pm Bensen moved to go out of Executive Session, seconded by Johnson. The meeting adjourned at 12:45pm.