

Meridian City Council Work Session

February 14, 2023.

A Meeting of the Meridian City Council was called to order at 4:36 p.m., Tuesday, February 14, 2023, by Mayor Robert Simison.

Members Present: Robert Simison, Joe Borton, Luke Cavener, Jessica Perreault, Brad Hoaglund, Liz Strader and John Overton.

Also present: Chris Johnson, Bill Nary, Brian McClure, Steve Siddoway, Jake Garro, Brian Caldwell, Joe Bongiorno and Dean Willis.

ROLL-CALL ATTENDANCE

☒ Liz Strader	☒ Joe Borton
☒ Brad Hoaglund	☒ John Overton
☒ Jessica Perreault	☒ Luke Cavener
☒ Mayor Robert E. Simison	

Simison: Council, we will call the meeting to order. For the record it is 4:36 on 2/14/23. We will open this City Council Work Session with roll call attendance.

ADOPTION OF AGENDA

Simison: Next item up is adoption of the agenda.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Move adoption of the agenda as published.

Perreault: Mr. Mayor --

Strader: Second.

Simison: Have a motion and a second to adopt agenda as published. Is there any discussion? If not, all in favor signify by saying aye. Opposed nay? The ayes have it and the agenda is agreed to.

MOTION CARRIED: ALL AYES.

CONSENT AGENDA [Action Item]

1. Anvil Subdivision Offsite Sanitary Sewer Easement No. 1

- 2. Apex Northwest Subdivision No. 3 Sanitary Sewer and Water Main Easement No. 1**
- 3. Apex Northwest Subdivision No. 3 Sanitary Sewer and Water Main Easement No. 3**
- 4. Apex Northwest Subdivision No. 3 Sanitary Sewer and Water Main Easement No. 4**
- 5. S. Benchmark Avenue Crossing Sanitary Sewer and Water Main Easement No. 1**
- 6. Ten Mile Storage Water Main Easement No. 1**
- 7. Ten Mile Storage Water Main Easement No. 2**
- 8. First Amendment to License and Indemnity Agreement with Lions Club of Meridian and Assignment of Agreement to Treasure Valley Lions Club**
- 9. Resolution 23-2373: A Resolution of the Mayor and City Council of the City of Meridian to Amend the City of Meridian Standard Operating Policy and Procedure Manual by Amending Standard Operating Policy Number 4.1 and Standard Operating Procedures Number 4.1 Concerning Holidays; and Providing an Effective Date**

Simison: Next up is the Consent Agenda.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: I move approval of the Consent Agenda and for the Mayor to sign and Clerk to attest.

Perreault: Second.

Simison: I have a motion and a second to approve the Consent Agenda. Is there any discussion? If not, all in favor signify by saying aye. Opposed nay? The ayes have it and the Consent Agenda has agreed to.

MOTION CARRIED: ALL AYES.

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

Simison: There were no items removed from the Consent Agenda.

DEPARTMENT / COMMISSION REPORTS [Action Item]

10. Public Hearing for Proposed 2023 Lakeview Golf Course Fee Schedule of the Meridian Parks and Recreation Department

Simison: So, we will move on to Department/Commission Reports. First item up is Item 10, the public hearing for proposed 2023 Lakeview Golf Course fee schedule for the Meridian Parks and Recreation Department. We will open the public hearing with staff comments from Jake.

Garro: Thank you, Mr. Mayor and Council Members. As directed I am back with a corrected version of fees for Lakeview Golf Course. These corrected version of fees were advertised on February 14th and 11th. A memo, along with a corrected version of the proposed fees and the current fee structure from Lakeview, was provided to you beforehand through the portal and given to you when you arrived today. I do have a couple clarifying items. We did in the -- in the announcement for -- for the weekends -- the weekends are defined as Friday, Saturday and Sunday, and that only defines -- that only applies to the green fees. Okay? I know there was somebody out there that had some concerns that they had purchased a restricted pass. That does not have any affect on the passes. That restricted pass can still golf Monday through Friday at anytime and on the weekends and holidays anytime after noon. So -- and also one more other clarification on that. There are no new -- or there is no increase in the current annual pass fees at Lakeview Golf Course right now. There is no -- there is no increase on the annual pass -- on the annual golf pass fees. All right? We are only seeking the four percent increase on the greens fees and the implementation of a new non-resident golf pass fee. And with that I will stand for any questions.

