

PHEASANT RUN ROAD MAINTENANCE ASSOCIATION, INC.
BOARD OF DIRECTORS
MEETING SUMMARY
October 2, 2008
5:30 p.m.

I. A regular meeting of the Pheasant Run Road Maintenance Association, Inc. Board of Directors was held at the Administration Building, Leisure Services Conference Room on October 2, 2008.

Members Present: Ann Conklin, Canton Township, Tom Casari, Canton Township, Mark Waldbauer, Pheasant View, Laura Gitre, Fairway Pines

Members Absent: Craig Stephens, Fairways

Others: Tim Kljun, Roadway Manager. Val Krimmer, Fairways

Ann Conklin called the meeting to order at 5:44 p.m.

II. Approval of Meeting Minutes:

A. May 12, 2008 minutes tabled.

B. June 11, 2008 minutes tabled.

C. July 14, 2008 minutes tabled.

D. August 21, 2008 minutes

Mr. Casari stated he had one change on page 7 and indicated it did not clearly state anything. Mr. Casari stated what he was saying in that paragraph is that you are better off spending your money on the smaller fixes to bring more of the area up to an acceptable standard then waiting till the area gets in a great state of disrepair and have to spend a lot more money on repairs. Mr. Casari stated your money goes further this way and this is the principal of the PASER method.

Ms. Conklin stated the August 21, 2008 minutes will reflect this change. Ms. Conklin requested that everyone review the minutes and changes will be made at the next meeting.

Motion by Waldbauer, supported by Gitre to table all minutes until the next meeting for approval. Motion carried by all members present.

III. Financial Activity Review:

A. Tim Kljun presented the financial reports as of September, 2008, consisting of:

- Balance Sheet
- Reserve Account (Asset) Activity
- State of Income and Expense Aged Receivable
- Aged Payables
- Narrative for September 2008
- Updated Maintenance and Repair Detail (accumulative totals)

Mr. Kljun stated on the current CD investment Timing Sequence there are no CD's maturing in the next few months. Mr. Kljun distributed the current Balance Sheet as of today which identifies items in ready cash of \$193,909.27, plus \$22,203.94 in the operating checking account. Mr. Kljun stated based on his projections through the end of the year, there will sufficient cash to cover our current expenses including the roadways without having to cash in additional CD's.

Mr. Kljun stated PRRMA has money available in AACB (Ann Arbor Commerce Bank), Countrywide, Community Bank of Dearborn and University Bank totaling \$193,909.27.

Ms. Gitre inquired if the \$145,883.66 is what Fairway Pines owes plus. Mr. Kljun stated yes, plus Canton Township who pays in January. Mr. Kljun stated Canton Township has been invoiced. Mr. Kljun stated there is one additional statement of \$3,400 for work that PRRMA paid for in error, which will be reimbursed to PRRMA. Mr. Kljun stated Canton Township is not in arrears, their portion is due in January. Mr. Kljun stated at the end of August, Canton Township has 153 days before their invoice comes due. Ms. Conklin stated Canton Township pays theirs all at once.

Ms. Krimmer inquired what Fairway Pines owes for their reserve. Mr. Kljun stated Fairway Pines owes \$86,973.66.

IV. Unfinished Business

A. 2008 Road Repairs

Mr. Casari stated as of today a lot of the work has been done in Pheasant View Subdivision. Mr. Casari stated throughout all the subs all the saw cutting has been completed. Mr. Casari stated Pheasant View has had the majority of curbing done, and the contractors are working on the larger patches in the middle and edges of the road. Mr. Casari stated there are a couple of catch basins that did not get properly fixed and the area around it was fixed. Dave from Midwest will have to go back and redo some additional work at his expense. Pheasant View should be completed soon. Mr. Casari stated Southwick is not completed yet, the contractor will bring the mill machine in around the middle of the month for milling. Mr. Waldbauer stated Dave indicated to him the milling will be done around the 15th.

Mr. Casari stated Fairways and Fairway Pines have had a lot of the curb work done. Mr. Casari displayed pictures of curb replacement and center areas that have been replaced, older patch and newer patch, restorations. Mr. Casari stated the ground restoration in the pictures are unacceptable and the contractor has been advised of

this. Mr. Casari stated an inspector has not been out as of yet. Mr. Casari stated when restoration is being done, Canton Township has advised the contractor to put down a tarp and place debris on tarp. Stones will have to be removed from grass areas. Mr. Casari stated the contractor indicated they should be done by the end of the month.

