BOARD OF COMMISSIONERS  COUNTY OF MARQUETTE  FEBRUARY 3, 1998

The Marquette County Board of Commissioners met in Regular Session on Tuesday, February 3, 1998 at 7:00 p.m. in Room 231 of the Henry A. Skewis Annex, Marquette, Michigan.


A Salute to the Flag was given, followed by the Pledge of Allegiance.

It was moved by Comm. Arsenault, seconded by Comm. Roberts and unanimously carried by voice vote that the minutes of the January 20, 1998 Regular Board Meeting be approved.

Chairperson Corkin opened the meeting for public comment. None was forthcoming.

It was moved by Comm. Tuominen, seconded by Comm. Rapport and unanimously carried by voice vote that the agenda be approved with the following late additions: 11a) Various Sublesses with the County of Marquette for Buildings or Properties at KI Sawyer, 11b) Change Order to the Systems Control Project for the Electrical Switch Gear at Sawyer, and 11c) Various Informational Items from the County Administrator.

PRIVILEGED COMMENT

Hal Pawley, Airport Manager, was present to discuss the proposed Instrument Landing System (ILS) at KI Sawyer. Mr. Pawley explained that the ILS being installed by contract at Sawyer Airport is a Wilcox Model Mark 10 system. This equipment has the same capabilities as the ILS currently operating at the Marquette County Airport in Negaunee Township. The ILS at the present Airport is a much older model and reportedly was programmed for replacement due to concerns about reliability and availability of parts.

The new ILS at Sawyer will provide a precision approach to runway 01, which is for landing at the south end of the runway, rolling in a northerly direction. Because the land off the north end of the runway rises in elevation going northward the FAA will not allow a non-precision backcourse approach to the north end runway 19 utilizing ILS. However, there is an established approach to runway 19 using the VOR Navigational Aid. The FAA establishes minimums for that approach which are one mile of visibility and a 500 foot ceiling. There is a backcourse approach to runway 26 at Marquette Airport using the ILS equipment there, which have the same minimums of visibility and ceiling as the VOR approach for Sawyer. Mr. Pawley has also requested the FAA to establish a Global Positioning System (GPS) approach to runway 19 at Sawyer.

Mr. Pawley further explained that the FAA no longer does backcourse approaches because the ILS equipment now being manufactured in accordance with FAA requirements does not radiate from the backside of the localizer antenna the way older equipment did, which provided the necessary signal for a backcourse approach. So there will not be a backcourse approach for the Sawyer runway, however, neither does any other airport that has the current FAA specified ILS equipment.

Comm. Cihak distributed a "fact sheet" for instrument approach procedures comparing the Marquette and Sawyer Airports. The sheet shows that at Marquette there are presently four approaches whereas only two approaches projected for Sawyer. Mr. Cihak further explained that the ILS to runway 1 is the only approach available and of any value to commercial airlines at Sawyer because a VOR-A circling approach to the airport is not allowed to be conducted as per Mesaba Airline guidelines. This concerns Comm. Cihak for two reasons: 1) Has anyone alerted our airline customers regarding the proposed approaches to the Sawyer Airport? 2) Mesaba Airlines may lease only one airport in the Central U.P. and Escanaba is only 40 miles away.

In summary, Comm. Cihak again noted that the Sawyer Airport will have fewer approaches that the present Marquette County Airport, that Mesaba Airlines will not allow a VOR approach unless the weather is VFR, less approaches means more cancellations in severe weather. To him this is a step backwards.
BOARD OF COMMISSIONERS  COUNTY OF MARQUETTE  FEBRUARY 3, 1998

Steve Powers, County Administrator, noted that even though the present County Airport has more approaches, in the winter it is still limited to only one runway.

Comm. Bergdahl questioned if the old ILS equipment was replaced at the present Airport would it be replaced with the same equipment proposed for Sawyer. (Answer: yes).

Chairperson Corkin noted that the FAA must approve and certify the Instrument Landing System at Sawyer do they advise Marquette to do something different?

Mr. Pawley further explained that the same concerns could be raised regarding the ILS if it was to be installed at the present County Airport. We haven’t ruled out anything, we are only in the initial stages of the Sawyer Airport. Future landing systems will probably be GPS but at present the airlines serving Marquette County do not utilize this system. The FAA would not allow us to proceed if the Sawyer Airport was not going to be safe. They provided the accepted equipment list and must make sure that the system is designed to FAA specifications. Once commissioned the FAA will take over and maintain the equipment so they are acutely aware of what Marquette County is doing at the Sawyer Airport.