Simison: Thank you. Council, any questions for staff?

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Not a question. Just a comment. Thank you for revising it.

Garro: You bet.

Strader: I think it's much more straightforward and I appreciated the side-by-side comparison table as well.

Garro: Okay.

Simison: Council, any additional questions for staff? Okay. This is a public hearing. Mr. Clerk, do we have anybody signed up to provide testimony?

Johnson: Mr. Mayor, we did not.

Simison: Okay. Is there anybody in the audience who would like to come forward and provide testimony on this item? Ralph, would you like to come provide testimony on this item? Okay. So, that's a no from Ralph. And we have no one online, so --

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: I will move that we close the public hearing on Item 10.

Perreault: Second.

Simison: Have a motion and a second to close the public hearing. Is there any discussion? If not, all in favor signify by saying aye. Opposed nay? The ayes have it and the public hearing is closed.

MOTION CARRIED: ALL AYES.

11. Resolution 22-2367: A Resolution Adopting the 2023 Lakeview Golf Course Fee Schedule of the Meridian Parks and Recreation Department; Authorizing the Meridian Parks and Recreation Department to Collect Such Fees; and Providing an Effective Date

Simison: Thank you. Next item up is Item 11, Resolution 22-2367.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: I move that we approve Resolution 22-2367 adopting the 2023 Lakeview Golf Course fee schedule for the Meridian Parks and Recreation Department and authorizing the Meridian Parks and Recreation Department to collect such fees and providing an effective date.

Cavener: Second.

Simison: I have a motion and a second to approve Resolution 22-2367. Is there any discussion? If not, Clerk will call the roll.

Roll Call: Hoaglund, yea; Borton, yea; Cavener, yea; Perreault, yea; Strader, yea; Overton, yea.

Simison: All ayes. Motion carries and the item is agreed to.

MOTION CARRIED: ALL AYES.

12. Community Development: Locust Grove and Amity Intersection Feedback Request

Simison: Thank you, gentlemen, for all being here this evening. So, with that we will move on to Item 12, which is our Community Development on Locust Grove and Amity intersection feedback. Mr. McClure.

McClure: Thank you, Mayor, Members of Council. I'm going to be fairly comprehensive here. Apologies in advance. The Locust Grove and Amity project started off as an interim signal. Cost escalated quickly, however, with right-of-way drainage and cell tower issues and the interim project was shelved. The project came back as an ultimate project several months later. Traffic analysis was done to identify what configurations could work. This included a multi-lane roundabout, i.e., different number of lanes in different directions. An example would be over by Scentsy on Pine and Webb, a dual lane roundabout, possibly phased, and a signalized intersection. The multi-lane roundabout failed in certain movements in the long range regional transportation model. The dual lane had the best performance and the signal worked, but with lessened efficiency. This is a bit of a sideways comment, but I think it's important. While an essential tool for regional modeling, I will note that the transportation model is often wrong when using it to examine specific and more nuanced intersection improvements and movements. The model is constrained by planning level numbers that have an artificial population cap and tendency to consider not just market delivery, but what communities want. When they -- when the traffic analysis was done at Eagle and Amity, for example, for the widening, one of the moving directions had already exceeded forecast numbers for 2040 from the previous analysis. That was before 2020. The dual lane roundabout resulted in the best performance and had a phased approach that avoided failure in the future modeled traffic conditions. The project team selected the phase dual lane roundabout. Staff was also told to -- a sidewalk would be part of the project after raising concern over the lack of pavement for nonmotorized users on Amity. This design would have also accommodated the future widening of Locust Grove to the north. However, after on-site analysis previous concerns with the interim project were confirmed with irrigation and drainage, right of way and a cell tower location the project went on pause to figure out the physical constraints. New project managers plural also came on board and staff fell out of the communication loop during this time. When we were brought back several months later we were informed that the multi-lane roundabout was re-decided primarily due to cost. This configuration has failing segments in the transportation model and which is often underrepresented. These next two points are not meant as I told you so -- not to you, but to ACHD. But their context for the request. The cell tower limiting project design options was opposed by the city in part due to its impact on future intersection improvements. City staff were told after by county planning staff that they would have opposed it if ACHD had held the line. Initially ACHD had said no, but pivoted and said the intersection work would be -- with the tower as proposed could work. If the tower had been placed further from the intersection one of the major constraints there would not exist. The second is that the original Amity and Eagle roundabout was not designed thoroughly. It was supposed to be expandable to dual lane from single, but because, in part, approach angles and