Mr. Kljun stated the contractor was very effective in installing barricades and markers and made the process go smoothly.

Mr. Casari stated Mr. Zilincik was working with a resident, Ms. Schultz, on Inverness, who has an issue with a low spot on the curb which ponds water. Mr. Zilincik looked at the area and the contractor has put an underdrain with a pop up drain and does not know if this is influencing the curb. Ms. Schultz has requested that we remove this. Mr. Zilincik has spoke to Midwest and they will check the grades and try and determine what the problem is. Mr. Casari stated the curb and road is not in bad shape, however it is ponding.

Mr. Waldbauer stated now that his sub has a direct contact with Mr. McIntyre all performance concerns are being directly communicated to him. Mr. Waldbauer stated Mr. McIntyre has been very quick to respond. Ms. Conklin stated we have to be careful in speaking to Mr. McIntyre that the scope of work does not change and we start incurring additional expenses. Ms. Conklin stated Mr. McIntyre needs to know PRRMA has to authorize and to go through Mr. Kljun, Ms. Conklin and Mr. Casari. Ms. Conklin stated we need to make it clear that all additional expenses need to be approved. Mr. Kljun stated that is specifically stated in the request for quotation that there is only one person that gives the contractor the directive and Mr. Kljun is the point person. Mr. Kljun stated there maybe some additional work on Inverness, at this point he is unaware of any change in scope, we are still operating under the same scope that the Board approved for \$172,000. Mr. Kljun inquired how will be Board handle scope of work changes. Ms. Conklin stated as in the past it will go to Ms. Conklin to approve unless it is over and above the contingency and she will send to everyone for their approval. Mr. Kljun stated if there is a change in the scope of work, he will prepare a document and send to Ms. Conklin. Mr. Casari stated this yearly program works. If there is an issue that does not cause great degradation to the pavement if not dealt with right away, there may not be any harm in waiting another year and pick up on next years program.

Mr. Casari stated PRRMA discussed at the last meeting the catch basin to no-where. Mr. Zilincik will meet with Dave and look at this and PRRMA doesn't really know what the fix is there. Mr. Casari stated we don't want to put a pipe in and rip the road out. Mr. Casari stated there might be a removal which involves taking some of the curb on the island, picking it up and warping things a little so you get a higher point instead of a lower point and the higher point will allow the drainage out to the gutter pans on the side of the road.

Ms. Krimmer stated she has a sewer grate on her driveway and the cement has cracked around it and the slab next to it. Ms. Krimmer inquired whose responsibility is it to fix this. Mr. Casari stated if it is a sanitary sewer line or water line the Township is responsible. Mr. Casari stated it will indicate what kind of line it is on the lid. Mr. Casari stated the Township will take a look at it. Ms. Krimmer stated she called the Township and someone replaced the lid due to warping.

Ms. Conklin stated she sent an email out to members on who to hire for inspections and there were not enough responses, so no one has been hired at this time. Ms. Conklin stated we need to make that decision tonight. Ms. Conklin stated the recommendation is PSI for \$8,510. Mr. Casari stated PSI was the low bidder initially, there was some discussion and PSI resubmitted a bid. Mr. Kljun stated PRRMA sent out a request for quotation and on August 21st to August 28th Wade Trim, PSI and Mannik and Smith sent their responses. Mr. Kljun stated the bids were \$19,800 for Wade Trim, Mannik and Smith \$17,500 and PSI at \$3,291. Mr. Kljun stated something is wrong due to the large difference in price from PSI. Mr. Kljun had a conversation with each of the vendors and ask them to resubmit and restated the scope of work, and revise. Mr. Kljun stated the three vendors revised their bids and sent in on September 9, 2008. The revised numbers are as follows: Wade Trim, \$14,500, Mannik and Smith, \$11,100, and PSI, \$8,510. Mr. Kljun stated the reason PSI went up is because the original bid was just to test the materials, test the concrete cylinders, look at the asphalt and test, and look at some subgrade. Ms. Conklin stated Mr. Waldbauer's recommendation was to go with Mannik and Smith because they were a local vendor. Mr. Waldbauer stated he thought maybe since the DDA is dealing with Mannik and Smith locally he thought maybe they would take out the drive time. Ms. Conklin stated no, they have one central office. Mr. Waldbauer stated the DDA has had good success working with Mannik and Smith. When a project takes longer than expected Mannik and Smith is holding their price.

