

SPECIAL COUNCIL WORK MINUTES
MAY 14, 2019

The City Council held a meeting on Tuesday, May 14, 2019, at 1:00 p.m., in the Council Chambers, 10 North Main Street, Cedar City, Utah.

MEMBERS PRESENT: Mayor Maile Wilson-Edwards; Councilmembers: Ron Adams; Paul Cozzens; Terri Hartley; Craig Isom; Scott Phillips.

STAFF PRESENT: City Manager Paul Bittmenn; City Recorder Renon Savage; Finance Director Jason Norris, Danny Stewart, Brad Abrams, Nick Holt, Robbie Mitchell, Jeff Hunter, Eric Bonzo, Ryan Marshall, Kit Wareham.

OTHERS PRESENT: Tom Jett

ECONOMIC DEVELOPMENT: Danny Stewart – there are a few changes to the proposal, but the bottom line is the same. Some items we are adjusting, travel and graphic arts, but have some expenses that have come up. I have requested overtime hours, that has not been an option in the past and have only used comp hours and they accrue faster than we expect. Brad spends times with events and meetings and some travel that take him out of the normal 8-hour day. It is equivalent to 2 weeks, we will gauge next year by that. Subscriptions and memberships increase of \$4,000+, EDC Utah is restructuring their policy. They were going to charge a fee to the City and County and I talked with them about it and they agreed to keep it as one. They have the matrix for local incentives which is huge. It is very valuable to us and they also offer other services, RFI, training, data, etc.. Phillips – any credible or solid leads come from them? Danny – in some ways, a lot is still panning out. In all the RFI's we have not had a site visit, we have not seen a company come. The ICSC convention next week, they have provided data and materials for the members. This year they also provided a tenant representative list which helps plan the appointments with representatives at the conference. I have an appointment with a nice size retailer that would be good for the north interchange. Travel and training was a big budget when I came in a few years ago, I like to stay closer. Cozzens – what was that? Danny – I think before I started around \$19,000. There is training at IADC which is in Utah, the training is top notch, but since it is local I will go to that. I have been to their trainings before in Denver and Oklahoma, the trainings are valuable, but had to justify the time and cost. The overtime money comes from that budget. I have increased the maintenance website budget for Civic Plus, it has increased. We work with them year to year. Phillips – your office is responsible for the website? Danny – yes. Phillips – it is a lot of work to keep it up to date and news worthy. Danny – having Brad with his knowledge is very valuable. This budget is just paying for Civic Plus. We have graphic design that Brad has been able to utilize. We had \$15,000 and are requesting \$8,594, we are comfortable with that. It has been beneficial to have this available through Caselle. Caselle is our software for payroll, I get in to put payroll hours in, but I am also able to track budget line items. Everything else is as is.

Cozzens – the solar projects, how much revenue to the City? Danny – it is all in the County, School District and sometimes the Water Conservancy District. We approved four yesterday, but two had been previously approved. There are 16 project areas in the County.

AIRPORT: Ryan Marshall & Nick Holt – we wanted to thank you for your generosity this year, everyone is happy with the budgets seen and with the raises. We will summarize major changes. I have asked Nick to give an update on the runway project.

The revenues we have had a significant increase, we are doing another contract for a gravel pit, it is with FAA to see that it will be approved and if it goes through it will help with maintenance and projects. Cozzens – where? Ryan – where Rocky Ridge is now, across the road, but within the FAA flight zone. Paul – years ago we leased to Blackburn, they have a long-term lease for agriculture, they are wanting to amend to mining. They are the ones coming to us for the lease. Whether DeMille and Mel Clark will buy from them I don't know. We have been talking with the FAA they require clauses and a survey on distance from approach lights, we presented it to Blackburn's and they were fine with the restrictions. We had Tyler write a lease and have sent it to the FAA.

