

MINUTES
REGULAR MEETING OF THE SANDPOINT CITY COUNCIL
August 21, 2019

OPENING City Council President Williamson called the regular meeting of the City Council to order at 5:30 p.m. on Wednesday, August 21, 2019, in the Council chambers at City Hall, 1123 Lake Street.

ROLL CALL Council members Ruehle, Aitken, Aispuro, Darling, Williamson and Eddy were present. Mayor Rognstad was absent.

PLEDGE OF ALLEGIANCE Council President Williamson led City Council and the public in the pledge of allegiance to the flag.

PUBLIC FORUM

Jeremy Conlin, not a City resident, requested that the City apprise the public of the status of the War Memorial Field improvements, including the baseball infield.

ANNOUNCEMENTS

City Administrator Jennifer Stapleton announced that, as part of the City's Infiltration & Inflow (I&I) project, City crews will begin smoke testing throughout the City on Monday, August 26, which entails the introduction of non-toxic smoke into the wastewater/sewer system, allowing crews to locate pipe defects and improper connections. Informational door hangers will be distributed to residents in affected areas.

Infrastructure and Development Services Manager Amanda Wilson reported on the City's latest transparency initiative, which utilizes the City's GIS, along with data reported by Automatic Vehicle Locator (AVL) sensors, technology that was previously discussed during a Council workshop on snow removal. At this time AVL sensors have been installed on the City's street sweepers, and a new web portal has been launched, allowing the public to view a map of City street sweeping history for the past month, showing streets swept that day, in the last 5 days, 15 days, and 30 days. In addition to providing this information to the public, the data collected will be used, internally, for purposes of performance management, accountability, continuous improvement in efficiencies, effective allocation of human and equipment resources, and ensuring sufficient coverage and timely completion of tasks. City GIS Administrator Jared Yost coordinated these efforts, including helping to find and secure a provider to assist in launching this program, ultimately selecting Boise-based Marshall GIS. The decision was made to begin the AVL program with the street sweepers, which is Phase I of a multi-phase project. The sensors have been installed on the City's snow removal equipment. Initial testing will take place this snow season, with the intent to launch a similar snow removal map as soon as possible. A link to the portal can be found on the City website and on the Engage Sandpoint mobile app.

II. CONSENT CALENDAR

- A. MEETING MINUTES (*approval of City Council minutes; acknowledgment of all others*)
 - 1. City Council – August 7, 2019, Regular Meeting
 - 2. Arts Commission – July 9, 2019
 - 3. Sandpoint Urban Renewal Agency Board (SURA) – July 2, 2019
- B. BILLS in the amount of \$1,025,828.23, reflecting \$517,969.52 for regular payables and \$507,858.71 for payroll.
- C. RESOLUTION NO. 19-41 AUDIT ENGAGEMENT LETTER 2019

Councilman Aitken moved that items A-1 through C be approved. **Councilman Aispuro seconded the motion.**

A roll call vote resulted as follows:

Councilwoman Ruehle	Yes
Councilman Aitken	Yes
Councilman Aispuro	Yes
Councilman Darling	Yes
Councilwoman Williamson	Yes
Councilman Eddy	Yes

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The motion passed by a unanimous vote of Council.

OLD BUSINESS

D. PUBLIC HEARING ON PROPOSED BUDGET FOR FISCAL YEAR 2020

Council President Williamson reported that Council adopted the preliminary budget during the regular meeting on July 17, 2019, and set the public hearing for this evening. Notice of the hearing was published in the Bonner County Daily Bee on August 6 and 13, 2019.

Ms. Stapleton displayed slides and charts, showing an overall summary of the FY2020 budget and a summary of projects and initiatives in each division, along with information and clarification regarding the Capital Improvement Plan (CIP) and Impact Fees.