speeds were not fully considered, the entire existing intersection had to be torn up and shifted so that speed and safety could be managed. This impacted several major projects that had been entitled with the original expansion designs as -- as ACHD had originally approved. City staff wanted to see this done right, not just for right now, but for the life of the project. We would rather take things slow and thoroughly. This project was ranked by the city as 49 this year and 51 in 2021. When the project does move forward we also want to see adequate facilities provided to the school. This section of Amity is not in the integrated five year work plan. If we don't approve sidewalk access with this project it may be a long time coming. We have new subdivisions in very close proximity of the project and many existing to the north. Staff also wants to see Locust Grove adequately planned for. There is a great deal of growth happening in Kuna to the south and the single largest commuter census block destination for Kuna workforce is not in Boise, but in Meridian. This is the area around Scentsy, Blue Cross, St. Luke's and the industrial areas east of Meridian Road. There is no reason for this traffic to be congesting interchanges if Locust Grove could better accommodate it. This, again, is largely related to artificial constraints, not realistic. ACHD's capital improvement program has to -- has to have funding identified for a project to be included. City staff would much rather see this section of Locust Grove serving expansive areas of Kuna to the south -- be five lanes than between Fairview and Ustick, which effectively ends at Chinden., There is more than 60 homes that would be adversely impacted by widening from three to five in that area. As a resident in this area I say expansion is more -- is warranted, not because I want to make my left turn out harder, it's because Kuna traffic funneling through Meridian corridors can be better planned for. It's because there are no planned improvements to Meridian Road and -- or the four Lane Eagle Road interchange bridge. It's better to plan for alternatives than to either simply be overwhelmed or to hope that the state will make other and timely improvements in the future. In summary, staff would recommend the City Council to, one, advocate for an intersection design that preserves for five lanes to the north, for facilities that better serve Mary McPherson Elementary School and for a project that takes the time needed to do it right, do it once unless, effectively phased, and which considers the long-term benefit. Staff is not advocating for a specific intersection type, roundabout or signalized. There is now three existing roundabouts adjacent and they typically work better together. Someone needs to do additional math to consider what is actually best and not just perceived. However, redoing the math to look at both regional and local benefit may be another good request. With that I can bring up the letter that was submitted. I can pull open some examples and -- and stand for questions. I will -- I will also note that we are looking for your feedback. So, if you want to send a letter, if you don't want to send a letter, if you have specific requests or want us to pull certain ideas -- thank you.

Simison: Thank you, Brian.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Thanks, Brian. Appreciate the letter. Appreciate -- I didn't think that this was that -- I mean it was very thorough, but you made it sound like this would be a much lengthier process. I appreciate kind of the condensed version and your work on this. I -- I have a few questions, but I want to start with -- you touched on, again, what I think is important for this Council, future Councils to consider, is the planning that we are going to have to do essentially to accommodate Kuna's traffic and I'm curious -- has there been any communication or collaboration with the city of Kuna about this letter, about future collaboration on roadway projects? I guess where -- where is the city of Kuna in this conversation?

McClure: Mr. Mayor, Councilman Cavener, there has not been any discussion with Kuna. This issue was raised very recently with somewhat concerns, so it may be a positive thing to do, but we have not had time to do that before talking to you first.

Cavener: Okay. And, then, Mr. Mayor, a follow up if I may.

Simison: Councilman Cavener.