Landing fees we are projecting up with the increased traffic this year. Cozzens – if someone lands they pay a fee? Nick – only commercial, but we do charge a fuel fee if private planes fuel at the Airport. Ryan – they are passenger fees that are approved by the FAA, we can use the money for local matches. We put in an application we can be reimbursed through 2045. Nick – we receive \$4.50 off every passenger ticket sold, we have an application approved by the FAA and then it is sent to the Airlines, it is for development of the Airport that is used for commercial. Cozzens – that can go to the Airport? Ryan – that is almost paid off. Isom – equipment? Like snow removal Phillips – like a ramp. Ryan – anything that is for commercial airlines, so a covered ramp would probably qualify. Phillips – what is different in changes in wages? Nick – we increased part-time wages, but it was taken from permanent wages. Paul – years ago we had an employee, but we have never replaced that person, but the money is still there. We have a part-time employee wanting more hours, so this will help pay those. Ryan – there are permanent and regular part-time, permanent can earn benefits, initially we had two, but a few years ago because of social security could not work that much so we moved him to regular part-time. Isom – the bump in insurance. Jason – we would have to review it, one employee had military insurance or something like that. It could have been someone not taking the insurance that is now.

Ryan – capital we have pavement resurfacing, that is regular maintenance. We have money for FAA building to re-carpet, we lease the building and they have been complaining for a few years that it needs replacement, so we are doing that. This reevaluates every 5 years. Nick – it is carpet from the 70's, it was old. Ryan – terminal building re-staining we want to keep in good repair. There are some fee changes that Nick will talk about as well as the runway. Paul – on fee changes that has not made it to Council yet.

Nick – the Airport owns a hangar that is 12,000 square feet, now it is \$214.80 not to current value. City management as discussed came up with \$700, Airport Board suggested \$1,000. I recently found an economic development study done by Wyoming State, it was done for Utah, Colorado and Montana. We found the lease needs to be between \$700 and \$1,000. It has been leased for 15 years. We need to bring it to current rate. Cozzens – do we have a tenant? Ryan – yes, it came up in December so that is when we looked at it. Nick – the next change would be for car rentals, other airports they pay per stall, right now we are paid \$.06. we are suggesting a \$5.00 flat rate fee, the stalls are different sizes. St. George charged \$15, Vernal \$3.50, some \$20 and \$30 a month. St. George will raise to \$20 plus a \$1 a day. Cozzens – we should charge to maintain. Ryan – because it was subsidized by FAA there are limits. We want it to be reasonable, they may reduce the number of stalls they will use. Nick – we don't want to gouge them, we want them at the terminal. We get a 10% fee off the revenue, there is other revenue, but some left on the table. We have some changes that will come to rules and regulations to bring to standard.

Phillips – I didn't notice until a year ago, there is nowhere on the building it says Cedar City Regional Airport, I think we need that. I don't know the cost, but I think we need it. Nick – I recognize the need and have talked with the Mayor, she told me to get costs, but I have not had time to do that yet. Ryan – Nick has worked with the County for a monitor to talk about Cedar City the Airport, etc. Phillips – in the winter it is a problem, it is so dark in the hallway of the terminal, have we looked at fixing that. Nick – we have been changing lights to LED, that may help. Ryan – when Jeremy was here he found that they were keeping the some of the lights off. Phillips – I understand that the ramp or stairs are in bad shape. Nick – I haven't heard of that. Hartley – last time I got off they were using a different ramp. Nick – the Airline provides the ramp. Hartley – they were limiting the number of people that could be on it at one time. Phillips – how are enplanements? Nick – over the past 6 years they have increased 6%. Cozzens – when does St. George close? Nick – the end of the month, we will add one flight, 6:30 a.m. Cozzens – do you think we could keep the early flight? Ryan – we have asked that, if they can track. They said if there was enough justification. They are limited on airports without a mechanic, the plane will come in at 11 p.m. and leave at 6:00 a.m. we will see if they want to do that. Hartley – there are a number of people coming from St. George to fly on the early flight, don't let them go by zip code. It is cheaper here and the parking is free. Hartley – on the ramp it is on the Charter flight, not the SkyWest flight. Cozzens – last flight I went on there were people from St. George that like coming up here. Phillips – are we prepared with signage for overflow parking? Nick – we have purchased signs for that. It is ADA approve, we had to make some changes.