Budget Summary

- Overall Proposed Budget is \$39,322,035
 - Decrease of \$5,216,904 (11.71%) from FY19
- Reserves Maximized
 - Emergency Reserve - \$1,141,650 / 12% of FY19 Operating Budget
 - Operating/Stabilization Reserve - \$2,663,850 / 28% of FY19
 - Construction Reserve - \$3 Million
- 90.91 FTE City Employees
 - 92.63 – 2019
 - Includes Succession Planning for Building Official

The decrease from FY2019 is primarily a result of completing Phase I of the Downtown construction project and expenditure of those funds and availability of funds from SURA.

It is anticipated that, upon completion of the annual audit, with a report to Council in February/March 2020, we will have the amounts to retain the maximum reserve, based on where we land at the end of FY2019.

The new Building Official will start work on November 1, 2019, providing overlap with the current Building Official, Don Carter, who will retire in the spring of 2020.

Central Administration Division

- Fiber Infrastructure Project
- Energy Efficiency Project (Light Retrofit)
- Arts & Culture Master Plan
- Public Transportation Contract (SPOT)
- City Hall Roof & Customer Service Remodel
- Downtown Parking Study
- IT Assessment/Strategic Plan
- Economic Development Project – Council Approved
- Fleet Vehicle
- Strategic Projects

The budgeted Fiber Infrastructure Project will complete the fiber backbone in the downtown core, which will allow for expansion and new providers.

The Energy Efficiency Project will be funded primarily with rebates available from the utility company.

The Arts & Culture Master Plan will include a historical aspect, with a joint venture between the City's Arts Commission and Historic Preservation Commission. The Request for Proposals (RFP) is in the final stages and will be released soon.

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The Downtown Parking Study is budgeted at \$25,000, to be undertaken when Phase II of the Downtown Revitalization Project is complete.

There is \$20,000 budgeted for the IT Assessment/Strategic Plan.

The Economic Development Project is budgeted at \$50,000. Staff is working with the Economic Development Council on strategic planning. This project is dependent on Council approval of a plan.

There is an effort underway to centralize fleet vehicles currently assigned to individuals and service areas in order to share citywide. The City auctioned off three older vehicles a couple of months ago; the budgeted fleet vehicle is a replacement.

The Strategic Projects budget functions as a contingency for projects, particularly construction projects, that go over budget due to unanticipated costs.

Parks, Recreation & Open Space Division

- Parks and Recreation Master Plan
- Parks Master Plan Projects
- Recreation Master Plan Projects
- Mower
- Shooting Range Noise Abatement
- Watershed Trail Maintenance
- Memorial Field/LOT Tax - \$2.7 Million

The Parks and Recreation Master Plan consultants from GreenPlay, LLC, were in town last week for an open public house at City Hall during the day, followed by an open public meeting at The Hive downtown in the evening. The results of those efforts have been received just today; they will be posted online for Council and the public. The consultant is scheduled to return at the end of September and will make a presentation during the October 2 regular City Council meeting on their findings, to date, both overall in terms of the Parks and Recreation Master Plan, as well as the specific site planning. There will be additional public workshops and another open meeting in conjunction with that Council presentation. There was healthy participation in both the online and mailed surveys, with a statistically-significant sampling. GreenPlay is currently analyzing those results.

Parks and Recreation projects are budgeted and will be undertaken based on master planning results.

The Shooting Range Noise Abatement project is dependent upon grant funding.

There is \$10,000 budgeted for watershed trail maintenance and a contract/partnership with Pend Oreille Pedalers.

The remainder of cash on hand and anticipated revenue through the sunset of the 1% Local Option Tax (LOT) has been budgeted, with anticipated available funding of \$2.7 million for improvements at War Memorial Field. If there is money left over, it will go toward improvements at other parks. The consultants are looking at both the football and baseball field surfaces. The public will have an opportunity to comment on surface options in September/October.

Public Safety Division

- Breathing Apparatus – Fire
- Bullet Proof Vests (Grant Match) – Police
- Police Vehicles
- Enforcement Grants
- Mobile Data Upgrades

Purchase of breathing apparatus anticipates, but is not dependent upon, grant funding.

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The budget proposes purchase of three new police vehicles.

The Enforcement Grants are for speeding and DUI emphasis.

The mobile data upgrades ensure effective working communications and cameras.