Cavener: Brian, can you maybe give Council a little bit more direction about what you are looking for from us tonight? I mean you have got a draft letter before us. I have some thoughts on that. We have got I think a joint meeting with the highway district coming up. Is -- is this being proposed as a -- as a topic for that agenda? Is it send a letter and, then, have staff or the Mayor follow up with -- with folks at ACHD? I mean what specifically are you looking for direction from Council tonight?

McClure: Mr. Mayor, Councilman Cavener, so staff has already provided our -- our suggestions to ACHD less formally. We don't expect those will be -- well, we think they will appreciate that we don't necessarily think they will act on them because of decisions that have already been made fairly firmly related to cost. So, since there was some concern in recent conversation about schools in particular, we thought we should send a stronger request from someone at the city or council, indicating a desire to look this over a little bit more and not just to rush headlong. The -- the request to Council is if you want to be part of that request, if you have any specific concerns, issues, or if -- or if you, frankly, disagree, that would all be very helpful.

Cavener: Okay.

Simison: And, Councilman Cavener, if I could add, this was brought -- Brian and Caleb brought this to my attention recently and I recommended coming to Council. Brian and I are both not fans of roundabouts, but you don't see a request in here for a roundabout conversation. So, we were trying to balance my viewpoints and his viewpoints with the viewpoints of the city in this dialogue about what -- what -- what may be appropriate or not in comments to ACHD. It's not being proposed for a joint meeting topic at this time and, you know, I think that there is not consensus even on ACHD from what I understand about this specific intersection improvement plan moving forward. So, I think if there is a desire of this Council to weigh in, I think there is an open and willing --

at least a few Commissioners who would really appreciate the city's viewpoint on how this should be built for what purpose,

Cavener: Okay.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: So, I was trying to connect the dots in preparation of how this all came to be and -- and reading through the letter. It's my understanding that the letter that was attached to the agenda is a response from one of our ACHD commissioners to a letter that was already sent or is this -- this is your draft letter?

Simison: This is a staff draft.

Perreault: Okay.

Simison: It doesn't reflect my comments at this point in time. It's really just -- you use it more as a dialogue piece than anything else --

Perreault: Okay.

Simison: -- for what staff would like to communicate.

Perreault: Okay.

McClure: Mr. Mayor?

Simison: Mr. McClure.

McClure: Council -- Council Woman Perreault, I could do a better job of perhaps explaining the -- the point at the time -- the point of time which you find yourself now. So, ACHD has completed their 50 percent design review for this project and they are now out for public comments right now. So, this is an opportunity for sort of the city to provide its comment as part of that.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Did I understand you correctly in your presentation that while they are going through a couple of phases of -- of public comment period that you are not in the -- of the anticipation it's going to change their design much? That's kind of what it sounds like.

McClure: Mr. Mayor, Council Woman Perreault, there are some significant physical constraints in this area and ACHD has spent a considerable amount of time trying to address them as they feel is best and I -- I don't suspect much is going to change without some significant push.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: So, with those design constraints, have they looked at an alternative solution? Are they -- is there a reason why they are choosing to go with a roundabout, which I assume takes up quite a bit more space than -- than widening the current lanes and keeping a signalized intersection? If I understand correctly there is going to be a roundabout -- or there is one being constructed at Locust Grove and Victory now. There is one at Lake Hazel and -- and Locust Grove. So, this would be the third one in two miles. Can you give us some background on the conversation they have had about keeping it signalized?

McClure: Mr. Mayor, Council Woman Perreault, yeah. So, when this project was re-kicked off -- so, initially they did it -- they were looking at doing an interim signalized intersection until they did the -- the full construction. That quickly became apparent that an interim signal was going to be excessively expensive and they should, if anything, do the ultimate. So, they put that on pause. We expected that to be on pause for years, but, actually, it very quickly advance for some reason. They started off by doing an intersection traffic analysis. That analysis looked at three, I believe, key configurations. One was a multi-lane roundabout. One was a dual lane roundabout. So, two lanes in all directions versus two lanes in only some directions. And, then, an intersection. I think it was six by four lanes. The multi-lane roundabout performed the worst. The -- the dual lane roundabout performing the best the longest and the intersection did not have any failings, but did not have the efficiency that the dual lane roundabout had. Six Mile Engineering did their analysis.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I just want to make sure I understand. So, it sounds like -- because there is a lot in the letter. So, I would suggest like maybe recapping the request from us with some bullet points at the end. But it sounds like our requests are -- we want them to hit pause and consider a redesign. It sounds like we believe that the pedestrian connectivity to Mary McPherson is inadequate. And it sounds like we want them to update the master street map. Am I missing anything else, Brian?