Nick – some changes on rules and regulations are on new construction there is a law through international building code and Fire protection need a certain area between buildings for burn rates, we will say they have to abide by all rules and regulations in the UBC. If they want bigger hangar they can do other things like double wall for a 45-minute burn rate. We put in a clause on lease changes for property owned by the City, it will be for an individual not a company, it can have a company attached but a person doing business as. Paul – why do we care? Nick – we have had issues where it has been

transferred from different people. Ryan – it has changed hands and we were sending information to a person that was not tied to it further. Hartley – did you iron out how you would do that, you can't do doing business as, that is legal. Ryan – Tyler wrote it. FAA requires 90 days' notice for event son ramps, that allows us to submit a security plan. The FBO to bring current status, we have rewritten minimum standards to provide air and track to build more jet service and provide one aircraft for charter service which they already have.

Ryan – runway we were in line to do this year until St. George had to do theirs, ours will shift to March. We have the project planned out and went out to bid and it came in high and had changes from the FAA for fencing and elevation on the north side. We went back to engineering and fixed the issues and went out to bid again and came in \$1.5 million lower. The project \$15 million and the lighting the FAA designs and builds is \$2.5 million so we are at \$17.5 million. Cozzens – it was Western and Schmidt, but now it is Sunroc. Ryan – we couldn't hold the bids that long. He didn't bid the second time. The Force account proposal came in a million and we only need \$900,000 +, so we are getting a great value. Jeff will take time, but it saves \$900,000, most don't do forced account, we are lucky to be able to do this. We are waiting for the final approval with the changes. We will probably be able to pay the entire amount from forced account, worst case we pay \$100,000. Nick – there are always change orders the forced account will help with that. Ryan – it will take care of signage, leasing property during that time and lighting.

WATER: Robbie Mitchell – all fee increases are the meters, brass continues to go up. We calculated the percentage it went up last year, added it here plus a little. Neptune who we get meters from could not give me a price for the budget. The one-inch meter I was losing \$15 on each one. I increased the number of meters, last month we replaced 145 stopped meters, we still have 897 stopped meters, the batteries on the old ones are good for 5 years. We can't change the batteries, they are a sealed component; we are going from Master Meter to Neptune. They are all radio read, we could do towers, but they are now changing to cell. Cozzens – what does snow plows do to hockey pucks? Robbie – we replace a few every snow storm, the new lids have them inset. Ryan – we are moving them off the sidewalk.

Robbie – O&M we increased concrete, cost has gone up. Utilities, power costs, we are putting another well back on line and will see demand charge and usage fees so that will go up. We will be able to run it by May 22nd, but the part will not be here until July to automatically run. Technical services went down, we paid the effluent water survey last year. New meters went from \$300,000 to \$350,000. Cozzens – when are we doing the new well? Robbie – there is a test well in the current budget and the well is in the budget. It will be \$2 to \$3 million. Cozzens – will it save \$90,000 in power costs. Rob – it has a shorter distance to push it, if it turns out we will look at another one in the same area. Hartley – what is administration fees? Jason – they are in all enterprise funds and public works funds, we allocate costs of all support staff, they don't have their own attorney or accountant, etc. Isom – it is overhead? Yes.

Robbie – the capital 1700 West we requested last year, it will loop into little Leigh Hill. This will continue to the motel at the top. There are two dead end streets, we will replace and put fire hydrants. Aime Avenue, 45 North has a waterline in it. There is a project coming in. we need to relocate the water line, we are in the way of the sewer line. Two trucks, I have 2006 and 2007 they are old with a lot of miles. Side by sides will be used for springs. Now it takes us 1 to 1.5 days to trim the trails. This will make it easier to get in and haul equipment. We also have to drive around and check water meters with URMMA. We will also put a sprayer in one to spray thistle. We buy water rights every year. We are also paying a percentage of the CATS building. Hartley – I didn't know the water department bought water rights. Paul – staff purchases the rights, but the funds are through the water fund. Robbie – the water acquisition fees go into my fund, then we buy rights. Paul – sometimes it is shares for \$500 you don't see.

COLLECTIONS: Ryan – Eric was pleased with the budget, he will go through projects and give updates.

