

The regular monthly meeting of the Gallatin Airport Authority was held June 8, 2017 at 2:00 p.m. in the Airport Conference Room. Board members present were Ted Mathis, Carl Lehrkind, Kendall Switzer, Karen Stelmak and Kevin Kelleher. Also present were Brian Sprenger, Airport Director, Scott Humphrey, Deputy Airport Director, Troy Watling, Assistant Director - Finance, and Shannon Rocha, Recorder.

Ted Mathis, Board Chair, welcomed everyone to the regular meeting of the Gallatin Airport Authority Board.

1. Open bids for On-Airport Car Rental Concession

Mr. Sprenger asked for additional bids. Mr. Sprenger said this is a simple bid process. We are looking for the firm name, brands they intend to operate, the signature, and acknowledging the addendums. The minimum annual guarantee is the same for all companies.

There were four bids:

The first bid was from Avis Budget Rental, LLC with the brands Avis and Budget. The bid was signed by Eric Johnson, Assistant Secretary and Robert Bouda, Senior Vice President. Both the addendums were acknowledged.

The second bid was from Corpat, Inc. with the brands National Car Rental and Alamo Car Rental. The bid was signed by Andrew Wilcox, President. Both the addendums were acknowledged.

The third bid was from Overland West, Inc. with the brands Hertz, Dollar and Thrifty. The bid was signed by Steve Jones, Vice President. Both the addendums were acknowledged.

The fourth bid was from Enterprise with the brand Enterprise. The bid was signed by Jason Clark, Vice President and General Manager. Both the addendums were acknowledged.

MOTION: Mr. Kelleher moved to take the bids under advisement and award the bid to the lowest qualified bidder. Mr. Lehrkind seconded the motion.

Mr. Sprenger noted that in this bid process all qualified bidders would be accepted, not just the lowest.

Mr. Switzer asked if there should be any dollar amounts included in the bids. Mr. Sprenger responded that by signing the bids they all acknowledge the \$180,000 minimum annual guarantee. They also acknowledge the contract that includes a 10% concession fee, the rents for space at the airport, as well as addendums for our Customer Facility Charge collections for the rental car facility and the previously approved parking garage facility.

Ms. Stelmak asked if those are the two addendums that were acknowledged. Mr. Sprenger said the two addendums acknowledged were specific to questions for the RFP process. Several had clarifications that we had to provide for them.

All board members voted aye. The motion carried.

2. Review and approve minutes of regular meeting held May 11, 2017

Mr. Mathis asked if everyone had received their copy of the minutes and if they had any corrections or additions. There were none.

MOTION: Mr. Switzer moved approval of the minutes of the meeting held May 11, 2017. Mr. Kelleher seconded the motion and all board members voted aye. The motion carried.

3. Public Comment Period

Steve White, Gallatin County Commissioner, complimented staff and the airport board on the new entry sign. The sign leaves no question as to where you're going. The sign is very visible and the right size. The design and placement is excellent.

There were no other public comments.

4. Consider Request by Mr. Rob Buckles for the Gallatin Airport Authority and private hangar owners to cost share in leased area approach paving

Mr. Buckles thanked everyone for allowing him to speak. Mr. Buckles said he was representing a group of owners who are most affected by the proposal.

Mr. Buckles said that on a side note Arlin Wass is doing much better. The swelling in his foot is better and he hopes to be out in a couple days.

Mr. Buckles said he and the group he is representing are proposing an agreement between their group and the airport. They will prove how it benefits themselves and the airport.

Mr. Buckles said he was asked to present some historical information. He will mainly discuss his hangar (#8), Mr. Wass' hangar (#9), and Mr. Flikkema's hangar (#10). These hangars were built in the early 40's by Lynch Flying Service. In the mid-70's, when the airport did a big expansion, the airport board at that time decided rather than tear down the hangars, to move them to their present location. The historical aspect may have effected their decision. Mr. Buckles was in college at the time and remembers seeing them moved. The airport board at the time decided there would be 100 feet of ramp out of the front door. For the next 30 years the airport paid for the maintenance of the ramp. He believes they did that to assure there were well maintained ramps all over the airport. Their

ramps were last milled and overlaid in the mid-80's. Over time, there was routine crack and fault maintenance done, the last of which was done in 2012. After that was completed, the airport board sent them a check to pay a share of it. They believe that set a precedent to agree to pay a share in the maintenance of the ramps. Mr. Buckles calculated the cost in 2012 and they paid roughly 20% and the airport covered 80%. They think that to change this historical practice and to put the entire cost of this once in a lifetime mill and overlay on the hangar owner seems unfair, arbitrary and they feel like they are being penalized for old decisions made by prior boards. If they end up having to pay it all on their own, it may force some of them, based on their own situation and budget, to go down a different path. He believes that taking the cheap way out is not in the best interest of anyone.