McClure: Mr. Mayor, Council Woman Strader, that summarize is accurate. Thank you.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Okay. So, my opinion would be -- it makes sense to send the letter. I don't think there is any downside from sending the letter. If it's effective or not we don't know yet until we try. I think the piece about the cell tower -- I'm not sure how that fits into this letter. I didn't see that referenced in the letter. It sounds like that's the main design constraint. Is that true?

McClure: That is one of the main design constraints, yes.

Strader: Okay. It's up to you if you think it helps provide more context to add it or not and you guys can talk about it. But, no, I don't think it hurts at all to communicate. I mean there is a good rationale I think for getting it right, instead of, you know, rushing something through that doesn't ultimately give us what we want. I -- I would be happy to sign this letter. I wouldn't have any issue doing so. I think it might need a little bit of tweaking, but I like the suggestion of trying to get Kuna on board, too. It just sounds like it's time sensitive. So, you know, if we can that -- that couldn't hurt to try to do that, too. But I mean with any kind of project I think it's better for us to -- to get the right long-term solution, than something that's just not going to -- not going to work for the long haul.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Brian, is the -- what -- is the cell tower the major physical consideration or also is it housing that has to be removed if they go to a roundabout?

McClure: Mr. Mayor, Councilman Hoaglund, that's a good question. I'm not sure. The cell tower is very close. What's closer, though, is the -- the box next to it. I'm not sure -- I'm not sure if it's all of the cell tower equipment or if it's just that or what portion of that could be possibly relocated. I do know that ACHD has a hard pass on -- on even touching the cell facility though.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Brian, so would -- would a straight intersection, as opposed to a roundabout, solve that problem?

McClure: I don't believe so. I think -- I think the issue -- the biggest issue is that what ACHD wants here has changed over time and also what the city wants has changed over time. New standards for moving away from bike lanes to the multi-pathways, for example, has sort of increased the footprint. I do know that ACHD's original letter to Ada county they -- they first saw a -- which said they didn't -- which said they -- which recommended to ACHD -- sorry. In ACHD's original letter to Ada county, Ada county

staff -- ACHD staff -- sorry -- indicated to Ada county staff that they should not approve the cell tower as proposed, because it was within the footprint of the roundabout. That was on that particular day the preferred intersection facility, because it was shown on the master street map. The next day they sent a revised letter that instead described a signalized intersection and did not have issues with the cell tower location, because it did fit at that time.

Hoaglund: So, Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: We will have to deal with this conundrum now, but I agree with Council Woman Strader, you know, we -- we need to plan for the future and get the best part -- whether it's a regular intersection or a two lane roundabout -- I mean going too small just creates problems in the future and, yeah, we may not have to deal with it or hear about it, because we may not be up here any -- any longer, but that's not what we are here for. We are -- we are trying to look ahead, as all entities should be, whether they are Ada county, ACHD, or the City Council and make sure things work for the future. So, it's -- it's a little discouraging when all the parties aren't on the same page on something like this and now we have to figure out what the heck do we do. But I think -- I can -- I can sign this letter, move -- move forward with as much as they can get for -- for that location to make it work and as safe as it can be. So, what that ultimately looks like I -- I'm not sure now with the constraints that we point out and -- and the cost that will be involved. But let's go for as much as we can get.

McClure: So, one thing I would like to add to the letter -- you know, this kind of came up when we had our joint meeting with ACHD and we talked about the improvements to Eagle Road. But I -- I think that we need to have ACHD come present to Council at some point in time when every project is at a point in time where getting Council feedback directly to ACHD would be warranted, whether that's to their staff, you know, the staff project manager or others, so whether that's at the kickoff, whether that's at 25 percent design or something else, but that -- that was one of the outcomes I know we have talked about at that meeting and we -- we just need to try to find a way. So, if we can integrate that into this letter, but I think that's an important step is getting them to come talk about -- especially road widening, road -- you know, I don't know that we need every community program, but road projects which definitely have a larger impact should be here, so that we can provide feedback directly.