Mr. Casari stated Canton has not had much dealing with PSI on the inspection side, however they have done testing, and it is what they are known for. Mr. Casari stated Canton has had great success with Mannik and Smith as well. Mr. Casari stated for the money difference you could go with either one and be comfortable. Mr. Casari stated Mr. Zilincik could go with Mannik and Smith and have no problem, but is a little bit nervous with PSI on the inspection side.

Ms. Conklin stated Mannik and Smith were the inspectors last year. Ms. Conklin stated Mannik and Smith is \$3,400 more than PSI. Ms. Conklin stated PSI is limiting the inspections to 100 hours, and the other bidders are not limiting and will do what it takes to complete the job in 30 days. Mr. Kljun stated the 100 hours is his number. Mr. Kljun stated Mannik and Smith have a not to exceed price of \$11,100. If they spend less time inspecting, it will be less in cost. Ms. Conklin inquired if a calendar day is 8 hours. Mr. Kljun stated yes. Ms. Conklin stated they are cheaper if you look at it that way. Mr. Casari stated PSI has 35 days. Ms. Conklin stated PSI is 3.5 hours per day.

Mr. Casari stated Mannik and Smith will do more testing and more hours.

Motion by Gitre, supported by Waldbauer to hire Mannik and Smith because the inspection portion is very critical. Motion carried by all members present.

Mr. Kljun stated he will inform Mannik and Smith they are been approved and to start tomorrow.

Seal Coating

Mr. Casari stated he believes there has been a lot of confusion among the various people that have checked into this application of seal coating. Mr. Casari stated he is only aware of the seal coating that is done in parking lots. Mr. Casari stated all along he has been consistent in indicating there is not a lot of benefit for doing seal coating on roads. Mr. Casari stated he is much stronger in that opinion now than he was a week ago because he spoke with the Director of the Preservation Institute. The Director confirmed it will not stand up under traffic at all. It will not stand up under snow plowing at all. The material that they use is a cold tar base or a clay base material and a proven carcinogenic material which relative to the storm water could be an issue. Mr. Casari stated he is very comfortable in saying he does not think there is a positive cost benefit ratio with using that method. Mr. Casari stated he will say there maybe some minimal benefit based on the rough surfaces the roads experience; it may help seal those a little bit. The problem is where the wheels typically travel will wear out very quickly. The wheel traffic areas will no longer be sealed and this will happen quickly.

Mr. Casari stated there are other types of seal coating methodologies that are truly seal coating for roads and pavement rejuvenation methods that are available. Mr. Casari stated one method he spoke to the Director about was Chip and Seal that can be done on asphalt. You see a lot of this on country rural roads. It will have a very rough, angular surface. If you go to the National Pavement Preservation website, www.pavementpreservation.org in the right hand corner "Fog" Study it will give you a detailed study of some of the methods used. In the conclusion, it speaks not to be confused with the clay and cold tar based seal coating that is used in parking lots. Mr. Casari stated you need sunshine to heat up the pavement to cause the seal coating to seal and adhere and dry and there are not a lot of days like that left. Mr. Casari stated because it is late in the year and because of the discrepancy about seal coating, which one we are talking about. Mr. Casari stated he feels we are most likely talking about the parking lot seal coating and the Director only knows of one contractor in Traverse City. Mr. Casari stated pavement rejuvenation is putting material down that actually mixes in with the hardened top of the asphalt and add life-giving properties back to the asphalt that has become brittle from the sun, wear and weather. Rejuvenation should be done within one to three years of the asphalt surface going down, beyond that there is no cost benefit. Seal (Fog) coating can be down on any age road as long as the road is in good structural condition, it will not fix structural problems. Mr. Casari stated his suggestion is to not consider seal coating this year. Mr. Casari stated we need to spend time collecting data, and have someone from the