Mr. Pawley also explained that the Sawyer Airport actually will have five approaches: One ILS approach to runway 01, two VOR approaches, and two NDB (non-directional beacon) approaches.

Comm. Roberts questioned what really have we taken away by moving the County Airport to Sawyer? He reviewed previous minutes and could not find the words "take away" or "discard," but rather found words such as "re-establish" or "relocate." In August of 1996 the Committee of the Whole Recommendation used the words "designate KI Sawyer as the future home of the Marquette County Airport."

It was moved by Comm. Tuominen, seconded by Comm. Cihak and carried by voice vote 6 Ayes (Comm. Tuominen, Arsenault, Bergdahl, Cihak, Rapport, and Corkin) to 3 Nays (Comm. Angeli, Roberts, Seppanen) that the County Board contact the FAA in writing and request that they provide written documentation of how, if possible, to construct Sawyer Airport so that we will have a complete state-of-the-art navigational system that will meet all navigational needs for the next 20+ years.

INFORMATIONAL ITEMS

It was moved by Comm. Tuominen, seconded by Comm. Roberts and unanimously carried by voice vote to accept and place the following informational items on file:

a. Memo from Harley Andrews, Civil Counsel, Stating No Objections to the PICO Community Development Block Grant Agreement.
b. 1997 Circuit Court Activity Summary from John R. Weber, Chief Circuit Judge.
e. A Review from Steve Enright, Planner, regarding Proposed Snowmobile Trail Along Wisconsin Central Railroad.
f. Notice from Dave Roberts, County Clerk, regarding New Passport Fees.
g. Susan K. Laakso, Ely Township Treasurer: Resignation from the Marquette County Planning Commission.

ACTION ITEMS

It was moved by Comm. Rapport, seconded by Comm. Roberts and unanimously carried by voice vote that Action Items 10a, 10b, 10c, 10e, 10f, and 10g be approved as follows:

10a) The FY 1998 State and Local Assistance Grant Agreement with the Emergency Management Division, Michigan State Police, which reimburses Marquette County for an amount up to 50% of the salary and fringe benefits for the County Emergency Program Manager.

10b) Committee of the Whole Recommendation to approve the Michigan Municipal Risk Management Pilot Video Conferencing Project for six months with the 1998 funds coming from the County Insurance Fund, review and evaluation during the 1999 budget process, budget amendment as follows:
RESOLUTION AMENDING INSURANCE FUND BUDGET
Fiscal Year 1998 Amendment No. 3

WHEREAS, budgets were adopted by the County Board on October 14, 1997 to govern the receipts and expenditures of the various County funds for the next fiscal year of the County; and

WHEREAS, as a result of unanticipated changes in revenues and/or needed expenditures, it is necessary to modify the aforesaid budget; and

WHEREAS, such modification will still maintain a balanced budget between revenues and expenditures as required by P.A. 621 of 1978.

NOW THEREFORE, BE IT RESOLVED that the aforesaid budget be hereby modified as follows:

<table>
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<th>Expense Budget Acct.</th>
<th>Previous Budget</th>
<th>Amended Budget</th>
<th>Change</th>
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Motion was made by Comm. Rapport, Seconded by Comm. Roberts, to adopt the foregoing resolution. Upon roll call vote, the following vote was recorded:

<table>
<thead>
<tr>
<th>Aye</th>
<th>Nay</th>
<th>Aye</th>
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<tbody>
<tr>
<td>L. Angeli</td>
<td>X</td>
<td>N. Joseph</td>
<td>Absent</td>
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<tr>
<td>P. Arsenault</td>
<td>X</td>
<td>K. Rapport</td>
<td>X</td>
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<tr>
<td>C. Bergdahl</td>
<td>X</td>
<td>F. Roberts</td>
<td>X</td>
</tr>
<tr>
<td>P. Cihak</td>
<td>X</td>
<td>G. Seppanen</td>
<td>X</td>
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<tr>
<td>G. Corkin</td>
<td>X</td>
<td>C. Tuominen</td>
<td>X</td>
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The Chairperson declared the motion carried and the resolution duly adopted this 3rd day of February, 1998.