Eric Bonzo – 4500 West line Schmidt Construction is putting in, they are making great progress, they are through Smith, Lamoreaux property and they will go back to 3900 West and finish at the top. We will then go up Hwy 56 from 3900 West to Aviation Way and get rid of two lift stations and eliminate flow from Airport Road. Ryan – both funded in previous years. Eric - Main Street project – we had 9 repairs, we are on the 5th now and hope to be done next week. Ryan – with that project with UDOT redoing Main Street, the Water Department is replacing the water lines, we felt sewer was in good condition, rather than the investment of the entire line we identified the areas with problems and are fixing those. It is more cost effective. Eric – two lines from 400 South to Center and we were never able to clean and video the east line, we installed another manhole, so they can get in and video the west side also. It is buried until they mill and redo the road and then UDOT will bring them to level grade. We tried to not have to put the pavement back in, but UDOT insisted.

Cozzens – I spent a few hours with Phil Schmidt it is so flat out there. Eric – we are having them coat every manhole, so it won't corrode, the sewer produces a lot of gas, they are lined from top to bottom, coat, clean and spray it in, about 3/16 thickness. We did some test manholes a few years and a year later we got in and took a hammer to them and four years later they still are good.

TREATMENT PLANT: Ryan – we are pleased with the capital projects. The operation side fees stay the same, you get to chemicals there is an increase and in building and ground maintenance, Eric will talk about that.

Eric – our palmer in the dewatering that separates the water from the solids and it is expensive, we have looked at a lot to keep the cost down. I got a price increase from \$1.36 to \$1.42 a pound and it is now going to \$1.47 per pound. Asphalt repair, Admin roadway has sunk and have valve casings sunk a lot, we need to tear it out and put back in. The maintenance on the asphalt has been 9 years, we need a lot done.

Eric – when the plant was built it was trickling filter clarifiers, when we changed to activated sludge we produce more solids, the retention time on two clarifiers we are pushing our limits. The retention time is not good and I jeopardize permits for BOD. We can't take down a clarifier for maintenance, if we had a failure we would be in bad shape. we are 4.8 mgb but down to 3.8 without having the other clarified. I can shut one down each year for maintenance. It is a rake that turns at a slow speed and takes solids.

SOLID WASTE: Ryan – there were a few minor increases with administrative fees and garbage cans. We get calls for cans as fast as we get them in.

Jeff Hunter – I just had Coty run numbers on trash cans, we are picking up 8,076 in April but charged for 9,411. Today we are up to 9,853, we took out 15 cans in the past two days. Phillips – what does that do to your pick-up? Jeff – it depends on the day, part of the problem we shift days, Tuesday is the biggest day, Monday has been our delivery day, but with demand we can't keep up. Ryan – the high-density PUD's we are adding a lot of service and will some time have to increase services. With additional help we can cover some of that.

Ryan – capital there is \$30,000 for shop equipment, they will be using larger lifts, so some of the shop equipment will come out of this fund.

Ryan – the Mayor asked us to talk about the binnie recycle program, there have been a lot of issues, we want to give options for you to look at and see what avenue you want to take. Cozzens – get rid of it. No one wants it, the carbine footprint no one wants it, it is a feel-good thing right now. Ryan – the cost was \$19,000 a year, but when St. George went to curb side ours went to \$36,000 a year. With Washington County Solid Waste, they have one truck and if it goes down they don't have a way to pick up. That is when we see them overflow, people leave it on the side. They have no intention to bring another truck on line. The truck is down again this week. He gave us a huge brake on the cost and said we could expect a significant increase this year. We have another option, a private company, they without advertising cover 330 houses. It is increasing, but have increased prices, they are \$10 a month for bi-week or \$15 for every week. They are looking at glass. They do pick up cardboard. To do something like bunnies, mixed use with larger holes, they do that in a few cities, he thinks he can do it cheaper. Also, where they do private/partnership, the city collects the fee. They can continue to do it as a private company and we can refer to recycling enthusiasts to their company. Phillips – they are the only company in the City. Ryan – we looked at traditional curb side recycling at one time, this company does bags, if you want cans, if you have an opt out and you get 60% you would be at \$7.60 a can, opt in \$9.60 per can, mandatory \$5 to \$5.75 per month. Right now, the binnie program people are using it as a drop site, not just recycling. Paul – last time the truck broke down the Principal at CVMS kicked us out of their parking lot. Jeff – where CVHS had it the wind took it across to the fence at the baseball field. We have 6 locations. Cozzens – can you take them away and just put signs up for the private company. Hartley – have you had problems with the wind for the private company Recyclops. Ryan – not that we know of. Phillips – there is a PR issue, if we turn our back it can come back to bite us. I get the finances and problems, but there is

