

City of Glenns Ferry City Council Meeting September 14, 2021

The regular City Council meeting of the City of Glenns Ferry was opened and called to order at 7:00 pm on Tuesday, September 14, 2021, by Monty White, Mayor.

Members Present: Susan Case, Billy Galloska (call-in), Dani Martinez (call-in), Kenny Thompson, Mayor Monty White

Staff Present: Christy Acord, Derik Janousek, Scott Nichols, Teresa Parsons, Jennifer Trail, Geoff Schroder

Others: Steve & Amy Alderman, Lieutenant Burnett, Frank Case, Donn Carnahan, Kris Moses, Anne Wescott, Mickie Zuiderveld, Sammy White

To observe appropriate social distancing guidelines, as recommended by the Center for Disease Control and Prevention (CDC), the public joined the City Council Meeting remotely from their computer, tablet, or smartphone.

Public was invited to join from their computer, tablet, or smartphone.

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Item 1. OPEN MEETING/ROLL CALL:

Susan Case Dani Martinez Ken Thompson
 Billy Galloska Mayor Monty White

****Dani Martinez joined call at 7:01pm ****

Item 2. PLEDGE OF ALLEGIANCE:

Item 3. MOTION TO: [ACTION ITEM]: Any Changes to the Agenda:

Item 4. PUBLIC COMMENTS: Please Sign in to Speak: For information purposes only on items not placed on the agenda. No action or decision can be made on public comments. Comments are limited to 3 minutes. *SEE BELOW*****

Item 5. MOTION TO: [ACTION ITEM] Consent Agenda.

- A. City Council Workshop Minutes for Aug 24, 2021.**
- B. City Council Meeting Minutes for Aug 24, 2021.**
- C. Library Board Meeting Minutes July 13, 2021**
- D. Accounts Payables for August 2021.**
- E. Payroll August 2021.**

Thompson: I'll make that motion to adopt the consent agenda.

Case: I'll second it.

Mayor White: All in favor, all-ayes.

Item 6. ITEMS MOVED FROM CONSENT AGENDA FOR FURTHER DISCUSSION:

Item 7. DISCUSSION/MOTION: [ACTION ITEM] Eastern Elmore County Rec District: Splash Pad and Baseball Field.

Parsons: They are not here tonight.

Mayor White: I wonder if they got confused. They're not here so we'll skip that.

Item 8. DISCUSSION/MOTION: [ACTION ITEM] Anne Wescott. Presentation, Impact Fees.

Wescott: Well, good evening and thank you for giving me this opportunity to come meet with you. I do believe you have this in your packets. Please interrupt me if you have questions. Quickly, to make sure we are all to speed on impact fees. Impact fees have been used in Idaho for over twenty-five years. Significant growth in Idaho is creating a new wave of push back from residence who want growth to pay in its own way. Leaving more and more cities, counties, and fire and highway districts to consider the use of impact fees. Elmore County and various firesand highway districts within the county are considered fees. The county has already signed a contract. The only thing that is a little bit challenging and won't really apply to you in the city, but if it's a fire or a highway district the ones that collect impact fees it has to ask the city to agree to collect on their behalf because fire and highway districts don't have ordinance already. So, the legislature made it just a little bit harder for us to do that. For example, the fire district wouldn't be applicable to you, you have your own fire department. Page three just to make you dangerous for impact fees, remember the impact fees are only paid on new development projects. So, if you are going to build your house you would not pay an impact fee. If you were going to put a pole barn on your property, but it wasn't a business it was storage, you would not pay an impact fee. If you were to scrape an insurance office and build one the same size, you would not pay an impact fee. New houses expanded commercial and retail development and any new residential ag buildings, things that are actually creating compacity. In this case for you putting more trips on the road system or resulting in more calls for your fire department for example. Fees are calculated to, and this is the only legal test, proportionate share. So, when I work with my clients, I need to be making sure that we're not charging developments. The capital item that the city wants that I have to create a nexus between the growth that is coming and why you need something else. So, there's clearly a nexus between a new and expanded fire station and growth. There wouldn't be a nexus between rebuilding the roof on a fire station and graph, because it was already a deficiency, and you'll see that the bottom there. We can't make that better, but impact fees can help them from getting worse essentially as you grow. We also can't use impact fees to pay for operating expenses so, if you're going to open another fire station, for example, I am not sure if you're at that threshold yet but paying the new firefighters would not come from impact fees, it would need to come from your property taxes. The only real benefit is that if impact fees are paying for capital, then that's less property tax money that they need to subsidize. On this slide, three types of capital costs and again, this is kind of a test that I use to make sure that there is some relationship between growth if you're repairing and replacing existing things. If you have an old, grater and you need to replace it or an old fire engine and you need to replace it, those things are not impact fee eligible. If you are making an existing fire station, for example, better, but it's an existing facility some of that probably the new amount of the station would be impact fee eligible, remodeling the existing part would not. But I it's truly an expansion, if you have to redesign a road, widen a road, put in a new fire station, put in a new fire tender because of growth you're a hundred percent impact fee eligible. I will clarify that when we're widening a road, we need to do some sort of math to make sure that part of the roadbed we're rehabbing, or reconstructing will not have impact fees but the rest of it will. On the next slide, often people are overwhelmed with the law is too complicated, there's too many things we have to do, we don't want to risk getting in trouble. Idaho State statue is pretty straight forward actually, it's not anymore complicated than any other state and then there's a couple things in it that I think are actually useful that are not required in any other state. The first one is Development Impact Fee Advisory Committee. We want to make sure that the people who will be paying these fees and taxpayers in the community don't want to be subsidizing growth and have an opportunity to be involved in this process before it goes a public hearing. I meat two to three times with five people in the community who represent taxpayers and developers and builders. They vet all of the assumptions I make in this study and then by the time we get back to city council, it's not a surprise people have been involved in the process and usually those public hearings are very mild. Again, capital improvements plan. Here in Idaho are impact fees forecasting on ten years of growth and ten years of capital projects that are needed to support that growth. I do when I'm developing CIP's or capital plans for a city, I will have the departments put non-impact fees and eligible things on there as well and we just keep separate column for the general funds. I think for elected officials having all your capital needs in a one ten-year document, kind of knowing the things for funding source for