10c) Committee of the Whole Recommendation authorizing that the 25% administrative share of support collected as a result of Juvenile Division court ordered payments be allocated to the Family Support Unit to pay for additional attorney time for show cause hearings.

10e) Committee of the Whole Recommendation to adopt the Superior Environmental Health Code to replace the Marquette County Environmental Health Code. (A complete copy of the Superior Environmental Health Code is on file in the County Clerk’s Office and at the Marquette County Health Department).

10f) Committee of the Whole Recommendation that the County Board authorize the signing of a one year service agreement with Johnson Controls for the maintenance of the Courthouse Complex energy management system, contract in the amount of $6,292.

10g) Committee of the Whole Recommendation to approve the 1998 Borrowing Resolutions for the 1997 delinquent taxes.

ACTION ITEMS CONTINUED

10d) Committee of the Whole Recommendation that Marquette County approve a contract to provide supplemental financial assurance for closing the landfill. Comm. Tuominen explained that the County Board is assisting the local units of government for a one year period because the financial assurance is needed for the landfill’s permit to be issued by the Michigan DEQ. A federal
requirement by the EPA demands that landfill owners assure funding for all closure and post closure costs during the permit period. The Solid Waste Authority is facing a March 1 expiration date on its permit. Without the County’s assurance, the Authority must provide $786,000 cash to the DEQ, which is equivalent to a 23% increase in tipping fees. By Marquette County providing the financial assurance for one year it will save an increase of approximately $8 per ton tipping fees for all local municipalities. This will give the Municipalities one year to organize financial assurance for the landfill.

The County’s landfill has an expected remaining life of 58 years and the possibility that the County would be required to provide the $786,000 during the next year is very unlikely. The Environmental Protection Agency however requires that all municipalities in the Country act as if they were to be closing their landfills on March 1, 1998. It’s a test. There have been cases where landfills have been closed and the owners have abandoned the landfill leaving cleanup costs behind.

It was moved by Comm. Tuominen, seconded by Comm. Rapport and unanimously carried by voice vote that the County Board approve of the Committee of the Whole Recommendation that the County Board contract with the Landfill Authority to provide financial assurance for $786,230 in order for the Landfill Authority to be licensed by March 1, 1998 and further, the Authority shall proceed, with the assistance of the DEQ, to have its constituent municipalities provide the financial assurance by March 1, 1999.

10h) The County Board considered a Committee of the Whole Recommendation to approve the membership of Steve Powers, County Administrator, on the City of Marquette’s Brownfield Redevelopment Financing Authority.

Comm. Cihak noted that although Administrator Powers would be glad to serve on the Brownfield Redevelopment Financing Authority, he would be equally pleased if there was a Marquette City resident from the County Board that would like to participate. Comm. Cihak volunteered to serve.

It was moved by Comm. Seppanen, seconded by Comm. Arsenault, and unanimously carried by voice vote that the County Board approve of Comm. Cihak serving as a member on the City of Marquette’s Brownfield Redevelopment Financing Authority.

LATE ADDITIONS

11a) The County Board considered approval of the following proposed leases with the County of Marquette:

RESOLUTION FOR LEASE TERMS APPROVAL

- Sawyer Medical Center’s request for building 817.
- West Branch Fitness Center’s request to amend its lease to include the parking lot on Ave. A.
- Searle Contracting LLC’s request for building 438.
- Forsyth Township’s request for building 947.
- Tiden Valley Electric’s request for building 409.
- MACASU INC’s request for buildings 735 and 736.
- MACASU INC’s request for building 1246 and 1248.
- Hamlin Inc.’s request for 60’ by 106’ parcel of vacant land.
- Signature of prime lease for building 420 to be held by the county for reuse.
- Red Fox Wood’s lease rates for building 624.
- Clerical Amendments to leases from Civil Counsel Andrews.

Comm. Arsenault, Chairperson of the KI Sawyer Economic Development Committee noted that all leases were unanimously approved at last night’s KISED meeting. All leases meet the criteria for the number of jobs created per square foot and rental rates. Comm. Arsenault also noted that future KISED meetings will be held on the Monday prior to a Committee of the Whole meeting so that Commissioners will have an extra week to review KISED recommendations.