Infrastructure & Development Services Division

- Comprehensive Plan Update
- High Five Grant Projects
- Arts & Culture (including Historic) Master Plan
- Boyer Pathway
- Schweitzer Cutoff Roundabout
- Downtown Revitalization
- Underground Utilities – Sand Creek
- Storm Treatment – Farmin’s Landing (Grant-Dependent)
- Great Northern – Northern Revitalization Project
- RR Flashing Beacons
- Transportation Master Plan
- Pedestrian/Bike Master Plan
- LED Street Lights Retrofit

Planning and Community Development Director Aaron Qualls has reported much interest as a result of the City’s Comp Plan RFP. Proposals are due in the next few days.

The High Five Grant will be complete at the end of this year. Funding has been provided to SOLE, the Nordic ski shelter and for equipment, as well as a number of food projects.

Arts & Culture (including Historic) Master Plan is budgeted in two areas. The Arts side is budgeted in Central Services, and grant funding through the State for the Historic aspect was originally budgeted under IDS; the combination of the two will fund the Arts & Culture Master Plan.

The Local Highway Technical Assistance Council (LHTAC) administers road projects where grant dollars flow through the State. It is not uncommon to see a project completed and change orders still coming through, with the City receiving an unanticipated bill 12 or 24 months later. Therefore, funds are set aside in the FY2020 budget for the Schweitzer Cutoff Roundabout project.

The Sand Creek underground utilities project, in partnership with Avista, will move all overhead power lines running along the waterfront underground from just south of Cedar Street Bridge to Pine Street. Fiber infrastructure will be included. This will kick off improvements at Farmin’s Landing.

The Great Northern project is SURA-funded.

RR flashing beacon (RRFB) replacement will be seen along Ontario and Highway 2, as well as on Fifth Avenue.

The LED pedestrian street lights retrofit will provide greater energy efficiency and will match the new lights that are being installed.

Infrastructure – Water

- Watershed Management Plan
- Timber Management
- Woodland Reservoir Coating
- Water Master Plans
- Water Rate Study
- Building Improvements - Shop

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The Watershed Management Plan incorporates water quality protection, water treatment assets, timber management, and recreation.

Water master planning is underway and may include other components, such as our role as a wholesale water provider going forward, particularly taking a look at Syringa Water District and our crossover with the City of Dover.

The building improvements at the City Shop are not funded by Impact Fees. They are paid for with capital funding from the Water Fund, as well as from the Sewer Fund, as noted below. The City Shop building predominantly serves the City's equipment and the crews who work around water distribution and intake. The initial costs to build the Shop were from water and sewer. Throughout the year, the appropriate allocation to General Fund will be determined, and that fund will also share in these costs.

Infrastructure – Sewer

- Inflow & Infiltration Plan
- Wastewater Treatment Facility
- Lift Station Replacement
- Building Improvements

Initial improvements at the Wastewater Treatment Facility will keep the City in compliance with our new permit.

Mayor

The Mayor has included in his budget \$8,000 for an Inclusion Initiative to:

- Support training, education and other programs internal to City operations; and
- externally in partnership with nonprofits and the business community
- promote understanding, acceptance, and value differences between people of different races, ethnicities, genders, ages, religions, disabilities and sexual orientations, as well as differences in personalities, skill sets, experiences and knowledge bases

The Mayor is away on his honeymoon, which is the reason he is absent. He will be present for the September 4 meeting.

Impact Fees

- Development Impact Fee Study – 2011
- Funds Collected Must be Expended Within 8 Years
- Commonly Used as Grant Match - Transportation
- Master Plans Budgeted will result in 20-year Capital Improvement Plan
- New Impact Fee Study Budgeted – 2020
- Impact Advisory Committee Meeting – September 18, 2019

Ms. Stapleton reported that, each year, we focus on a particular component of the budget. Last year, for instance, there was specific discussion about fund balances, in order to alleviate confusion and educate on that topic. It's beneficial every year to take an element of City finances and dive in and take a closer look, for the benefit of both the Council and the general public. We have a complicated budget, with many different types of funds, fund balances and reserves.