growth and this is the funding source for other things can be useful in your budget process. Revenues need to be used between eight and eleven years depending on circumstances. In twenty years, I've never given money back. It is very easy to keep track of the money and make sure we are spending. We'll do a cash flow analysis when we do the study to make sure you'll be accruing fees the same rate that you'll need to be building or buying things. On page six these are seven questions that cover my entire approach to impact fees. The first four questions are about our current situation. So, who does Glenns Ferry serve? Number of people, number of households, number of nonresidential square feet and what is your current service level? So, if we were talking about fireman, it would be how many minutes it takes to respond to a call. If it were your street systems you have an LOS that's A through F, but a lot of times it's about congestion or safety indexes as well. Then I ask what capital do you currently have to provide that five-minute fire response or to keep that level in your street and then I ask how much have existing residents have already paid in? Some states, if I came up with development, we could just charge the next guy that number. But in Idaho we can't do that. I still go through the process because I think it's interesting to see how much the people in this community have already paid into the infrastructure. So, when we ask development to pay their share it's usually a little bit less than that, even because communities have already built some capacity. It's kind of a way to help prove that everyone's paying in their share. Then after we do that the last three questions is forward looking. Who's coming, how many new houses, how much nonresidential square foot and then we ask the department heads, what do you need to build or buy in order to keep that level of service constant? So, if it were the fire chief it would be we're anticipating this number of subdivisions and maybe they're on the other side of our community from our fire station. Or it's close enough but we're going to need another water tender to be able to bring water to those calls. And then the impact fee is on page seven, the numerator is the total cost to build or buy divided by who's coming, and I mean every house and every nonresidential square foot. When we're talking about fire, impact fees is a house is a house whether it's a single family or multifamily house and all residential pays the same amount [er square foot. On streets, because we have more engineering data on the actual trip generation from different types of growth, we can break those into other subsections. Mountain Home has chosen not to, they're doing just residential and nonresidential, but some other communities will have different rates for retail office and industrial for example. I just wanted to walk you through a quick example, this is one just recently done in the city of Emmett to show you what it would look like and the information that would be included for you. On page eight this is the kind of growth projection information that we collect. The current populations households and nonresidential square feet and then ten years out what we're predicting. On the far right you can see that eighty-three percent of Emmett is residential and seventeen percent is nonresidential. We put them in these buckets because we're going to divide up these costs by that proportional share. On page nine this is an example of the streets, I brought them so they would be real relevant to you. I said to the street's director, what do you currently own in terms of capital inventory. That's roadways, bridges and culverts, their shops and then vehicles and equipment. They have about sixty-six point seven million dollars' worth of stuff and that's what helps them provide a level of C service level within the city of Emmett. If you look at page ten you see sixty-six point seven million, we go through math by portioning that out residential and nonresidential and I divide it by the three thousand fifty single family homes, one hundred and sixty-one multifamily homes, and then the number of nonresidential square feet and everyone in Emmet basically owns twelve thousand eight hundred and twenty-six dollars of the roadway infrastructure. Which is two feet, maybe two feet. And then for example every retail is about twenty-eight dollars. I will give you a foreshadowing that Emmett's impact fees will not come out this high, but then if someone says what, you're going to charge me five thousand dollars for streets, we say yes. And everyone who already lives here already owns twelve thousand, they've put twelve thousand in. It's a way of showing we're not asking them to pay more than what your community has already put in. On page eleven you'll see their example of their capital improvement plan. The streets director in Emmett, when I said it looks like you're going to be seeing another eleven homes and almost half a million nonresidential square feet, what are you going to need to build or buy? And you'll see a list of six different projects that they have on their streets CIP. The cost of those projects and then the percent contributed to growth. So, remember when I said we can't use impact fees to fix something that's currently in place or deficient, you'll see what we've done in each of these projects. Saint Johns Avenue reconstruction if there was something to be reconstructed it's technically a deficiency. But while they're reconstructing it, they are also widening it. While thirty percent of that specific project and we use the engineering data to tell us what the percentages should be. Thirty-five percent of it will come from impact fees. This line is sort of confusing because they're actually getting

Altech money for this project and so impact fees they're not ending up having to pay the whole thirty-five percent because they're only having to pay the match. I'll give you an easier example which is the second one, Twelfth Street, one point two five-million-dollar project, sixty five percent of that because it is a widening project because of growth. Eight hundred thousand on that project will come from impact fees and the city will need to budget four hundred and thirty-seven thousand for their part. Without impact fees the city would need to pay for all of this out of their property taxes so it's not like these projects were going to go away and the streets director knows with growth this is going to need to happen and we're looking for this other funding source to be able to manage that. You'll see that the ADA curve ramp improvements, they haven't met their ADA requirements yet so that's a deficiency so impact fees can't pay for that. But they do need an additional street sweeper because they're adding additional lane miles and that is one hundred percent impact fee eligible. The amount that you spend having a consultant do your impact fee analysis is impact fee eligible, so the impact fees pay that amount right off the top. Then capital planning so your transportation master plan and if you're do for one of those hopefully at some point in ten years impact fees can pay for that and that's good cause those can be really expensive. If you go to page twelve you would see that almost seven million dollars CIP two point six nine million of that impact fee eligible. Break it out by the different types of land use, divide by how many of those single-family multifamily houses and the different kinds of nonresidential square feet. In the City of Emmett, they have almost adopted an impact fee every single-family home pays sixteen hundred sixty-one dollars, and every multifamily unit would pay eight hundred and thirty-five, if Walmart went in, they'd pay three dollars and forty-six cents per square foot, etc. Any questions about that methodology and how it would work with your streets program? We will move on to page thirteen, I'm going to give you a fire example, even though this is a fire district it would be relevant to your fire department. This is Gem County Rural Fire. They have the same growth chart there. They have the same eleven hundred residential units. On page fourteen they listed all of their stations, they're apparatus and their equipment and their level of services measure by travel time so, eight to ten minutes on average for each call. What we want to do is make sure we have the capital necessary over the next ten years to keep that eight-to-ten-minute travel time as we get eleven hundred more houses. On page fifteen there's that current investment where we say everyone who lives in the district already paid in over eighteen hundred dollars or seventy-three cents nonresidential and we'll compare that to the impact fee. On page sixteen this fire district or we can presume it was a fire department said we don't need a whole new station but we're planning on remodeling the station we have and while we do, we want to make it bigger because we want to add more space for living space, dorm. In this case they have volunteers they need to house, and you may be growing your fire service for example and need that kind. The first line is the amount of space at that station number one that's related to growth. It's an additional bay, it's additional living and dorm space. One point tow million. Two million they've been planning on bonding the existing station for some time. So, that's not impact fee eligible. You'll see the additional vehicles that they need, tender brush truck, support vehicles all those will be paid for with impact fees but replacing all the existing apparatus the ambulance in their case and the fire engines would not be impact fee eligible. You'll see out of a four-point eight capital plan one pint seven million of it can come from impact fees and the districts on the hook for the other three point one million. When we go to page seventeen, you'll see that one point seven million at the top again broken out by residential nonresidential divided by the eleven hundred sixty-two houses every new residential unit in Gem County Fire District will pay fourteen hundred and seven dollars and that is slightly less than the eighteen hundred and thirty-three that the existing residence already paid in. That's as close as I could get to your city. Do you have any questions about the methodology?