Mr. Buckles said that agreeing to share the cost would ensure that what needs to be done is right and help them afford to do what is right. He thinks an agreement that is consistent and fair would not only benefit their three hangars, but it would also benefit others in a similar situation like Bob Marshall, Jim Albright, and others like future builders and buyers. Mr. Buckles said the airport board has always said they want to be fair and consistent and he is hoping that this solution would allow for that. Mr. Buckles said that at the March meeting Mr. Sprenger correctly stated that the work behind the hangars is problematic.

Their proposal as a common solution is consistency. Mr. Buckles said the commercial operators have a consistent number of feet out from their hangar that they are responsible for. They know what they are in for. Everyone is different. Their proposal is to take an average of what all the other hangar owners on the field are responsible for, take that

number whatever it may be, and apply it to those of us that have ramps larger than that. That way they would know that they are 100 percent responsible for the area out their door to that point, wherever it may be. Then they would propose a percentage share with the airport for the remainder. They think that would benefit the board by allowing consistency and fair treatment.

Mr. Buckles continued that consistency ensures proper maintenance is done and it will continue to add to the quality of this very fine airport. It will give them value for their hangars. Buyers and new builders would see a consistent application of policies. Mr. Buckles said he was talking to Mr. Kelleher about realty. If a buyer comes out to look at his hangar, the buyer will ask who takes care of the ramp. Mr. Buckles said he would have to tell the buyer that early on the airport board took care of it, but today you're going to be required to take care of it and if he doesn't maintain it to the airport's standards, you could lose your lease. Mr. Buckles said by not coming up with something that is consistent, it would de-value their hangars and maybe the whole airport. Mr. Buckles asked that they be given something to work with. He said all users of Gallatin Field rely on us to be fair and reasonable and to work with them. Mr. Buckles finished by asking that we please come up with something that allows them to do what is right.

Mr. Mathis asked for additional comments or questions.

Mr. Kelleher said the word consistent is being tossed around like a volleyball, going back and forth. When you have different sizes of ramps, how do you define consistency? In other words, Mr. Buckles' ramp has a lot of common area going out to the taxiway that the public would not be able to utilize. Some hangars only have 30 or 40 feet. It is easy to say,

"be consistent", but that is not easy when there is a different set of measurements involved and the primary users are the owners.

Mr. Buckles responded that he thinks their solution answers that question. The hangars that have a few feet out to the taxiway are probably happy with what they have. But if you take an average of what all the hangar owners are responsible for, you can come up with a number. Mr. Buckles said they are asking to use that number for all the hangars on the field so that they know what they are 100% responsible for out their door and then give them a percentage of help after that. Mr. Buckles said they realize they have a responsibility and they accept that.

Ms. Stelmak thanked Mr. Buckles for his good communication. Ms. Stelmak asked Mr. Buckles if his current lease states that he is responsible for this space. Mr. Buckles replied that it does. He added that he signed that lease last year, but his 2006 lease did not specify that in the same way.

Mr. Sprenger said problematic is a good word for this situation. They have looked at different formulas. There are so many variations. We have concrete ramps, asphalt ramps, ramps that have been maintained very well and ramps that have not been well maintained. It is hard to come up with something that works for all those factors.

Mr. Sprenger said they have looked at these 3 hangars much closer. As we pave in that area, one of the things that would be negatively impacted would be drainage. It would be beneficial to make sure we don't create a worse situation in the area. In consultation with our engineer, we believe that we would need to go back about 20' into that area and make sure we are not backing water or anything else into that leased area. That would be at

our expense, so that would result in a 20% reduction for these hangars. We are doing that as well at other hangars where we have drainage problems we are trying to correct. We are doing that consistently where we can make a better situation.