Impact Fees are one of the City's sources of revenue and are developed as a result of a Development Impact Fee Study, which was last completed in Sandpoint in 2011. This document not only contains the Impact Fee study but has also functioned as the City's CIP, which was a 5 to 10-year plan, and we are still within that time frame. This is very different from the master planning effort currently underway, anticipating the development

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of a 20-year CIP, which will be visited on an annual basis, looking at capital improvement needs across all City divisions.

The current budget is primarily focused on master planning, in accordance with the Strategic Plan adopted by Council last year. All of the master plans are underway, or will be getting underway shortly, with the goal of having all completed by late March or early April 2020. In anticipation of completing those plans and development of the CIP, the budget includes funds for a new Impact Fee Study, and an Impact Fee Advisory Committee meeting is scheduled for September 18. Per City Code, the Committee is primarily made up of the Planning and Zoning Commission, with two optional additional members from the real estate and development industry. Those interested can apply by completing the Committee application, which can be found on the City website.

Impact Fees are collected in four categories: Parks and Recreation, Police, Fire and Transportation. The City's Impact Fees must be expended within eight (8) years. Impact Fees are budgeted every year and typically used as grant match, particularly in the area of transportation.

Fee Category	Components	Methodologies
Parks & Recreation	<ul style="list-style-type: none"> • Park land acquisition • Park improvements • Recreation facility 	Incremental Expansion
Police	<ul style="list-style-type: none"> • Police station • Communications infrastructure 	Incremental Expansion
Fire	<ul style="list-style-type: none"> • Fire Stations/Storage • Apparatus/Equipment 	Incremental Expansion
Transportation	<ul style="list-style-type: none"> • Streets and Intersections • Multi-use Pathways 	Plan-Based Incremental Expansion

Parks and Recreation fees are collected for park land acquisition, park improvements and recreation facilities. These fees are collected and spent incrementally, allowing the City to expend them as they are received and as needs arise for either land acquisition, park improvements or a recreation facility. In anticipation of the completion of the Parks and Recreation Master Plan, the entirety of the City's impact fees in this year's budget is earmarked for parks, along with Parks Capital that is available on hand and LOT funds – a combination of all three sources. The Plan may result in parkland acquisition and will definitely involve park improvements and potentially recreation facility improvements.

In 2011, it was anticipated that an additional police station would be needed on the north end of town. Since that time, we've undertaken data initiatives, we've been mapping call locations and analyzing service times, and there have been transportation improvements. There is not currently a recommendation for an additional police station.

It was also anticipated in the past that an additional fire station may be needed on the north end. The data does not currently support this. However, if the Sandpoint Airport adds commercial service, for instance, this may need to be revisited. Impact Fees support the lease on the new ladder truck, which was needed as a result of zoning changes and new development.

For public safety, spending is incremental, so dollars can be spent as they are received and needed.

In the Transportation category, fees are used for streets and intersections and multiuse pathways. Street and intersection projects were specifically identified in the CIP, so "transportation" Impact Fees for streets can be used only for those projects. Impact Fees

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cannot fund 100% of projects but can provide funding for a portion of the project related to growth, as calculated. Costs have increased substantially since 2011. Impact Fees are included in this current year's budget, anticipating a final Transportation Master Plan, which will result in new capital improvements. It may or may not include those same projects. If not, as the Impact Fee study is completed, the fees and the basis for those fees relative to current projects will be updated. Changes will be addressed in the CIP. So, those funds will not be ineligible to use; it's simply a matter of priorities changing over time. The fees are budgeted predominately as a match to grant funds. The General Fund budget includes nearly \$1 million for potential grants. Because we don't always know what to anticipate, Impact Fees are available to support those projects and serve as grant matching funds. If grant funding is awarded to support the infill for the Boyer pathway project, for instance, Impact Fees dedicated to pathways could be used. This has been a priority project for the City for some time.

Councilman Aispuro left the meeting at 6:15 and returned at 6:16.