Thompson: We're even smaller yet, so some of this doesn't seem to fit very well.

Wescott: Because you're not sure the growth will be as

Thompson: We're seeing growth but we're not seeing residential housing tracks going in yet.

Wescott: That's definitely something you want to think about is thinking about how much growth will be over ten years. If the amount of growth over ten years will really not put much pressure on your streets department or you fire department it's probably not a good time to do impact fees.

Thompson: If we had somebody coming in and talking about doing a subdivision, then I could see this would be important for us to adopt, but I haven't heard anything yet. Unless somebody else has.

Mayor White: Billy, Dani do you have anything?

Martinez: I do not have anything at this time.

Case: Say a large retailer, industrial place was looking for a small town, in your knowledge of history, if they're aware of impact fees does that change their mind about where they want to locate?

Wescott: If it is a large or even statewide residential or industrial or something like that impact fees are about number ten on the list when they're sighting something. It's the cost of your land it's the adjacency to the freeway, it's whether or not you have internet infrastructure, those kinds of things are far more important, whether or not they'll be able to find employees. Impact fees statistically have no negative impact on growth. In fact, the fastest communities have the highest impact fees and it's just the market if that makes sense. Certainly however, if you were courting a large facility because you felt it would be good for your tax base or for your community, you can't waive the fees, but the city could choose to pay their fees on their behalf as part of their incentive package, but I don't know how far into your economic development plan you are. That is technically to offset it if they said they're not coming here because of our impact fees, but I have never heard that actually happening.

Schroeder: One other thing that was brought up in Mountain Home is that If you have a unique kind of impact and a unique set of fees that person can request to have their fees individual calculated, which also is a statutory allowance for offset (inaudible)

Case: So, it's slightly mitigated.

Schroeder: Yes.

Wescott: A large employer or someone bringing a lot of taxable value could show you, look we're going to dump so much property taxes, this was sort of the Micron situation, that you're going to more than make up that amount and you have the ability to make that individualized assessment on the fire side and maybe it's not an ag industry, it's not going to have a lot of trucks on the road. Maybe it's something that has its own, maybe it's hazmat, completely sprinklers, something that will allow it to put less on your city you can negotiate those fees then.

Thompson: Would there be an advantage to us to have impact fees, where at this point, we're not doing anything, well we are but there's not big buildings coming in or whatever at this point.

Wescott: That is definitely the question and not knowing, I'd have to know a little more about what your growth projections are. If you're going to have ten houses in ten years, you don't need any capital associated with that. I think the way to think about it is when you're planning or staff identifies what the growth and development population might be in your city, will that much growth cause a large enough increase in fire calls to make a difference in the travel time. Will it put enough new vehicles on the road to require widening or safety improvements? Emmett was kind of on that cusp as well and they would probably say that they were a little late to the party, that they probably should had started three or four years ago because they weren't anticipating the last four years of growth that they had. The definitely started seeing congestion in their roadways that the only way they could mitigate is they had some bridge reconstruction. That's why they think it was time now. That would be the question. Do you think there's going to be enough growth to require these growth capital items? If not, I would not do it.

Mayor White: It was my understanding that part of the reason you are here is if we join the effort now, it would be cheaper than if we were to just go on our own way later.

Wescott: Yes. So, we have Elmore County and several fire districts thinking about this and if there's enough people that goes through this at one time so I can have some sort of economy of scale there, I can reduce the price per client. All I know right now is I have the county. There's interest from some of the highway and fire districts.

Mayor White: What would that be saving do you know

Wescott: It would depend on how many groups that would be. Currently it is ten thousand dollars per department, so if you were doing both streets and fire it would be twenty. I could probably do a break to about fifteen depending. It depends how many people we have involved and how I can coordinate this at one time. You'll have to have your own advisory committee that puts a little extra wrinkle in it, but they're not that difficult. I think my advice back to the mayor and council is take some time to think about what growth you see coming and whether or not the fire chief and streets director feel that will put enough new impact on your systems to buy something. Now you may not need to by it in ten years, but if you don't start collecting bit by bit now then everyone in the door between now and ten years will have gotten basically away with not paying. So, really try to look at your ten-year projection. I know Mountain Home all of the sudden is a county primarily Mayfield, if that comes to play that's a hug impact on the county. That one caught them a little off guard, they knew about it for a long time and now all of the sudden it's back and now we're rushing to get the fees in place before that. There's no risk of doing it too early. And it's really my job to say after looking at your growth projections. Yeah, by ten years you will have raised enough money to pay for this expansion of your fire station etc. It may not be an investment that you're going to see for quite some time, but if you start growing quickly and you do not have impact fees then

everyone that's pulling a building permit is not paying toward what you will eventually need. So, it is a timing thing.

Mayor White: Council would you like to just think about it and put it on the agenda for later?

Case: Yes.

Wescott: Thank you.

Mayor White: Christy, do you have anything to add?

Acord: I attended the meeting with the county, and everyone present, and we went over everything in Mountain Home and I'm just going to read this off. Both the county and Mountain Home are pursuing this, and it would be in our best interest financially, to improve the impact fees to assist the City of Glenns Ferry with classes associated with the future impact of growth and development. You see the growth is coming toward Mountain Home, you also see the growth that is coming to Twin Falls and we're dead center in the middle. It would be nice if we took advantage of something now instead of waiting until later and trying to pay for infrastructure, fire and roads and streets later on down the road when we are already having trouble paying for this now.

Thompson: I guess my problem is we're talking about twenty thousand dollars here that we have to come up with, start with to do this. I don't see where we're going to get anything out of it for a few years. Are we? I mean who are we going to impact, put a fee on?