It was moved by Comm. Arsenault, seconded by Comm. Roberts and unanimously carried by voice vote that the County Board approve the list of leases and clerical amendments as listed above and authorize the Chairperson to execute the appropriate documents.
11b) The County Board considered a Change Order in the contract with Systems Control for refurbishing the switch gear at the KI Sawyer Electrical Substation. Ed Bailey, Operations Manager, KI Sawyer, was present and explained that in December of 1997 the County Board approved the Contract with Systems Control for $80,000 to investigate the switch gear. At the time of the Systems Control estimate they did not know the real costs but have since investigated and discovered that the switch gear is in very poor condition and parts are not available for its repair. They recommend the switch gear be replaced at an approximate cost of $155,000. This is a budgetary estimate for a new line-up using ABB vacuum circuit breakers, consisting of one main breaker and four feeder breakers, including one CPT, one set of PT’s, control switches, and Basler DFPR feeder protection relays. This project should be 100% funded through the Air Force Caretaker Agreement.

Ed Bailey requests that the County Board authorize the Contract Amendment with Systems Control. Once a formal cost is determined it should take approximately 12 to 16 weeks for Air Force approval before the project proceeds.

It was moved by Comm. Seppanen, seconded by Comm. Rapport, and unanimously carried by voice vote that the County Board approve of the Change Order in the Contract with Systems Control for the refurbishing of the KI Sawyer switch gear and the electrical substation contingent on funding from the AFBCA.

11c) The County Board considered several informational items distributed by Steve Powers, County Administrator: The first item; a Sawyer/Marquette County Airport Outline of the development, operation, AMR RAMCI Project, the Marquette County Airport Financial Operating Report and Capital Report. Mr. Powers emphasized that the County’s decision to move the Airport was with assurance that federal and state assistance would be available. Marquette County now has access to more funding than it did when the decision to relocate the Airport was made. Out of the $7.8 million for capital improvements needed to convert the Sawyer Airfield to public and commercial use, $4.6 million has already been funded and committed. The balance is anticipated to be available in 1998. Local shares for grants are being funded through user fees (passenger facility charges) and only $7,300 in County tax funds have been spent on capital projects at Sawyer. Marquette County is one of 12 Airports in the country receiving military airport funding, a federal program intended for converting military airports to commercial uses. $763,000 was received in 1997 and an additional $6 to $8 million is anticipated over the next five years. Future capital improvement needs at the present County Airport are $15 million over six years whereas future capital improvement costs needs at Sawyer are estimated to be $10.4 million.

The second item; a brief pro bono paper on the advantages of the KI Sawyer site for the new County Airport compared to the present site, summarized as follows: Taxpayer Cost - Less, Capital Improvement Cost - Less, Weather - Better, Runway Assets - Greater, Existing Infrastructure and Equipment - Greater, and Future Development Potential - Superior.

The third item; a Resolution of Support on the relocation of the County Airport to Sawyer from Marquette Township.

The final item; a draft editorial to be placed in the local newspaper outlining the County Board of Commissioners reasons for relocating the County Airport and providing updated information on the progress of the move. Commissioners discussed the editorial and made some minor suggestions for changes. Comm. Tuominen indicated he will support the editorial, however, would still like the FAA to answer the County in writing on the ILS System and wanted documentation on repayment requirements to the Federal Government should the Airport move not occur.

Comm. Rapport also suggested that the County Board continue publishing information regarding KI Sawyer so that the public will understand clearly the reasons for relocating. The primary reason is the future economics and diversification of Marquette County. She is thrilled at the Sawyer efforts so far. She noted presently there are six trips by MarqTran to the County Airport and a similar program will be available for Sawyer. The FIA Director says that the best thing to help get people off welfare is more jobs. The County Board does not have to apologize for its efforts.
Comm. Seppanen noted that the County Board took a calculated risk on investment on the County’s future. In terms of where we are now compared to where we were when the decision was made to relocate the Airport, it’s proven to be a good decision, much better than anticipated.
Comm. Arsenault supported the editorial. Information needs to be presented to the citizens. The bottom line for most citizens is taxes and by relocating to Sawyer this means in the future the County Board will not have to subsidize the Airport allowing more tax dollars to be used for other County services. Comm. Arsenault also noted that this morning he reviewed a lease that will provide 200+ jobs and over $10,000 in taxes. This one lease alone will save Marquette County taxpayers many dollars and provide enough revenue to support the Sawyer Airport.
Chairperson Corkin is thrilled with the development of Sawyer and noted that it is the first time he can remember we will have opportunities for our young people to stay and continue to work in Marquette County. He was initially against the relocation, but now in fairness to the people who supported it, he now concurs they were correct.
Comm. Bergdahl supports the editorial letter and pointed out that it is now a chance for Marquette County to get some dollars back into our area. The federal government will be spending many dollars for military conversion projects in many other States and we have an opportunity to use those dollars here.
Comm. Cihak contended that he cannot support the editorial and wants his name exempted from its support. He has questioned the move since April 13, 1997 and is still not convinced it is in the best interest of Marquette County. The move is very expensive, the continuing cost of maintenance of the Sawyer Airport will be greater; the Air Force itself projected capital costs to be $19.6 million, and the convenience of location to the citizens of the County is lost. He believes the relocation of the Airport is gambling with taxpayer dollars and not a good calculated risk.
It was moved Comm. Roberts, seconded by Comm. Rapport, and carried by voice vote 8 Ayes to 1 Nay (Comm. Cihak) that the County Board of Commissioners forward the editorial regarding the relocation of the County Airport to the newspaper for publication.