The other part is that we received really good bids on this work. That would reduce the cost that we would pass on to people who elect to do this work. It lowers it from \$1.30 per square foot to \$1.15 per square foot. That is another 10% reduction for anyone who is interested in a mill and overlay.

We know this is a potential one time cost that will impact people. We have the ability to help on that. We could extend the payback from 3 years to 5 years as long as we don't go beyond the terms of the existing lease. That is staff's recommendation.

Mr. Lehrkind clarified that we are not forcing anyone to pave, but they just have to keep their ramps to spec per their agreement. Mr. Sprenger said that was correct. For these 3 hangars our minimum recommendation is a GSB 88 overlay or fog seal. That would extend the life of the asphalt. A mill and overlay would be best. We aren't forcing anyone, but it is something they need to be aware of with their lease.

Ms. Stelmak clarified that we are able to link the drainage project to this asphalt project and effectively reduce the cost to the effected hangar owners. Mr. Sprenger said that was correct. Ms. Stelmak also clarified that through efficiency and a good timing in the industry we have the price down to \$1.15 per square foot and offer a volume discount that is very attractive to get in on. Mr. Sprenger said that is correct. Ms. Stelmak said she thinks that is a good deal.

Mr. Kelleher said he agreed.

Mr. Lehrkind said with the reduction in price and the ability to mitigate flooding this is the right way to go.

Ms. Stelmak asked if we would communicate to any other drainage affected pilots regarding the affect to them. Mr. Sprenger said yes and there are several other owners who they are in communication with on the drainage issues.

Ms. Stelmak asked what the approximate savings would be to those 3 hangars under discussion. Mr. Sprenger said it is an approximate savings of \$2,500 each.

Mr. Kelleher asked if AIP funds were being used. Mr. Sprenger replied that for the drainage portion we are able to use AIP funds because it is part of the taxiway overlay. Mr. Kelleher asked if that would cover the 20 feet for hangars 8, 9, 10. Mr. Sprenger replied that we would use either AIP funds or local match to do that portion, so the owners would have no cost for those 20 feet. The remaining 80 feet would be their responsibility.

Ms. Stelmak confirmed we are able to extend the payback from 3 to 5 years. Mr. Sprenger said yes, the option would be available. Mr. Lehrkind confirmed it was interest free. Mr. Sprenger said that was correct.

Mr. Switzer said these are the 3 worst cases because of the extensive ramp space. He asked if there are other hangar owners that have an issue. Mr. Sprenger said there are a few more that we would love to work with. There are specifics that we have to get into like cooperating with their neighbors. Mr. Switzer asked if we have an idea of how many hangars are in non-compliance with our standards. Mr. Sprenger said there are three that have particularly troublesome asphalt and base. There are a couple that we would love to see have the landscape rock addressed. We have made the recommendation to fill it in with

concrete but there are other options. Even just removing the rock would be an improvement. Overall there are 70 entities that we have contacted. We are doing work on about half of them. Some are having a mill and overlay done and the majority are having GSB 88 done.

MOTION: Mr. Lehrkind moved to approve staff recommendations to correct drainage issues while paving the taxiways in front of hangars 8, 9 and 10 and extend payback from 3 to 5 years not to exceed the remaining term on the lease for improvements of \$5,000 or more. Ms. Stelmak seconded the motion. All board members voted aye. The motion carried.

5. Consider request by Mr. John Delzer to construct one car condominium building

Mr. Sprenger reported in January 2016 that Mr. Delzer asked to construct 2 car condominium buildings. At the time he did construct one but wasn't able to do both. He is now ready to construct the second building and is requesting approval.

Our last old car condominium building lease ends on June 30th and then we will be working on removing it. Staff recommends approval of Mr. Delzer's request.

MOTION: Ms. Stelmak moved to approve the request by Mr. John Delzer to construct one car condominium building. Mr. Kelleher seconded the motion. All board members voted aye. The motion carried.

6. Consider request by Mr. Kevin Kundert and Mr. Mickey Lessley to transfer their non-commercial lease on hangar #49 to Mr. Mickey Lessley

Mr. Kundert is looking at building another hangar, but is not quite ready to do that. For now they are requesting the lease be separated and put in Mr. Lessley's name. Staff recommends approval of the request.