an alternative. Ryan – the PR is a hurdle. The current program is so expensive it doesn't make sense. I don't know what the cost will be. The bunnies came in there was not an option, Recyclops is in several cities they service, it is a mix on how they do it. Cozzens – where do they take it? Ryan – Redrock Recycling in Washington County.

Paul – there are a few ways to address it, take it out and give Washington County notice, another way is do a public hearing in City Council. Phillips – we need to see the proposed costs. Ryan – I will see the costs for bunnies. It is a long-term contract, 4 or 5 years. Washington County is not making money off us anymore, the binnie program is a nuisance to them. Isom – unless Recyclops comes back with a smoking deal, I say we get rid of it. Ryan – where it is mixed use with larger holes it will be better. I think you will still have problems with people dropping stuff off. Jeff – Iron County moved theirs out in the north 40. Smiths and Home Depot are fed up with the program.

Hartley – on the salaries why a 37% increase in wages? Jeff – we are asking for a person which is included. Presently for the past 2 years with bunnies and increase and people to take vacation, sick, etc. at least once a week we are pulling a street department person. There needs to be 3 trucks, or we will add overtime. Pulling streets makes them behind. I can't spare people leaving the street. Phillips – we have added a lot of multi-housing projects and they all have to be taken care of. Paul – will the employee help with streets when solid waste is slow? Jeff – yes, we will utilize the employee to the fullest.

STREET: Ryan – sidewalks we are not covering what needs to be done. There are areas we cannot grind down but will need to be replaced. Jeff – are you aware that we have been doing it for years, if an individual wants to replace their sidewalk or curb and gutter, if we can fit it in the schedule we will pull it out and they have to put it in. everyone thinks it is their sidewalk unless it needs repair, the same with trees. I get calls every day, we will schedule with your contractor and they throw a fit, saying it is the City's sidewalk. If I do a sidewalk for an elderly lady, it just blossoms into others wanting theirs done. Tree roots are another deal, we have trees popping sidewalks and they throw a fit if you take their tree out. Then we have an URMMA inspection and they want things painted until we get it fixed. Paul – the homeowner is not liable if someone gets hurt, if it is really bad we tear it out and fix it. Hartley – I thought it was a great deal to have you tear it out and haul it away so I could replace mine. Phillips – at least you are consistent. Paul – we own sidewalks and curb and gutters, we have ordinances to keep them clean and clear. If someone gets hurt we are the ones in trouble, not the neighboring property owner. Trying to get rid of some of these humps. Phillips – if we own them, why don't we take care of them? Paul – there are a lot of them, we could add a few zeros at the end of the budget item. Jeff schedules it with chip seal to handle the biggest trip hazards every seven years. Phillips – what about sidewalks in undeveloped areas and there are weeds popping through them, Sage Drive is a perfect example. Jeff – we do the best with the budget we have. Sometimes I feel we don't get anywhere. Cozzens – are you ok manpower wise to continue what you are doing? Jeff – with the two added employees we will be. Cozzens – I say keep doing what you are doing. Ryan – we are doing the best we can. Phillips – increase the budget each year. Jeff – the new developments will stay nice for about 10 years. Cozzens – you do a great job. Phillips – the issue with Northfield

Road under the bridge you did a good job. Jeff – we have a blanket contractor that pours the sidewalk, but they are so busy it is hard to get them done. Everyone wants things done before the budget ends. Cozzens – do we call for rebar? Jeff – they still pop, but the fiber is good and 7 bag mix we are starting to see good results. One of the contractors having problems with spalding said he would eat the cost so he didn't have to go back.