Case: Well, maybe it would be proven to look at past growth and see where we've been. We really haven't seen that much and base off of other cities close by. I wouldn't mitigate this right of the bat, but I do see what you're saying is, when we look at our budget it is really tight and twenty thousand seems like a lot. We'd really need to digest, is there enough benefit for us and we should research and make a decision.

Thompson: I don't say we don't do it; I just am saying can we afford it. What the value is to us.

Schroeder: Two concerns that I'm familiar with in Mountain Home we set up an impact fee structure when the market was starting to go crazy in two thousand and seven, then after that the bubble burst. Then they quit giving away home loans and so, we ended up with ten to twenty building permits per year with an impact fee structure that in some cases, depending on the kind of development was almost prohibitive. We calculated and the impact fee committee had to meet for five or six years, and they left it flat, and we had a deliberate off set calculation could carry the burden provided it was allocated into a capital fund. At least that impact fee structure was present, and the impact ordinance was there so that when they started showing up in droves, now we've got growth that is in Mountain Home that we haven't seen even since before that. So, now the mechanism is there and all we have to do is go back and recount the street miles, the response, time the police officers per people, and reassess those impact fees. Those builders will pay them without blinking. I think both Anne and the council bring a good point, at what point are they just going to start showing up. To the extent you get surprised and there's two other mechanisms, one Anne hit it earlier which is an extraordinary impact. A guy shows up and he's going to build a moon launching pad and that's going to bring an impact that no one is going to ... and another one is that some of these subdivisions come in through the process of annexation. You're allowed to calculate a fee based that calculates the cost of that annexation brings to your city. There's legal guideposts in the case that a very negative ruling in Sun Valley about how you don't calculate. But it also shows you how you do. You can't simply come up and go, I think six hundred thousand a better number, which is literally what the City of Hailey did to this developer, and it ended up in bankruptcy. But you should know that when you annex a piece of property it's going to have a certain amount of houses and you do the same sort of thing using your impact fee, your fee to annex in addition to this, this, and this is this fee. So, if you get hit with a surprise one and you don't have an impact fee set up, we deal with this a fair amount and her presentation is dead on and that's a policy decision you guys have to make but I have dealt with it in a couple of places. I've dealt with it in the fact that if an impact fee ordinance doesn't contain the ability to singularly calculate and off set for taxes, of course that's changed we don't have the tax revenue we used to, but United Metals recycling plant in Gooding that was going to go in Mountain Home. But myopic view of the impact fee was just one of those like one of those that ITD has to put gravel under, they put it down there because of the impact fee that was being charged. When you construct these ordinances, and it does a good job of saying is this structure that's contemplating being built something that's going to impact a need for services.

Mayor White: The council will take it under advisement.

Janousek: In reference to this there is a tentative housing complex going in that would just about pay this bill if the impact fees are right. So, it may not cost the city anything. But you're still talking six or eight months to get it done.

Wescott: If you have something knocking on the door a three-year development improved process you can say, we're about ready to adopt impact fees and you're going to need to pay them, and this is the estimated amount that somehow you can work through that. I think looking at your building history and the plats that you have within the city, things that potentially can be developed might get you more of an estimate of when you are going to be able to recover that money.

Mayor White: We'll put this back on the agenda.

**Item 9. DISCUSSION/MOTION: [ACTION ITEM] Christy Acord. Update on Impact Fees.
SEE ABOVE.**

Item 10. DISCUSSION/MOTION: [ACTION ITEM] Clearsource Contract.

Schroeder: It's good. The only changes I had is to make a list of the stuff by the areas that are going to be served and he was good with all the changes. The number of employees, the locations and then I just kind of specified that if he's going to say, you need to upgrade your server I included lines like subject to budget limitations with city council approval. If he tells Teresa, you got to upgrade the server and she doesn't, you don't have the money, we're not breaching the contract, it's subject to the approval and now we have to figure out another way to fix it.

Case: I'll make a motion that we sign the contract with the revisions that are included.

Martinez: I'll second.

Mayor White: All in favor, all-ayes.

Item 11. DISCUSSION/MOTION: [ACTION ITEM] Idaho Rural Water Associations, Addendum to Agreement for Professional Operations Services.

Mayor White: What this is, is when Johnny Hernandez left, we don't have a collection permit right now and so we had to add that back into the contract. We took it out then we had to put it back in. I need you to allow me to sign that addendum so we can keep our license to collect.

Thompson: I make a motion we allow you to do that.

Case: I'll second.

Mayor White: All in favor, all-ayes.

Item 12. DISCUSSION/MOTION: [ACTION ITEM] City Hall Carpet Replacement.

Mayor White: During this year I didn't specifically have a line item for me to replace the carpet out here in the main hall and in the two offices. As you can see water has gotten in there, it's rolling up and coming loose and we went out and got costs. If we do the two offices in the mayor office and the big one out here, it'll be forty-nine thirty-eight thirty-two. It was not a line item in the budget, but I do have the funds in equipment and stuff that we haven't used, but I wanted to have the council's approval to spend that money in another way that was budgeted there.

Thompson: I make a motion that we do it.

Case: I don't pay attention.

Mayor White: It's coming loose and it's rolling up and we'd like to get under there and also see if we have old under there.

Case: So, it's not a matter to see if we can just stretch the existing carpet out?

Mayor White: No.

Case: Ok, I'll second.

Mayor White: All in favor, all-ayes.

Item 13. DISCUSSION/MOTION: [ACTION ITEM] Low-Income Home Water Assistance Program.

Mayor White: I got a call from the folks that do help people with their low-income rent, and heating bills and stuff like that has contacted me and the federal government is sending money down from the state that will be taken into that, but they've expanded that to help them on their sewer and water rates. We don't need to do anything, the only thing the city will have to do is direct the people to this program so, the city can be reimbursed for their cost. Where people are in the rears for their water and sewer of, we can get them hooked up on these things, the city would receive money from them directly and then it would be credited to their account so we wouldn't have this continual signing agreements and people being in

trouble cause people can't pay their sewer and water bills. I wanted to do on this one is no motion I just wanted you guys to understand that this system is out there and I'm going after that.

Item 14. DISCUSSION/MOTION: [ACTION ITEM] Communicable Disease Policy (ICRMP).

Mayor White: ICRMP sent us out a sample policy. When ICRMP sends these things out, normally as far as I'm concerned it means that if we don't consider having this on the book, they may decide not to defend us. I went through this, and I had the attorney review it. Is there any comments you'd like to make Jeff?

Schroeder: It's pretty standard.