Chairperson Corkin opened the meeting for public comment.

Brian Rochon, Orianna Brook, Marquette, contended the County really has no say because the FAA won’t certify a landing approach that is not safe. It’s not the number of approaches that are meaningful but the ones that can be used. If the County asks for an ILS System they’ll get an ILS System. The County will get what it asks for. A VOR approach is an approach to the Airport and not to the runway. For commercial or jet aircraft those types of approaches should not be used but it will be costly if the County puts in two ILS approaches for Sawyer.

Frank Honkala, County Road 581, Ishpeming, distributed some documentation on various approaches to KI Sawyer and Marquette County. He explained it took him years to learn this information. Mr. Honkala regularly flies to Lansing Airport where 727’s, 747’s, 767’s, Air Bus 300’s and even the Air Force One have landed. The Lansing Airport has a 7,000 foot runway therefore all of these planes could land at the present County Airport. The County Board feels moving the Airport is correct, but the general public is against it, not against the development of the Base, but against relocating the Airport. Even though the cost to the County’s General Fund will be reduced to 0 in the future, it still will cost more to run the KI Sawyer Airport. The runways at Sawyer when they need readjusting will cost twice as much because the runway is twice as big. The KI Sawyer Airport is an old airport and much of its infrastructure needs replacement.

Ray Amtmann, 400 Pelisier Lake Road, pointed out that KI Sawyer as a military airport had nine approaches. The funds will be available in the MAP Program to put in any approach required. As Mr. Pawley explained, the proposed ILS System is only a starting point. Today is no reflection on what may be needed tomorrow. Regarding the $19.6 million capital cost that the Air Force reported were necessary at KI Sawyer, Mr. Amtmann noted that 300,000 lb. KC 135’s and 400,000 lb. B-52’s regularly landed at KI Sawyer. Standard commercial use will not be close to those requirements.
Mr. Ammann further explained that the County Board has made a good decision to move the Airport. Many details will be worked out as the relocation continues to develop. He urged the County Board not to get hung up on approaches. These are changeable in 6-9 months.

Patty Stevens, 1350 N. Vandenboom, Marquette, supported the County Board editorial. She spoke to many people who support moving the Airport but are shy about coming forward. Ms. Stevens suggested that a petition supporting the Airport relocation be circulated.

Ted Weldum, 121 Iroquois Drive, Negaunee, noted that when the Commissioners voted in 1996 they were listening to consultants and a very powerful group of people urging to move the airport, but now conditions are different. There was much doom and gloom back then regarding the closure of Sawyer and its affect on Marquette County business and its economy. Mr. Weldum contended however that businesses in Marquette County have expanded, unemployment remains low, Marquette County has not gone down the tubes because Sawyer left, and the mines will still be running after many of the Sawyer businesses are gone. The County Airport does not have to be moved to provide jobs, in fact the Airport won’t be moving until about 1-1/2 years from now. Moving the Airport will be the last thing left to move so what jobs will be required by the Airport at KI Sawyer?

Mr. Weldum, in response to Comm. Roberts’ comments at the beginning of the meeting as to what is being taken away from the citizens, contended that convenience from the majority of the people. Also safety, not so much for flying, but the longer drive on two lane roads to KI Sawyer. In general the people of Marquette County don’t believe the move is necessary and in his mind he will be getting less for his tax dollars.