Capital projects – we asked for a work truck with plow and sander, that will replace a few older trucks and used as snow plow and summer maintenance trucks. We will weed out some old vehicles. Ryan – the asphalt roller we have leased, both of the equipment is bought by C Road funds.

Phillips – I have discovered we are responsible for parking, no parking, red, yellow and black zones. There are a lot of areas needing repainting, where does that land. Curbs all over town. Ryan – we don't have time to hand paint red curbs, we rely on volunteers. This year in the blanket contract with our striper, we put a line item for them to bid that and we got a \$10,000 increase and we can use them to do some of that. Phillips – there are areas all over town, and we can't always rely on volunteers. Ryan – we only have straight stripe, they are the only company in the area. Phillips – I was on U56 by Blackrock to Chef Alfredo, why is it all red curb. Jeff – that is UDOT, they are responsible for back of the curb to back of curb, we do sidewalk. Ryan – they push manholes, utilities, sidewalks etc. to the City. Paul – there are so many curbs that are not part of the no parking zone, someone just paints it red. But U-56 is not ours. Jeff – that could have been that way before they upgraded the road. Generally, UDOT will paint red curb on the shoulder where it is narrow. Adams – I think someone requested that a couple years ago. Phillips – but we cannot rely on volunteers to paint the curbs. Jeff – when we were doing Sparkle Cedar City. When we chip sealed, the striping is in the chip seal budget. As far as curbs we haven't had money available. We have a little money in street maintenance, so we will give a few gallons paint to Scouts when they want to do it.

Isom – Is the oil spreader leased? Jeff – yes, we have alternatives, but rollers are a little different, they are time sensitive. A skid steer we can rent and there are enough available, but rollers are time sensitive. Hartley – on Fir Street where you go across the flood channel and the trail crosses, there are a lot of people parking cars there, it creates visibility issues, could we paint that curb or put signs to direct to trail. Ryan – no parking is by ordinance. Hartley – there are cars parked in the flood channel. Jeff – in the street budget there are a few items we have talked about for a few years, one is the Fir Street dike area. The Army Corp of Engineers want to make changes and do it. Jeff – that is a scary part of town. Phillips – can we find out from Kit about that.

Jeff – 1600 North Lund Hwy by the Airport Training Center, we need to do something in that area. Ryan – there is a lot of development there. Jeff – big trucks trying to make a turn trying to make a wide turn, that is a problem. Isom – I see snow must be more next year. Jeff – we use cinder and salt mix and if you change to all salt the budget would go up. Five years ago, we crushed the cinder down and we are now out of the cinder pile. Unless you choose to use salt then the budget would go way up. Phillips – how much

more? Jeff – we can spend \$10,000 on cinders; the salt is about 5 times more. Adams – do you buy salt from WECCO? Jeff – no, we get it from Redmond Salt.

STORM DRAIN: Ryan – capital requests are materials, mini ex, bucket for excavator and mini ex. Paul – also an additional employee in this department. Again, with storm drain employee they may help other operations. Cozzens – what uses 54-inch bucket? Jeff – what we are doing now, we are more efficient. The hole ram, the storm drain owns the mini ex, we borrow it in streets, it will help with manholes and other concrete we are busting up. Jeff – I appreciate the staff; two new employees will be very helpful.

Cozzens – I called Jeff at 7:30 this morning a log caught in the Western Rock Recharge pit and I went back 3 hours later, and it was already done.

CATS: Ryan – no additional requests above operational. Phillips – one meeting we were having trouble with wages getting drivers. Ryan – it is still an issue; the requirements have loosened up on CDL's they are now not required. Cozzens – has ridership increased? Ryan – yes, but not a lot. There is a tax approved by the legislature, the percentages have changed, you can have an interlocal agreement with counties. At one point we may want to look at that. It would be significant funding mechanism for the streets department, it is something we need to look at.

FLEET: Ryan – all operational requests are the same. We still have a replacement program for the vehicles in the back of our mind. I don't know that we can fully start on that plan, but we are getting closer. We have had success with the garbage trucks with the plan. It reduces the amount they are down and the money we have to use to maintain. We need to get to that with the smaller vehicles.