Mayor White: And so, I'd like to have permission to go ahead and have that adopted.

Case: No, I have issues with it.

Mayor White: Ok.

Case: Not major, I have two points. On page eight under section nine, three paragraphs down. Employer may also take additional steps to prevent the spread of disease in the workplace such as requiring social distancing and installation of protected barriers and other measures. I don't want that in there, it's too broad. I would take out and other measures. You could, what would those be? I just think that's too broad of a statement and I'd like to see that removed.

Mayor White: I did not read it that way, but it's certainly

Case: I did. And then number eleven, employer may implement a separate policy governing employee vaccination for the disease. I do not like that, number eleven.

Mayor White: Other comments?

Thompson: I don't have a problem with either one of them, sorry Susan.

Case: No, you don't have to apologize, but I'm not going to pass something that I believe infringes on personal rights or decisions. I have a problem with these they're too vague, it could mean anything. And the other one I think it's taking away personal rights to mandate these things.

Mayor White: That's why I brought it before the council.

Case: The rest of it looks really good, but those two things I do have a problem with.

Galloska: No, I looked over it pretty well. I think Susan addressed the issues I had. Not necessarily with (inaudible), but definitely with the impact it would have.

Martinez: No, I don't have any at this time.

Mayor White: Do you want me to take this back to the attorney and have him redo it?

Case: I just want to know if we, is this a template that we can tweak to our needs or are they saying take it or leave it as a whole? Because we're talking a very long document and I'm talking about twenty words.

Schroeder: I guess we got to ask ICRMP about the insurance coverage you have with the changes. The vaccinations' part, I see where you're going with that. You want to back up where it says, may take additional steps such as requiring social distancing and installation of barriers and other measures. Those other measures isn't necessarily vague because it must be read in context with taking additional steps to prevent the spread of disease. So, if an employee says I'm taking this step, let's say you get into some conflict, I don't want to do this. Which is I don't know, wear a purple ribbon. So, an employee can say that doesn't stop the spread of disease. So, that is not vague to the intent that the employer is asking employees to comply with the measures to prevent the spread of disease.

Case: Other than I believe it's substantiating number eleven. They could say and other measures is mandating a vaccine. It's too vague for my taste. If you want to say and other measures to enhance barriers, to enhance social distancing, to implement something to stop the spread of disease somehow, but I believe it's just too vague for me.

Schroeder: Nine I would say is additional steps to prevent, eleven is where you're getting off the bus telling us that an employer can require ways to have vaccines.

Case: Yes.

Schroeder: I don't have a legal opinion on that.

Thompson: With the State of Idaho, I thought they'd agreed that the employer had that capacity. If you don't want to work, then you've got that right. But if you want to get the vaccine then you can go to work.

Case: While it is the capacity of the employers, should it be done?

Schroeder: The State of Idaho said, the State of Idaho wouldn't require vaccine verification, but that doesn't apply to the political subdivisions to the state and that's currently a debated political topic. I survived twenty-two years in the army getting vaccinated every time I was standing in line longer than ten minutes and would be discharged if I failed to do so or court martialled failing to go to war without the

vaccines that I was required to have. Be that as it may, if it's the wish of this governing body to eliminate section eleven we'll just need to ask ICRMP if this invalidates our policy or not. But I don't believe nine is too vague for, unless you read it in conjunction with eleven, then I agree with what you're saying.

Case: I just don't like and other measures.

Mayor White: That's why we've got it here so we can talk about it.

Thompson: The only problem I have with this they won't change it just for Glenns Ferry. There's got to be a whole bunch of people besides you complaining about it.

Case: I have no idea, they just got it out to everybody.

Martinez: (inaudible).

Thompson: That's what I'm saying Susan, I don't understand that.

Case: I'm not, not agreeing with you, I just don't know.

Mayor White: Easy, easy. Dani, you had a comment.

Martinez: I don't have the paper in front of me, but other measures, I would think that it could be, now you have to wear a mask, now you have to wear two masks, just depending on what happens is what they're going to require you to do. It doesn't say anything about a vaccine, anything about decisions, if you have to take a temperature, you have to wash your hands before you come in, you have to bring your own pens, things like that. The measures that they're requiring doesn't have anything to do with actually as a whole subject (inaudible).

Case: Fine, then say other hygienic measures.

Martinez: (inaudible).

Case: I disagree with you.

Thompson: Another thing ... (inaudible).

Mayor White: Lets don't talk over each other.

Martinez: Other measures would be (inaudible) and now you have to work at home, now you can only come in once a week, now you work twice a week, you have to wear a mask, you have to take temperatures, you have to (inaudible). Other measures do not consider getting the vaccine.

Mayor White: Correct.

Schroeder: My statutory interpretation switch just went on as well and so I think, I hadn't thought about what councilman Martinez said, but because vaccinations are treated separately, so nine would not cover vaccines. I just reread the intro where it says this is a suggested policy, I doubt that ICRMP would throw us off the bus if we tweaked this thing. So, if it's the will of this body to delete eleven, but I think nine other measures means (inaudible).

Case: Except if you take out number eleven, then that, other measures becomes vague. Do you see what I'm saying? Because now you don't have a separate line item.

Schroeder: You can take eleven and make it say something different than what it says there.

Case: Right.

You may implement a separate policy governing those vaccinations, actually if you leave eleven the way that it is and then your separate policy governing vaccines say whatever it is, is the will of this body and you're going to require that you're not. Then that gets nine, nine wouldn't be mandated for vaccines accidentally.

Case: The way I'm understanding you is

Martinez: Vaccines is a whole other policy.

Schroeder: Right.

Case: Exactly, but I was saying take eleven out then it's not tying into anything. You've now left that as an open blank to other measures. Because vaccines is listed separately in the agreement right now.

Schroeder: If you leave eleven in there and it says may implement or in our case, we would tweak it to say, the City of Glenns Ferry has implemented a separate policy governing vaccines, see Appendix A and then Appendix A says we will have vaccines, they'll be optional and mandatory, whatever that says, then that takes that away and out of the scope with nine.

Case: Ok.

Mayor White: I knew this would be a debate and that's good. My goal to have this on tonight was to have you guys develop your policy and have your say. I think for the record I do not want to see a policy where we mandate vaccination.

Martinez: Correct.

Thompson: I'm not for that either. But we need to make them available.

Mayor White: We don't have to make a decision tonight. We can take a look at it. Would the council like to basically, take a look at this a little closer and we can put it on the next agenda to talk about it again?