Preservation Institute come in and talk to us. Mr. Casari stated the Director suggested the Rejuvenation person from Cleveland come and give us a presentation and find out if there is some benefit that our roads can receive from one or the other of these types of processes. Mr. Casari stated they will be more expensive. Mr. Casari stated the Director stated with the rising cost of oil, the cost benefit of these types of methods of pavement preservation is getting better and more affordable. Mr. Casari stated the down side is there is not much going on in Michigan right now with this preservation. Mr. Casari stated it may be beneficial to study this further. Mr. Casari stated the paving contractors such as Midwest, and T & M, both do the seal coating for parking lots. Mr. Casari stated he has spoke with both companies, and both indicated we should not seal coat the roads as we would be throwing our money away. They both indicated to save the money and come back and do a mill and resurface in a couple of years down the road. Mr. Casari stated the Director of the Preservation Institute said the same thing; don't waste your money on seal coating the roads. Mr. Casari stated we can research and he doesn't know if we want to be the first ones in Michigan to try it out. Mr. Casari stated "Fog" is a classification of a type of "slurry" seal coating, chip and seal is one of the "Fog" methods. There may be others. There may be some intelligent comparisons to make with both the seal coating and mill and resurfacing. Mr. Casari stated there maybe two ways to look at this; let's say we do a mill and resurface and it has a nice new surface on the roadway this year, and next year we put a "slurry" seal coat on this same road or we put a pavement rejuvenation application on top of this road. This will prolong the surface, provided structurally it is in good shape. Mr. Casari stated you may not have to mill and resurface for 20 years. The cost of pavement rejuvenation may get another 5 years of that road. The key would be the structural condition of the roadway. Ms. Krimmer stated it appears to her this would be something to look into if you can extend the life of the roadway. Mr. Casari stated generally you do a section of roadway at a time.

Mr. Kljun stated would it be possible to contact someone who has had this done and maybe they might have a cost analysis. Mr. Casari stated he thinks going back to the Preservation Institute and talk to them about who might have done this and maybe even the Institute may have cost benefit information. Ms. Conklin stated the bids have come in and it is \$0.5 per square foot. Do we know how many square feet we are looking at doing. Mr. Kljun stated the breakdown is 580,000 square feet according to Midwest. Mr. Waldbauer stated all the bidders indicate two applications.

Ms. Gitre inquired who made decision for square footage to be seal coated. Ms. Conklin stated Mr. Maltese indicated the whole subdivision of Fairway Pines needed to be done. Mr. Zilincik picked the other roads to get bids for seal coating. Mr. Kljun stated there are two roads in Fairway Pines that will be mill and resurfaced and was not included in the bid. Mr. Casari stated in the "ride-arounds", Fairway Pines roads are structurally in good shape and have had the most repairs. Mr. Casari stated the other roads in Fairway Pines have some wear but are in good structural condition and this is where seal coating may prolong the roads. Mr. Casari stated this is exactly

what the “Fog” sealing will do. Unfortunately, this seal coating will not hold up for any length of time.

Ms. Conklin asked for a motion; however there was none, so PRRMA will not seal coat this year. Ms. Conklin stated what we will do is investigate this process. Mr. Waldbauer stated he would like to find States and Counties that are seal coating and find out why they are doing it. Mr. Waldbauer stated what he came up with is something that is called “Scrubseal” which is basically silica or sand or fine aggregate, basically a “Fog” seal, a polymerized asphalt surface sealer called “P.A.S.S.” followed by an application of silica or sand and then broomed. This process will fill a crack up to a half an inch. This will eliminate crack filling. Then this process is rolled over with a pneumatic tar roller and after a couple of hours, they broom up the excess. ADOT (Arizona) has done this for the last 5 or 10 years and has been quite successful, and the road superintendents feel they are saving money and time. Ms. Gitre stated at this point it is too late in the year. Ms. Conklin stated yes, it is late in the year and it is not that PRRMA has sat on this topic as it was just brought up at the last meeting and a lot of research has been done in that short time.

Ms. Conklin stated at the next meeting Mr. Casari will be tasked with getting information and possibly getting a guest speaker.

Ms. Conklin stated PRRMA has received bids for sidewalks. Mr. Casari stated Mr. Zilincik completed an analysis of all three subdivisions and by address on sidewalks. Mr. Casari stated this will be ready for Mr. Kljun for Monday after a few corrections. Ms. Conklin stated the sections were done according to Canton Township’s standards as that is what PRRMA indicated they would follow. Unfortunately, the Canton Township contractor cannot do it, and we may be hard pressed to find someone at this late date to do the work. Ms. Conklin stated Pheasant View has \$7,400 worth of sidewalk repairs, Fairways has \$19,598 and Fairway Pines has \$24,600 worth of sidewalk repairs, for a total of \$51,652 providing we get the same price or better than the Township gets from Gaglio. Ms. Conklin stated we need to authorize Mr. Kljun to get the specifications and obtain bids. Mr. Casari stated we are late in the year now to attempt to get bids and get someone in to do the work. Ms. Conklin inquired if we could get the bids now and get them in the early spring to do the work. Mr. Casari stated he feels we could get the bids now rather than later, the concrete prices are not as volatile as asphalt prices. Mr. Waldbauer stated he needed clarification, at the last meeting he thought the discussion was to only do the sidewalks marked in red and postpone the sidewalks in green. Mr. Casari and Ms. Conklin stated these numbers for each sub are only the red markings. Ms. Conklin stated they will make sure it is only the red marked sidewalks. Ms. Conklin stated anything that is a safety hazard needs to be fixed.