Mr. Mathis asked what aircraft would be in the hangar after the lease changes. Mr. Sprenger didn't have the information available but said he could get it. Mr. Mathis asked that Mr. Sprenger confirm there will be an aircraft in the hangar. Mr. Sprenger said Mr. Lessley is having some concrete cut out and replaced with asphalt at the hangar.

MOTION: Mr. Switzer moved to approve the request by Mr. Kevin Kundert and Mr. Mickey Lessley to transfer their non-commercial lease on hangar #49 to Mr. Mickey Lessley. Mr. Kelleher seconded the motion. All board members voted aye. The motion carried.

7. Continue Consideration of General Aviation Land Lease Rate Increase Effective July 1, 2020.

Mr. Sprenger said they provided a mail out with a reconciliation of income and expenditures as well as the capital side of the general aviation portion of the airport. Mr. Sprenger said the commercial side helps offset a lot of what happens on the General Aviation (GA) side. That helps us to accomplish many things that we would not otherwise be able to do. We are consistently impacted by inflation. We have had to increase commercial rates. To be fair to them we need to address the land rates. The last increase was in 2007. This increase would be effective July 1, 2020. That would be 13 years without an increase. Overall it is about a 1.5% annualized increase.

Mr. Mathis asked for comments from the public. There were none. Mr. Mathis appreciates the background information that was put out there and said it was very informative.

Ms. Stelmak said she appreciates the communication with GA as well. She said we are probably all interested in keeping the expenses to GA as low as possible. She is pleased that through the strength of our operations at this airport we have been able to keep their

costs low for such a long period of time. She appreciates that as we find that we need to make changes, we are doing it very consistently so all GA pilots are treated the same and as economically as possible. She thinks this is very viable.

Mr. Lehrkind asked if there were any comments that were brought up as we communicated this change. Mr. Sprenger said the only comments were those brought up at the last board meeting. After the information was sent out, there have been no additional comments.

MOTION: Mr. Lehrkind moved to approve increasing General Aviation Land Lease Rates as proposed by staff effective July 1, 2020. Mr. Switzer seconded the motion. All board members voted aye. The motion carried.

8. Consider preliminary budget for fiscal year 2018

Mr. Sprenger met with all board members prior to the meeting to discuss the budget.

Mr. Sprenger said that on the operating revenue side, we do budget conservatively because we use the difference between our operating revenue and our operating expense for capital expenditures. If that comes in under it could drastically impact our capital expenditures.

The budget is up 8.6% from the previous year to \$8.9 million. Our operating expenses are up 4.8% to \$4,901,000. The net other operating income and expense is \$162,000. Our net income is expected to be up 15% to \$4.1 million.

- Passenger Facility Charge income at \$2.3 million
- Customer Facility Charge income at \$5 million

We have budgeted \$8.8 million in AIP grant income and that is primarily for the remainder of Runway 11/29, the remainder of our taxiway rehabilitation project, and our runway rehabilitation project next year.

Overall, we are budgeting a total net income of \$16.9 million. We are budgeting \$9.8 million in AIP projects and \$13.7 million in non-AIP projects of which the largest is the parking garage. It also includes \$150,000 for a potential irrigation ditch conversion. That is so we don't have to culvert the Spain Ferris Ditch adjacent to the taxiway and service road at 11/29. This became available when we purchased the Thompson land. It will allow us to eventually irrigate that area, but this is a third of the cost of a culvert.

The building and land equipment is budgeted at \$568,000 as approved by the board in February.

Overall we will require about \$7.7 million from our capital improvement fund in order to fund this.

Mr. Sprenger said we have traditionally struggled with wireless internet in the terminal. Instead of capitalizing the wireless internet improvements that we would need, we are going to expense them on a monthly lease since they are good for about 3 years. There are some indications that wireless internet may be replaced by cellular connections. It is a \$900 lease per month. It was \$40,000 for the last internet upgrade a couple years ago. This lease will work out to an overall cost of \$29,000.

Mr. Mathis asked about the recent retirements and how staffing was going. Mr. Sprenger said we are losing a significant amount of institutional knowledge. The good news is they were at the top of the pay scale. The bad news is that we will have to hire extra staff

to offset the loss of knowledge. It has also created training challenges. We have always trained by osmosis. There was never a rush to get people trained when it was one every other year. We are catching up on how best to do that now. Increased staffing was included in last year's budget.