Galloska: Yeah. I'd rather have it right in front of me while we discuss it.

Martinez: That would be fine if we do it at the next one.

Case: Yes.

Mayor White: We will move it to the agenda for the upcoming meeting. Thank you.

Nichols: And thank you Miss Case.

Item 15. DISCUSSION/MOTION: [ACTION ITEM] Water/Sewer Infrastructure; Water/Sewer Bond.

Carnahan: The scope of work for infrastructure support to the city to gauge, I understand the public interest in improving the city's infrastructure. Having two public meetings giving presentations and just gathering community's interest and improving our infrastructure. That's the outline of the scope here.

Mayor White: We had a work session earlier where we discussed this. Does the council want to approve the scope and budget and move forward on that?

Thompson: I make a motion we do that.

Case: I'll second.

Mayor White: All in favor, all-eyes.

Item 16. DISCUSSION/MOTION: [ACTION ITEM] Donn Carnahan, Keller Associates: Scope and Budget: Municipal Airport (U89) Improvements.

Carnahan: This is the scope and the budget for providing and updating the plans for the apron and taxiways for the airport project that we weren't able to fund last time. This is included in a grant that the city received and again the Idaho Transportation Department of Aeronautics received some additional money so at this time this grant is a grant from ITD to the city. There won't be any match costs. It is a reimbursable program, so you'll have to front the money then you'll get reimbursed for the expenditures as we go forward.

Thompson: I make a motion that we do such thing.

Case: I'll second.

Mayor White: All in favor, all-eyes.

Item 17. DISCUSSION/MOTION: [ACTION ITEM] Economic Development Mutual Assistance Agreement FY22 (Elmore County/Glenns Ferry).

Thompson: I make that motion.

Martinez: I'll second.

Mayor White: All in favor, all-eyes.

Item 18. DISCUSSION/MOTION: [ACTION ITEM] Professional Services Contract for Economic Development Services FY22 (Elmore County/Glenns Ferry).

Thompson: I make that motion.

Case: I'll second.

Mayor White: All in favor, all-eyes.

Item 19. DISCUSSION/MOTION: [ACTION ITEM] Rural Idaho Economic Development Professional Grant. State of Idaho – Department on Commerce FY22 (Dept of Commerce/ED Board/City of Glenns Ferry).

Galloska: I make that motion.

Martinez: I'll second.

Mayor White: All in favor, all-eyes.

Item 20. DISCUSSION/MOTION: [ACTION ITEM] Resolution Accepting the Rural Economic Development Professional Grant Offer from the State of Idaho Department of Commerce for the Rural Idaho Economic Development Professional Program.

Case: "I motion to adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENN'S FERRY, ELMORE COUNTY, IDAHO, ACCEPTING THE RURAL ECONOMICAL DEVELOPMENT PROFESSIONAL GRANT OFFER FROM THE STATE OF IDAHO DEPARTMENT OF COMMERCE, FOR THE RURAL IDAHO ECONOMIC DEVELOPMENT PROFESSIONAL PROGRAM; AND

AUTHORIZING THE MAYOR TO SIGN THE STATEMENT OF ACCEPTANCE AND THE CLERK TO ATTEST be adopted”

Thompson: I'll second.

Mayor: Roll Call Vote.

Parsons: Councilwoman Case - aye, Councilman Galloska – aye,
Councilwoman Martinez- aye, Councilman Thompson – aye

Item 21. DISCUSSION/MOTION: [ACTION ITEM] White Cloud/City of Glenns Ferry MOU: Memorandum of Understanding.

Schroeder: The site lease agreement I tuned up a little to make things more specific like the water tower that we use to get permission to put a fence around the water tower so, the city public works director should dictate on how that should go and then they want to make improvements to the lease of the premises so that also requires direct request approval by the director of public works before it's done. Those are the only changes. I sent those to him, and I just gave Teresa a copy, it was a red line version. You can approve this and if it fails, we can go back.

Case: I would be willing to do it, and very good by the way those revisions, pretty standard, but he's protecting the city.

Thompson: I'll do that.

Mayor White: All in favor, all-ayes.

Item 22. DISCUSSION/MOTION: [ACTION ITEM] Glenns Ferry Downtown Business District Parking.

Galloska: I'm going to have to step out now.

Mayor White: That's fine we still have a quorum.

Acord: We'll start off by giving you guys a little bit of background. We held two parking meetings about downtown business district in Glenns Ferry. The congestion and everything we are seeing downtown; Mickie sees it everyday at the bank. Here's a picture of basically, what we're facing, as we have the farm equipment that goes through, but we also have seen an increase in RVs, the larger RVs, longer RVs, and just larger equipment, semis, etc. So, we were discussing the congestion and safety of downtown and the chamber we had Vitruvian come in, Don, come in from Vitruvian come in for the first meeting. He actually agave us some suggestions which included having the two white strips for parking on either side of the street and they would be eight-foot white stripes. I sent Teresa his results by email. In your packet. We decided when we got his report, and we held a second meeting at city hall and the Sheriff physically showed up at this meeting. There's a picture that's showing you, eight-foot parking strip, then you have twenty-four feet in the middle, then you have eight-foot parking stripe on the other side. The sheriffs input to this was, no the street is not wide enough in order to do that. It only leaves you twenty-four feet in between the parking and it's not wide enough for RVs and semis, etc. He suggested that we take parking away at the side of the street along side Potpourri and Penner and Fink just in this area and the downtown business district and leave parking on the side closest to the banks and all of that.

Zuiderveld: He made a suggestion to, actually this was brought up in both of our meetings that we create a handicap parking space. You can see where Christy's truck is parked in front of the old bakery, that is where the dip at the chamber corner is at and so it is wheelchair accessible. We figured that one parking handicap parking per thirty spots, there's not thirty spots on this particular side of Commercial. They suggested one handicap parking spot where Christy's truck is at. It'd be the last spot on that street where you turn. That's where the dip is so people can use their wheelchairs without having to get up on the sidewalk and to frequent the businesses on that side.

Acord: The other handicap spot is located down at the corner right by the US Bank doors and actually has a sign in his mart and so there's also a parking time limit sign that is above my truck on the phone pole it's up kind of high to where people don't pay attention to it and we're going tory to have that sign lowered down. There were also other things discussed in the meeting including the alleyway right behind the businesses and the alleyway that goes straight through town. A lot of us have witnessed a lot of congestion coming out of the banks and everything. I'm trying to figure out how to accommodate that as far as safety is concerned and it was suggested and the business owners spoke about it and they suggested making the alleys from the road where the theater is, all the way to the end of where the equestrian museum and that is to make those all one way running east to west. Because of the US Bank teller window and now you run one way and the alleys would be al ne way.