Impact Fee Transportation Projects

- Schweitzer Cutoff Road
- Schweitzer Cutoff & Boyer Ave.
- Pine Street & Division
- Downtown Two-Way Operation
- US-2 Extension (Curve)
- Baldy Mountain Road
- Woodland Drive
- Larch Street
- Ontario Ave.
- Cedar Street & Boyer

A transportation project specifically identified in the CIP is Schweitzer Cutoff Road and Schweitzer Cutoff & Boyer Avenue. The roundabout at that location is one component, and Impact Fees have been used for this project.

As part of the Transportation Master Plan, a grant will fund a study seeking safety improvements along Division Avenue, particularly at the Pine Street intersection. Impact Fees could support a portion of a project at that location, as a result of the safety audit.

City Treasurer/Financial Director Sarah Lynds compiled the following spreadsheets to show the actual Impact Fee revenue received. Impact Fees fluctuate, depending on development. We need enough to have a meaningful amount for projects or in line with where we have been able to leverage other funding. Typically, we'll build up those revenues, then we'll see an expenditure. Impact Fees are budgeted every year; it isn't something new. What is new is that a substantially larger amount of the Fees is budgeted, particularly in Parks.

[minutes continue on next page]

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Capital Improvement Fund (Impact Fees)							
Actual Revenue & Expenses FY14 - FY19							
Account	Description	2013/2014 Actual	2014/2015 Actual	2015/2016 Actual	2016/2017 Actual	2017/2018 Actual	2018/2019 Actual YTD
Capital Improvement Revenue							
05-0000-361-36100.001	Interest Income Parks	(98)	46	150	2,101	5,348	5,781
05-0000-361-36100.002	Interest Income Police	30	19	82	393	807	379
05-0000-361-36100.003	Interest Income Fire	214	167	53	388	151	261
05-0000-361-36100.004	Interest Income Circulation	435	712	1,787	2,892	5,464	5,946
05-0000-361-36100.005	Interest Income - Circulation Pathway	22	35	122	612	1,494	1,329
05-0000-390-34780.100	Impact fees - Parks	39,900	41,905	67,512	235,303	103,134	85,056
05-0000-390-34780.200	Impact fees - Police	5,528	8,970	7,955	27,189	10,951	9,582
05-0000-390-34780.300	Impact fees - Fire	13,629	8,244	16,580	48,559	17,949	18,103
05-0000-390-34780.400	Impact fees - Circulation	44,426	46,588	62,445	162,412	61,827	60,329
05-0000-390-34780.410	Impact fees - circulation pathways	9,352	8,500	13,792	44,906	18,469	15,625
Total Capital Improvement Fund Revenues		113,438	115,187	170,479	524,755	225,594	202,391
2101	Mobile Data Equipment	44,920				42,703	
2201	Fire Truck Payment				37,977	37,977	
2204	Fire Act Grant 2012 Aerial Match		193,781				
3106	Division / Pine Roundabout						
3107	North Boyer Pathway	25,000			127,901		
3108	Schweitzer Roundabout			44,973	185,568		
5104	Parks - Sports Complex Park					49,960	
8062	Oak Street Bike Path					17,402	5,789
Total Capital Projects Expenditures		69,920	193,781	44,973	351,446	148,042	5,789