Staffing is becoming more of an issue everywhere. Mr. Sprenger spoke with the Vice President of Cape Air at a conference in Providence. He believes that technology is going to be a solution for the pilot shortage that is expected. He believes certain aircraft will be operating more like a drone in three years. He said that is how serious the problem is becoming. Mr. Sprenger said the Airline Pilot's Association (ALPA) is inadvertently forcing technology to solve the issue by demanding high pay rates and putting restrictions on training. Mr. Sprenger is not of the impression that this change to drone piloting will happen that quickly.

Ms. Stelmak commented on the capital projects and said they are impressive. Ms. Stelmak said she has appreciated the reports in the past on cost saving measures and would like to see another. Mr. Sprenger said he and staff could do that. Ms. Stelmak said she thinks the budget is good.

Mr. Kelleher said the part he was most surprised about was the airfield service fence repair from auto accidents. He mentioned maybe that would increase with the new taxi way fenced in. Mr. Sprenger said there are no changes to the fencing but airplanes will be closer to the fence and drivers may be watching airplanes instead of the road.

MOTION: Ms. Stelmak moved to approve the FY 2018 Gallatin Airport Authority Budget as proposed by staff. Mr. Kelleher seconded the motion. All board members voted aye. The motion carried.

9. Report on passenger boardings and flight operations – Scott Humphrey

Total operations for May 2017 versus 2016 were up 8.5%. That puts our rolling twelve-month operations at 76,884. Corporate landings were up 45.9% at 159 versus 109. Total enplanements were up 6.2% at 41,726 versus 39,294. That puts our twelve-month enplanements at 565,299. Deplaned passengers were up 9.9% at 45,629 versus 41,526. Airline landings were up 3.1% percent at 459 versus 445. Alaska is up 11.8%. United is up 8.2%. Delta is down 19.4%. Airline load factors were down 3% at 80.2% versus 83.2%. We had 10% more seats in the market. Fuel dispensed for April was down 12.3%.

We currently have 9% better bookings through mid-June. Every week we get a report on the Dallas bookings from American. Mr. Humphrey projects that we will be about 10-12% better for June.

Mr. Kelleher mentioned that his last 2 flights out were 737-800's on United so he asked Mr. Humphrey if the aircraft is getting bigger. Mr. Humphrey said United has up-gauged. There is increased seat capacity on United.

10. Airport Director's Report – Brian Sprenger

Mr. Sprenger presented some highlights from a report that was included in the board packet. Mr. Sprenger took this report to the Providence Air Service conference referred to as a dating group. The report shows compounded enplaned passenger growth since 2010 at 7.2%. It compares our growth to other airports in Montana, the US average,

the Northwest region, the top 150 in country, and we are far exceeding all of those. The yield per ticket that the airlines are making here is up 2.4%. That is not quite double but significantly higher than the average. They have raised the prices and added capacity and they are filling them up. We are 104th in the nation for gross revenue. We are 114th in the nation for passengers.

The growth is not just in tourism. In 2010, 40% of our traffic was originating in Bozeman. That growth remained steady through 2016. It is not just the inbound; it is just as much our local economy. That was surprising to several of the airlines that Mr. Sprenger talked with.

Mr. Sprenger spoke with United's Manager of Network Planning. He couldn't say anything but good about Bozeman. They have added capacity and the yield and load factors have hardly dropped. Their next goal for Bozeman is to get San Francisco service year round.

Delta is status quo right now. They are happy here and focusing on other areas of the country. They did emphasize that they are probably not going to re-enter the Seattle market except on a seasonal basis because it cannibalized their Salt Lake City Flights. Delta's Los Angeles flights over the Christmas holidays, which are 2 flights a day, are going to both be mainline aircraft. One of them will be a 717 aircraft, which will be the first time we have had one of those scheduled here.

American Airline's Managing Director of Network Planning said they are the largest airline in the world; their market share in Bozeman is 10% and that they need to grow that. In September American is going to add a Saturday arrival flight from Chicago, in addition to

their seasonal service, with a departing flight Sunday with an MD-80 aircraft. In talking with them, they probably would have added Los Angeles service this year but the fares to Los Angeles were impacted by the Delta to Seattle competition with Alaska. They are interested in looking at service between Bozeman and other American hubs. Alaska said their second flight to Portland is performing above expectations. It was a 100 percent increase in capacity, but only a slight drop in load factor and yield for the summer period. They are operating a flight from San Diego to Steamboat Springs and there is some interest in serving San Diego from Bozeman on a Saturday type service.