Case: So, they wouldn't alternate one way they would all just be coming toward the main drag?

Acord: Right.

Zuiderveld: We've talked to all the businesses that they're back doors are on the alley where the trucks are parking and delivering and they said they are totally fine with having it as a one way due to the fact that it would help with the congestion in the alley. If you have a truck coming one way and a car coming the other way, everybody is stuck. If people are coming into US Bank they can't get to the teller, they all said it would be fine to turn that all to the one way and all trucks would come in the same way.

Case: Was this discussed with the fire department and the ambulance and is there any impact there? Like if they needed to rush down the wrong direction, does that matter?

Mayor White: No, they just turn their lights on and go.

Zuiderveld: It also opens up three spots along Pioneers building as well and we can make that Pioneer parking only cause if you change that to a one way it does open up three spaces right there.

Case: And all the business owners as far as the parking on the street, they were fine with this?

Acord: With what the Sheriff and them

Case: No, as far as Potpourri and Penner and Fink, not having parking out front, they're fine with this?

Acord: They know about this meeting right here, so if they

Case: So, if they had a problem, they'd be here is that what you're saying?

Thompson: They have the parking behind, don't they?

Zuiderveld: Some of them have parking behind their building.

Acord: In future plans for development behind the Trophy Club and things like that, the new Trophy Club owners were at our parking meetings. We were talking about trying to accommodate parking downtown for a lot for the businesses behind theirs and to also work on the parking lot behind the banks to put in organized parking down the road.

Mayor White: Is there anything we need to do tonight, we really don't have a plan to submit to the council.

Acord: No, sir that was our plan.

Mayor White: I think I want to think about this a little bit. The meeting I attended, one of the business owners was pretty adamant about the parking out in front of their business. I'm going to follow up on that a little bit.

Case: I would love to hear from, not just assume that they're not here they're in favor of it. I would feel better speaking with those, knowing that it's on record, we've spoken with them, this is their answer.

Mayor White: Are we on any time that you have a grant to do this or have we got several weeks here.

Acord: We have a couple weeks to do it. I'm looking into the ELRIP grant and also a grant for it to help us, we've already spoken to these guys.

Mayor White: You need to know if we want to move forward on this?

Acord: Yes, I need to know if we're going to move forward on that.

Case: Tonight, you need to know that, or can it be next meeting?

Acord: Next meeting.

Mayor White: We'll put that back on the agenda and you can make your contacts.

Case: I didn't really have any contacts I was just concerned. When you're giving some parking spaces to some businesses and you're giving them to others and the people out front, parking is being taken from here I feel more comfortable knowing that they say, yeah this is fine for the city. I'd like to hear their input.

Acord: We did have discussions of the parking and the equine museum that's closer to their businesses and we talked about all that and private property.

Mayor White: Good, we'll take that under advisement and we'll put it on the agenda.

Nichols: During this meeting of parking and alleyways (inaudible).

Case: Ok, will you have some input on this?

Nichols: Parking in alleys, It shall be unlawful for any person to park a vehicle within an alley in such a manner or under such conditions as to leave available less than ten feet (10') of the width of the roadway for the free movement of vehicular traffic, and it shall be unlawful for a person to stop, stand or park a vehicle within an alley in such a position as to block the driveway entrance to any abutting property. Our roadway with delivery is currently in violation as it is now and now, we're going to talk about making that a one-way lane. Rerword it redact it do whatever we need to do. We've got to have this and now it's a one-way street, now where are the delivery trucks going to go?

Mayor White: Currently where they park, they'll be in violation because it wouldn't be ten feet.

Nichols: Currently they park the delivery truck in the alley, they're in violation.

Mayor White: Could we adjust that?

Case: I would hate to impede business if that's where they need to, I don't want it to hurt the business.

Schroeder: You can amend it and its generally provisions for temporary

Case: Like fifteen minutes or something, you could do that.

Schroeder: Another thing I wanted to talk about in terms of allocating parking spots on the street. The city's control the streets unlike highways districts. The city controls the streets and it's exclusive and unlimited. Other words those parking spots belong to the public and not to particular business. Just in case someone says you're taking and politically you're correct to say this is a parking spot for business, but legally those don't belong to anyone but the city.

Case: Just because you can do something doesn't mean you should do something.

Schroeder: Exactly, but just in case that push back

Item 23. DISCUSSION/MOTION: [ACTION ITEM] Glenns Ferry Downtown Crosswalks, Curbing, Striping, Paving.

Acord: This is about downtown crosswalks, curbing, striping and painting. As noted, if you look on First Avenue, we have a crosswalk that is right there at the chamber corner, and we have another set of crosswalks down by the school by the park. While I'm taking care of the parking and accessing the striping within the city, I said we'll lets just package this all together. If I can get a striping company to do striping let's get the crosswalks done at the same time. We have a crosswalk sign down by the Moose that has no crosswalk. I'm going to speak with ITD about actually painting a crosswalk by that sign. Then also I'm going to apply with your permission for an additional crosswalk by the loge cabin building to come up to city hall. Is that ok or not?

Thompson: It seems like a good idea because a lot of people walk up to the post office. A lot of people walk up to pay their bills at city hall up that street right there.

Case: Are you saying the Moose Hall across first or are you saying ...?

Acord: There's a cross walk sign already placed, you can see it, it's covered by trees right now. You can't even see it when you're driving down the road. We wanted to paint the crosswalk first, but I have to make sure it's ok with ITD first because we already have the sign there, but no paint on the ground for some reason. Then the one down closer to the one by the log cabin by King Hill Irrigation District running up the side of Main Street and coming up here, I wanted to put a cross walk right there. He said I needed to put in an application through ITD in order to get a crosswalk placed.

Mayor White: That's what we're asking you for, is permission to submit that application.

Case: I apologize I'm trying to figure which way the lines are going. You're saying they're going across First by the Moose Hall, correct?

Acord: There's a pedestrian crossing there.

Case: And then the other one goes what direction?

Acord: It's just going to go across the street towards city hall. That's the only one you're going to be doing.

Case: Ok, I'm good.

Martinez: I make that motion.

Thompson: I'll do that then.