McClure: Mr. Mayor? Do you --

Simison: Mr. McClure.

McClure: I don't know that we have -- I don't know what conversations have had -- been had there in the past, other than what you just said. Do you want us to try just provoking that question while we are having these early meetings with -- with their staff directly or -- or do you want it to just go in the letter?

Simison: I think it will go in the letter and may even be a topic that comes up at the joint meeting on the side of some sort. It won't be a formal action item, but it can be a request.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Thank you very much, Brian, for giving us the background. I always want to know exactly what I -- what it is I'm -- I'm agreeing to, of course, when I sign. The only other recommendation I would make is, obviously, some tweaking -- some more clarification is to add an exhibit that -- that shows exactly what you are describing, because I think in the letter you mentioned that there is concern about not having an additional southbound lane on the north side of the intersection; is that right? And that -- so, I would -- I would include an exhibit that shows exactly what it is the concern is that you think should be modified and is -- is -- are you or is staff wanting to make a statement or an opinion on which of the three that ACHD is taking under consideration or are they -- have they already made that decision -- they are moving forward with the -- with the -- the dual lane and they are just asking for comments on the dual lane?

McClure: Trying to think this through. The new ACHD project manager has described the situation where there has been a fairly strong indication as to what staff has been directed to do and I mean the project team staff. There are to move forward with the multi-use -- multi-lane roundabout, instead of a dual lane roundabout, which is what the original traffic analysis report indicated and what the project team last year had also decided to move forward with. He -- he is new'ish. He used to be at ACHD. He was not full of -- not sure of some of the original context for why in the -- someone decided or some group decided to move the -- the previous decision back to multi-lane, despite some of the faults, but he seemed to think it was fairly -- said enough.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: And if I understood your earlier description correctly, that was -- that was the design that performed the worst in the modeling.

McClure: Mr. Mayor, Council Woman Perreault, yes, and I don't want to misconstrue that too much. So, not all of the movements failed in the multi-lane roundabout. One or several of them did. My point is on previous traffic analysis projects that were compared to projected future growth, were significantly wrong as in they undercounted a lot of trips that were likely to be there and were there much earlier than the original horizon year. So, other intersections have been very wrong in the sense that traffic came a lot sooner than planned.

Simison: Council, any additional questions or comments at this time?

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: I know there is some questions about paragraphs to include in the letter. You know, Brian, I will leave that to you, kind of what you think is best. I -- I would support, though, this piece in that -- I think that first paragraph that's highlighted about Kuna and, Mayor, I think maybe with your permission we may want to send a copy of this to Mayor Stear as well. I just think that as a city south Meridian and north Kuna are going to become synonymous at one point and we want to make sure that we are establishing good collaborative efforts sooner rather than later. And, then, I'm sure the smarter brains, other than my own, when they proof the letter will -- will see this, but as much as I love talking about Locust Grove and Victory, I think we probably want to change that to Locust Grove and Amity as the subject line for the letter. So, maybe just a quick change on that. But other than that I appreciate your guys' efforts to get this in front of us quickly and get it to ACHD as soon as possible as well.

Simison: Okay. All right. Then, Brian, you got your direction and take that back and we can work with Dave and others and reach out to Kuna and we will follow up offline.

McClure: Thank you, Mayor, and thank you, Council.

Simison: Okay. All right. Council, we have reached the end of our agenda. Do I have a motion?

Hoaglun: Move to adjourn, Mr. Mayor.

Simison: Motion to adjourn. All in favor signify by saying aye. Opposed nay? The ayes have it. We are adjourned.

MOTION CARRIED: ALL AYES.

MEETING ADJOURNED AT 5:06 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS)

_____ MAYOR ROBERT E. SIMISON	_____ / / DATE APPROVED
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ATTEST:

CHRIS JOHNSON - CITY CLERK