Trees

Ms. Conklin stated Davey Tree Contractor inspected 62 trees from Inverness to Beck Road, London Plain Trees, also known as Sycamore Trees. These trees currently display thinness and leaf drop because of the lack of natural irrigation over the last 50

to 60 days. Since drought generally damages roots it is strongly recommended we consider deep root fertilization yet this fall to aid in the repair process. The cost for this fertilization would be \$750. Also noted were the number of trees that displayed a fungus. It was suggested to apply a fungicide in the spring to help control. The boulevards are also not receiving enough irrigation. Ms. Krimmer stated they will keep the irrigation system on a higher schedule. Mr. Kljun stated this is all the Sycamore trees in Fairways, along Glengarry Blvd. Ms. Conklin requested Mr. Kljun to get a quote for the fungicide application in the spring.

Motion by Krimmer, supported by Gitre to have the deep root fertilization for all the trees and apply the fungicide in the spring to the Sycamore trees in Fairways for \$750 from Davey Tree Contractor. Motion carried by all members present.

Trees-Stop Signs

Mr. Kljun stated he sent out a request for quotation to three landscape contractors, Davey Tree Service, Garrett Landscape Development and Oakley Lawn Service. The three landscape contractors were asked to do the following: confirm which trees did not have 7 foot clearance (per Township Ordinance), which trees were missing or dying and the condition of the stop signs (whether they could see the stop signs from 80 feet). Mr. Kljun stated the low bidder was Oakley Lawn Service to perform the study and the study was \$502.00. Mr. Kljun stated Davey Tree Service was the most expensive at \$125.00 per hour. Garrett Landscape Development did not give a quote. Mr. Kljun stated Oakley Lawn Service will identify which curb trees don't have the 7 foot clearance.

Ms. Conklin stated we need to fix this problem and it will change the esthetics, and it will be costly. Ms. Conklin stated we are in violation at the present time. Ms. Gitre stated we have to do something about the trees blocking the view of the stop signs. Mr. Kljun stated 80 feet of the trees have to be cleared from in front of the stop signs so you have clear vision at 25 miles per hour and appropriate stopping distance. Mr. Kljun stated one house on every corner that has a stop sign will have no trees in the median. Ms. Krimmer stated they could be trimmed, however it would look odd for a few years until the tree grew. After lengthy discussion the Board elected to use low mounted stop signs. Mr. Casari stated there has to be some way to work this out. Mr. Waldbauer stated the Ordinance indicated a lot of 80 feet frontage requires two trees. Mr. Waldbauer stated his sub is more like 100 feet frontage. Mr. Kljun stated it was also talked about painting the asphalt with a "Stop" marking. Mr. Casari stated he doesn't know if that would meet the Michigan Manual. Mr. Casari stated how about trimming one tree and seeing how it looks. Ms. Conklin stated she thought we were getting a price to trim the trees not just do the evaluation. Mr. Kljun stated Davey Tree Service did say they would trim the trees for \$125 per hour for a two man crew. Mr. Casari stated his recommendation would be to trim one or two trees near the stop signs and see how it looks from the stand point can you see the stop sign and what does the tree look like. Mr. Casari stated for the rest of the trees PRRMA could get the residents involved in so the cost would not be as great. Mr. Kljun stated Oakley would give us the recommendation if we could trim the tree or would it kill the tree to

do so. Ms. Conklin inquired if someone has some suggestions of a couple of locations where we could go and play with this recommendation. Ms. Krimmer suggested Sandlewood and Mornington. Ms. Conklin stated Mr. Kljun can have them trim the trees at Sandlewood and Mornington and Mornington and Country Club at the stop signs and have Davey Tree Service do the work at \$145 per hour. Ms. Conklin suggested Stonebridge Way and Crowndale and Summit Parkway and Southwick at the stop signs also. Ms. Conklin stated if Davey Tree Service cannot get it done in the next week or two, we can wait until spring.