PUBLIC WORKS FACILITIES/ADMINISTRATION: Ryan – no increases in capital. The facilities are where we budgeted our new building and we appreciate the Mayor proposing this. It will be good to get in a larger building they can lift up large vehicles. The funding is spread out through the enterprise funds that use this. We have assigned overruns to accounts. I went to UDOT to get another \$300,000 which is over \$500,000 that they have put into this building. This will allow us to finish the building. Phillips – will we have enough money, or will the bids come high. Ryan – it shouldn't we knew the bids. Cozzens – I have a problem with someone bidding a project and then opening it up again. Ryan – I will check with Jonathan, but it has been a long time. Cozzens – I have problems with that because the others know what the bids are, but if it has been a long time it is not as big of problem. Adams – does this have the equipment, the lifts, etc.? Ryan – we put options in that bid. Paul – we are planning to have our own crews do the exterior dirt work, site work, sloping and asphalt. Ryan – I was glad the FTA came up with another \$350,000, we may be able to contract that out if Jeff is too busy. Phillips – what is the time frame? Ryan – they can do it in 2 to 3 months, but they can't start until July 1st. however, if Jeff has to do site work it is during chip seal so it may have to wait until August.

EVENTS: Paul – Todd is not here, it is out of town. We haven't asked operationally for things to change. We asked for funds for his own electronic reader boards for events since conflicts continue to happen with streets. A few things he has on his horizon, fishing derby, a community event. also, he is putting together a slow roll, we get bike races, cool for professionals, slow roll is a neighborhood bike event anyone can do, moms, kids, dads, a get out and get active. He has put in an application for USA Cycling, the high school mountain bike he is pursuing. Hartley – what happened to Houte Route, Todd said they are top notch, the north America Houte Route are not so good. They are out. Phillips – he seems to be very right for the job, interesting and local based, it is great for the community. Paul – he is helping Leisure Services with softball/baseball tournaments, Leisure Services can focus on parks and he can help facilitate the outside groups. Mayor – he is all about filling the facilities.

ENGINEERING: Kit – the most we spent was 62.3% on all accounts. This is at ½ the year, the most was for public notices, so boost that up to \$1,000. We hired a contract checker for subdivisions, developments and new buildings and that has helped us a lot. Phillips – how many hours does that person do that? Kit – 4 to 6 hours per project, he charges \$150 per hour but it is paid by the developer.

Cozzens – I drove Westview Road, the old Quantum building if we take 30 feet we are right to the building. Kit – it is from the center 15 feet on each side. Cozzens – Dave Payne's driveway is already steep, have you looked at that. Kit – yes, there are steeper driveways, but we may redesign his driveway. Phillips – any changes? Kit – yes, by the University property. The road is a 100 foot road, two travel lanes, middle turn land and park strip. Cozzens – I have had a few complaints on that project, maybe in the future the City didn't send a letter saying we are going to do that, their first approach was an appraiser. Mayor – we talked with Tyler, in the future we will send a letter. Kit – I talked with our acquisition person and appraiser to soften their approach in the future. It will be a major corridor in the future, it will go from Kanarraville to 5300 North and there is a lot of building going on there. Phillips – we were talking with the street department and about the dike at the East Bench Trail, you are in communication with the Feds on that. Kit – they have had a project for 4-5 years now to modify the flood control project. It has been there since 1956. part will reconstruct the dip to accommodate the flow. We were holding off on putting in the box culvert until we get final word from them. We don't have a time frame. Hartley – people are parking in the dip and using it as park access, can we paint the curb or put signs up. Kit – we could maybe make a temporary parking area to get them off the road. Paul – Kit and Darin need to evaluate and make suggestions. Kit – we will look at that. Phillips – how is the sewer project going. Kit – good, they got across U-56, Trevor is working on the project eliminating the lift stations. Cozzens – could we do a change order for that? Kit – that is a half million dollars which is too much, we would get feedback from other contractors. There were some grading problems, but we were able to make some adjustments and make it work.

Phillips – the new road by Wells Fargo, Joel Thurston Way, the road off spruce there is a section, can we connect that? Kit – yes, I think we have already done a work order. Paul – just make sure it will be something we don't have to tear out.