Mayor White: All in favor, all-ayes.

Item 24. DISCUSSION/MOTION: [ACTION ITEM] DEPARTMENT/COMMITTEE MEMBER REPORT:

A. **Sheriff Office** – Sheriff Hollinshead/Lieutenant Burnett:

Lt Burnett: We were down a little bit on total events. One hundred and seventeen, it was one hundred and twenty-four in July. Again, I'd like to think that we had a lot of those numbers were from the fair and the events that were down here. I didn't really compare what types of calls. However, our case numbers were up almost double. Eight last month in July and fifteen in the month of August. Thirty-six calls from service from the citizens of Glenns Ferry, and eight-one were self-initiated events that the deputies took care of while they were down here.

Thompson: I understand we had some rock throwing here last week.

Lt Burnett: I do not know on that; I was actually out all last week on vacation. I was trying to catch up. Let me look into that, I'll get back to you guys.

B. **Fire Chief** – Derik Janousek:

Janousek: Training.

C. **City Engineer** – Keller Associates, Inc. – Donn Carnahan, PE:

Carnahan: The sewer lagoons passed their seepage test and the reports and being submitted to IDEQ the end of the month.

Mayor White: Then that moves us towards putting out the bid for the dredging?

Carnahan: Yeah, I'll have to have a meeting with you and Scott to talk about to package that to talk about the budget for it. Airport loop, we have to revise that for the easement from the property owner and then Owyhee sewer we have some information that we can proceed forward with that and submit to IDEQ also. Questions for me?

D. Public Works – Scott Nichols:

Nichols: We went ahead and loaned a small excavator that is in the works for us to purchase to demolish that historical building. We did open it up for sale, no one showed up so, we hauled it off. The city will use the stone and bricks for other things in town. The organic material we will set aside for burning this winter. Code enforcement, we are putting an ad in the paper of, Did You Know at the bottom, front page, so everyone can see it. It's going to highlight different codes and ordinances throughout the town just to refresh everyone's memory. The ordinance here in Glenns Ferry, our first one that came out in the paper was recreational vehicles parking prohibited It's six dash two dash two and states that, it shall be unlawful for any person to park a camp trailer, motor home, or recreational vehicle upon city streets for a period of time longer than seventy-two (72) consecutive hours. I issued twelve of those, the following day after the paper came out. Just a friendly reminder that they were illegally parked. I would like to present to the council that maybe we can get some definition clarification said code with the help of our city attorney of course. The definition of recreational vehicle was brought to my attention pretty much a third of what was passed down. Boats yes you recreate in it, it has a motor in chapter two there's no definition of saying what is a recreational vehicle, what's a vehicle, what's recreation to make it clear for the city citizens. Now I'm presenting them with a violation of my interpretation of a recreational vehicle. We can't conduct business of my interpretation it has to be in this book. Maybe we can revisit that and slide a definition into it.

Case: It's really making it sound like only things you go camping in, like an RV.

Nichols: Camp trailer, motor home, or recreational vehicle.

Mayor White: Why don't we just take a look at it and bring it back to the council. Scott, why don't you get with the attorney and get back to the council.

Parsons: 11-2-1: RECREATIONAL VEHICLE: A portable vehicular unit or structure used primarily for vacations, extended travel, camping, and sports. Recreational vehicles (RVs) may be self-propelled or towed. RVs may include, but are not limited to, motor homes, converted buses, pickup campers and travel trailers.

Schroeder: That's a zoning code. What we should do to make it stick, again that's for the purposes of the zones. Is just have that reference if that is suitable in the parking context then we can just signal to the parking code to refer to that. I would make that argument in court, but it would make it clearer to the citizens if we could point to that.

E. Clerk/Treasurer – Teresa Parsons:

Parsons: Lori and I are gearing up for conference next week.

F. Economic Development – Christy Acord:

Zuiderveld: Actually, Christy asked me to talk about this because it comes from Pioneer. We want to do a rake up for Glenns Ferry, it's a program they started in Mountain Home, and it really took off. Basically, what we do is we get teams together and Saturday November sixth we ask homeowners that are over the age of sixty-five that need help getting their yards cleaned up, leaves cleaned up for fall. They do need to fill out an application we are doing this on November sixth. We need teams and you do have to fill out an application so if you need an application, please contact me at Pioneer. We also have flyers being put out and it has my email address. The team members have to fill out an application, it's required, the homeowners have to fill out an application, the only stipulation is that you have to be over the age of sixty-five, disabled and own their home. The application itself is kind of a disclaimer saying that if somebody gets hurt, they're on their own. We just want to kind of give everybody a heads up or if anyone wants to be part of a team, we can put teams together. Make it a fun event, have a pizza party afterward. Pioneer is sponsoring it and we're working with the chamber and economic development.

G. Librarian – Jennifer Trail:

Trail: We scored a free drive up return box from Garden City. The Garden City Library was getting rid of theirs, they got new ones and they're very expensive, so I said we'd take that one. Soon we will be able to have a drive up along the curb that you can toss your book in. I think that'll be great for seniors, moms with car seats and all that kind of stuff. It does need a paint job so; the guys were nice enough to take it

and get it sand blasted. We're working on getting it painted, but we will have a new drive up return box. Everything else is good.

H. **Animal Control** – Dena Marchant: Nothing.

I. **Airport Manager** – Monty R. White:

Mayor White: I don't have anything on the airport. Donn covered everything that we're doing there.

J. **Historical Museum** – Donna Carnahan: Absent.

K. **Planning & Zoning** – Kt Carpenter: Absent.

Item 25. MAYOR AND CITY COUNCIL COMMENTS:

Thompson: I have just one thought, I know every time I go by the street there in front of the Moose there's a cut there that they put for the sewer line. I've been wanting to mention it to you guys, but it never has had any pavement put in it. It's been there since last April or May.

Nichols: It was a misunderstanding between us and contractor who installed the sewer line.

Thompson: Put it in and charge him.

Nichols: His agreement was he could do it all.

Case: I will shock everybody and say I don't have anything.

Mayor White: Dani are you still there? I don't hear anything. We lost our quorum. What do we do to adjourn?

Schroder: You don't need a motion to adjourn.

Item 26. ADJOURN: [ACTION ITEM]

Mayor White: We don't have to have a motion, so the meeting is adjourned.

Parsons: 8:38pm

Approved by the City Council: 09/28/2021

Monty R. White - Mayor

Attest: _____
Teresa Parsons - Clerk/Treasurer