Ms. Conklin stated she will speak with Leigh Thurston with the Township and see if she has any suggestions. Ms. Krimmer stated this will be very expensive to go through a whole subdivision and trim the trees. Mr. Casari stated we can get the residents involved. Ms. Krimmer stated they offered her neighbors services and only one person responded in her subdivision. Ms. Conklin stated we should be proactive in getting the homeowners involved. Ms. Conklin stated maybe we need to do a homeowners newsletter in the beginning of the year from PRRMA and indicate what the residents can expect from PRRMA this year and get the residents involved.

Ms. Gitre stated the ordinance indicated homes with less than 80 feet frontage must have two trees, lots with 80-100 feet must have three trees, lots greater than 100 feet must have one tree planted for every forty (40) feet and corner lots must have one tree planted for every forty (40) feet of frontage or fraction thereof along both the front and side yards measuring at least three (3) inches in diameter as measured twelve (12) inches above the ground. Mr. Waldbauer stated he would much rather stand before his homeowners and indicate they are required to do some pruning to make the stop sign visible as opposed to removing the tree.

Mr. Kljun stated he received an email from Mr. Waldbauer to trim the pine tree that hangs out over the left hand turn lane on Summit Parkway and Southwick. Mr. Kljun stated that has been completed.

B. Insurance Updates

Standing item, no issues.

C. Landscaping Repairs

Mr. Kljun stated the entry monuments at Fairway Pines at Glengarry and Canton Center Road have all been repaired and the sign has been reinstalled.

D. Shrub Responsibility

Ms. Conklin stated PRRMA is responsible when it is considered a safety issue otherwise it is the homeowners responsibility. Ms. Gitre stated that is in the guidelines. Ms. Conklin stated this issue is resolved and will be taken off the agenda for the future.

E. Sidewalk Responsibility

Tabled

F. Further Discussion on Fairway Pines Proposal

Ms. Conklin stated the courts are handling this.

V. New Business

A. Rename association to Pheasant Run Road Repair Association

Ms. Conklin stated she would like to wait until Mr. Stephens is here to discuss this, as it was his suggestion.

B. Allocation of Percentage

Ms. Conklin stated everyone is in agreement to discuss this and it will be an ongoing discussion for several months. Ms. Conklin stated all three homeowners associations agree that the percentages need to be reevaluated and some fair analysis needs to be completed and Canton is willing to do this.

Ms. Conklin stated in reality Canton is paying more than 12% and we need to demonstrate this. Ms. Conklin stated there are a lot of expenses that Canton is absorbing and doing and if we were to add those into the totals, it would be reflective of more than 12%.

Ms. Gitre stated she is not prepared to discuss this item this evening, and will get information and will be ready for the next meeting. Ms. Gitre stated she knows the golf cart crossings are an issue. Ms. Conklin stated in the future as the golf cart crossings are replaced it will be with asphalt. Ms. Conklin stated we can put a map on the wall and discuss hidden expenses. Ms. Conklin stated if everyone can gather their information and Canton needs some evidence to back up the changing of percentages. Mr. Waldbauer inquired if the Links and St. Joes comes in under Canton Township. Ms. Conklin indicated they come in under Canton Township. Mr. Waldbauer stated that alone should change it. Ms. Gitre stated that means Canton's percentage is more than the 12%. Ms. Gitre stated then the three subs should have a lower percentage. Mr. Kljun stated everyone percentage has remained the same. Ms. Gitre stated so we are getting more than 100% of our budget. Ms. Conklin stated the intent at the time was to reduce the homeowner's association percentage by the amount that Canton's increased. Mr. Kljun stated he did not do that. Ms. Conklin stated we need to do that so what ever the percentage change would have been for the first quarter needs to be deducted from the second quarter. Mr. Kljun stated he will make a spreadsheet and discuss with Ms. Conklin how each change will be made.

VI. Other Business

A. Update on Pending Litigation

Ms. Conklin stated the next court date is 11-11-2008 at 9:00 a.m. Mr. Waldbauer stated the sad part of all of this is both sides are paying attorney fees.

The next PPRMA meeting date will be Monday, November 3, 2008 at 5:30 a.m.

VII. Adjournment

Motion by Gitre, supported by Krimmer to adjourn at 7:30 p.m. Motion carried by all members present.