Steve Bailey, City of Negaunee, thanked Chairperson Corkin for voting against the Airport move two years ago. He noted that people live in Marquette County by choice and comparing this Airport to an Airport in a large metropolitan area like Detroit or Chicago is not correct. He agrees that convenience and safety are primary issues for not moving the Airport, and questioned whether the Road Commission will change its plowing pattern so that County Road 480 and 553 will be clear first. Presently the Airport is located on a four lane highway. He urged Commissioners to ask the people through a survey or a poll about moving the Airport.

John Derocher, pointed out that the FAA will approve several approaches to the Airport but some airlines cannot use all approaches, therefore, only one approach will be available at Sawyer. Many people think that by moving to Sawyer there will be less cancellations but with only one approach available there will be more cancellations. The cost at Sawyer versus Marquette County may be offset by leases but how many of the leases are aviation related?

COMMISSIONER COMMENTS, STAFF COMMENTS AND ANNOUNCEMENTS

Chairperson Corkin noted that leading up to the decision to relocate the Airport in August 1996 the County Board had debated and wrestled with the issue for over a year. Very little criticism regarding moving the Airport was heard during that debate but all of a sudden it has become a problem. After $4.6 million in commitments has been made it is difficult to change this decision. It is not like relocating a stop light. The decision was made in August of 1996 to move the Airport. Chairperson Corkin’s duties as Chair are to follow the directive of the Board and to do his best to see that the relocation is done.

There being no further business, the meeting was adjourned at 9:30 p.m.

Respectfully Submitted,

David J. Roberts
Marquette County Clerk
MARQUETTE COUNTY BOARD OF COMMISSIONERS
Regular Meeting, Tuesday, February 3, 1998 at 7:00 p.m.
Room 231, Henry A. Skewis Annex
Marquette, Michigan 49855

1. ROLL CALL.
2. SALUTE TO THE FLAG AND PLEDGE OF ALLEGIANCE.
4. PROCLAMATIONS, PRESENTATIONS AND AWARDS.
5. PUBLIC COMMENT. (time limit 20 minutes total)
6. APPROVAL OF THE AGENDA.
7. PUBLIC HEARINGS.
8. PRIVILEGED COMMENT: Hal Pawley, Airport Manager, regarding Sawyer ILS System.
9. INFORMATIONAL ITEMS:
   a. Memo from Harley Andrews, Civil Counsel, Stating No Objections to the PICO Community Development Block Grant Agreement.
   b. 1997 Circuit Court Activity Summary from John R. Weber, Chief Circuit Judge.
   e. A Review from Steve Enright, Planner, regarding Proposed Snowmobile Trail Along Wisconsin Central Railroad.
   f. Notice from Dave Roberts, County Clerk, regarding New Passport Fees.
   g. Susan K. Laakso, Ely Township Treasurer: Resignation from the Marquette County Planning Commission.
10. ACTION ITEMS:
   a. FY 1998 State and Local Assistance Grant Agreement with the Emergency Management Division, Michigan State Police.
   b. Committee of the Whole Recommendation to Approve the Michigan Municipal Risk Management Pilot Video Conferencing Project.
   c. Committee of the Whole Recommendation Authorizing a Budget Amendment for Administrative Support Collected as a Result of Juvenile Division Court Orders for Reimbursement.
   d. Committee of the Whole Recommendation that Marquette County Approve a Contract to Provide Supplemental Financial Assurance for Closing the Landfill.
   e. Committee of the Whole Recommendation to Approve the Superior Environmental Health Code.
   f. Committee of the Whole Recommendation to Approve the Service Agreement with Johnson Controls for Maintenance of the Courthouse Complex Energy Management System.
   g. Committee of the Whole Recommendation to Approve the 1998 Borrowing Resolutions for 1997 Delinquent Taxes.
   h. Committee of the Whole Recommendation Approving of Administrator Steve Powers Serving on the City of Marquette's Brownfield Redevelopment Financing Authority.
11. LATE ADDITIONS:
   a. 
   b. Change Order - Switch Power electrical substitution repair
12. PUBLIC COMMENT. (time limit 20 minutes total)
13. COMMISSIONERS COMMENTS, STAFF COMMENTS AND ANNOUNCEMENTS.
14. ADJOURNMENT.