Mr. Mathis asked if the second Portland flight was Skywest flying or Horizon flying for Alaska. Mr. Sprenger responded that it is Skywest flying for Alaska.

Mr. Sprenger spoke with WestJet regarding potential Calvary service. But with the exchange rate and the downturn in oil, it is not the right time. As that changes, they would be happy to review it.

Mr. Sprenger followed up with Southwest Airlines. Mr. Sprenger met with Southwest's Managers of Network Planning and a couple Analysts. One of their analysts said that of the smaller markets they don't serve, Bozeman is among their top interest. On the other hand, they did say that they have a lot of other interests in markets that are much bigger. Mr. Sprenger estimates it won't be until the 2020 and beyond range that we can be considered by Southwest.

Mr. Sprenger said the most interesting discussion was with JetBlue. They have been tasked with looking at markets outside of the box. Bozeman was one of the markets they are discussing. There are a lot of challenges. They are looking at high value leisure travel in

the western part of the country also known as mountain vacations. Of the airports that can accommodate that type of travel, we are one of the few they can serve. One of our competitive advantages is our facility. JetBlue acknowledges that. JetBlue said it is an outside of the box experiment that they are looking at. They could get through everything and decide it is an endeavor that doesn't work. But just the fact that we were discussed is a good thing. They are watching our market and believe there is unmet demand to New York and Boston. Another challenge is that it would be a big airplane with a lot of seats to fill.

We will be priming Runway 11/29 late June. We expect to start paving the following week, which will take about 10-12 days. Then we will stripe and groove 30 days after that. We are still looking at the middle of August for that.

Taxiway rehabilitation is underway. We started on the south side of GA and are moving northward. We expect to be almost done with the majority in the back hangar area in about 3 weeks.

The entry sign is in place.

Bridger Aerospace has a sign proposal. We are not overly enthused with the position of the proposed sign. Mr. Sprenger presented it to the board. Staff's concern is the height and that it is not in a good position to be seen. Ms. Stelmak said as long as it is well maintained.

Mr. Sprenger spoke with the Airport Director in Helena regarding the Real ID Act. They are expecting a 1 year waiver. If that comes through, we are in good shape. Mr. Sprenger also talked with other airports. Part of the bill included \$70,000 of education and promotion. We will be watching it, but other than that we haven't pursued it any further.

We are currently undergoing an airport certification project.

Mr. Switzer said well done to staff on the growth. Not only is there a demand signal for different entities to come into Bozeman, but we also have to provide an environment that makes it easy. Growth is hard because it is expensive and takes a lot of thought, but we are continuing to do it and we need to do it. But when we look at what entities pay to be here, it is exceptionally low and they want to be here. That comes from good staff work.

Ms. Stelmak attended the Montana Pilot's Association barbecue last Friday at the Pilot's Shelter. Ms. Stelmak was approached by a local pilot who commented on what a great facility it was but asked why local pilots weren't permitted to use it. Ms. Stelmak talked with Mr. Sprenger about it. The rules do state the only time a local pilot could use it, unless for a sanctioned event, would be when servicing, loading or unloading an aircraft. The pilot asked if a few pilots could get together and have a barbecue there. That sounded reasonable to Ms. Stelmak, but when she read the regulations it really isn't allowed. We have commented on how seldom the facility gets used. We might get more usage from it if we made that clear to the GA community and maybe changed 1C to say that they could have small pilot functions there as long as it is GA related with GA people. Ms. Stelmak asked Mr. Sprenger if that is something he could look at. Mr. Sprenger said he absolutely can and he doesn't think it was the intent to prevent that. The intention was probably to prevent large personal functions like graduations and weddings. Ms. Stelmak recommended we change that verbiage to make it clearer. Mr. Sprenger said he would work on it and bring it to the board.

11. Consider bills and approve for payment

The bills were reviewed and detailed by Mr. Sprenger.

MOTION: Ms. Stelmak moved to pay the bills and Mr. Kelleher seconded the motion. All board members voted aye and the motion carried unopposed.

Mr. Mathis said when they adjourn they will go into a closed session to evaluate the airport director.

12. Adjourn

The meeting was adjourned at 3:23 p.m.

Ted Mathis, Chairman