Capital Improvement Fund (Impact Fees)							
Budget FY15 - FY20							
Account	Description	2014/2015 Budget	2015/2016 Budget	2016/2017 Budget	2017/2018 Budget	2018/2019 Budget	2019/2020 Budget
05-0000-390-34780.100	Impact fees - Parks	40,000	30,000	30,000	250,000	350,000	110,000
05-0000-390-34780.200	Impact fees - Police	7,000	5,000	5,000	32,000	50,000	12,000
05-0000-390-34780.300	Impact fees - Fire	18,000	10,000	10,000	45,000	27,977	20,000
05-0000-390-34780.400	Impact fees - Circulation	58,000	40,000	40,000	150,000	250,000	65,000
05-0000-390-34780.410	Impact fees - pathways	11,000	8,000	8,000	42,000	50,000	20,000
05-0000-390-39500.000	Beginning Cash - circulation	325,000	50,000	470,000	0	0	335,000
05-0000-390-39500.000	Beginning Cash - fire	185,000	0	12,000	0	10,000	17,977
05-0000-390-39500.000	Beginning Cash - parks	0	0	0	0	0	290,000
05-0000-390-39500.000	Beginning Cash - police	6,000	0	0	18,000	0	18,000
05-0000-390-39500.000	Beginning Cash - pathways	6,000	25,000	25,000	0	70,000	70,000
Total Capital Improvement Fund Revenues		656,000	168,000	600,000	537,000	807,977	957,977
2101	Police Mobile Data Equipment	13,000			50,000	50,000	30,000
2201	Fire Truck Payment			12,000	37,977	37,977	37,977
2204	Fire Act Grant 2012 Aerial Match	185,000					
3106	Division / Pine Roundabout		50,000				
3107	North Boyer Pathway	17,000	25,000	25,000	25,000		
3108	Schweitzer Roundabout	325,000		500,000			
8062	Oak Street Bike Path					50,000	
8319	Travers ADA Restroom					150,000	
8000	Circulation reserve - pathways	58,000	8,000	8,000	17,000	70,000	90,000
8000	Circulation reserve - streets	18,000	40,000	10,000	150,000	250,000	400,000
8000	Capital reserve - fire	40,000	10,000	10,000	7,023		
8000	Park capital reserve - parks		30,000	30,000	250,000	200,000	400,000
8000	Police capital reserve - police		5,000	5,000			0
Total Capital Expenditures		656,000	168,000	600,000	537,000	807,977	957,977

Impact Fees – First In/First Out Analysis

- Parks – 3 years
- Fire – 1 year
- Police – 2 years
- Streets – 5 years
- Pathways – 7 years

The list above reflects the age of the oldest funds in each area. For instance, the oldest funds in Pathways are 7 years old. Funds must be spent within 8 years. The North Boyer Pathway project continues to be identified as a priority project for the City, but the Parks Master Plan may identify some additional pathway projects.

City Attorney Will Herrington reported that, several weeks ago, he received calls and email messages from a citizen who was concerned about how the FY2020 budget was

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addressing Impact Fees. He anticipates that Council will become more educated on Impact Fees going forward, during the process of implementing the new CIP and adopting a new Impact Fee ordinance. Impact Fees are very specific. Fees collected for one fund must remain in and be expended from that fund; transfers between funds are not allowed. He reviewed Impact Fee law, as well as the City's Impact Fee records and found that all is in order. His main concern was ensuring that the fees are being spent within the required deadline of eight (8) years. After significant review of relevant law and the City's processes, in his opinion, the City budget, as relates to Impact Fees, does not contain any issues that would constitute a violation of Idaho law.

Councilman Aitken expressed concern regarding the Mayor's budget and wished that the Mayor had been present this past month to provide additional understanding. The State of Idaho has rules about nepotism, and there is concern around town that the Mayor may be planning to hire his wife to lead the training that is mentioned as part of his Inclusion Initiative. **Councilman Aitken** relayed that, due to nepotism rules, his own teenage son was not eligible to apply for a job as a Lifeguard at City Beach, and he recited the relevant portion of the law that prohibits the City from hiring City elected officials' relatives within the second degree of consanguinity. Ms. Stapleton replied that the City has controls in place to ensure that the hiring of employees and awarding of contracts does not conflict with the law.

Council Aispuro moved that City Council adopt the Fiscal Year 2020 Budget in the amount of \$39,314,035, reducing the proposed budget by \$8,000 with the removal of the Mayor's Inclusion Initiative. He read a prepared statement as follows:

"As a minority living in Sandpoint, Idaho, since 1995, I would like to express my thoughts and opinions. As a human, I believe we all come from different backgrounds. Although we are different in many ways, we are very much the same. I believe we want to be valued, I believe we want to be heard, seen, and we all want to be safe. Whether that is with our spouses, our friends, our children, our co-workers, etc., and I am all for that. However, this is not a way to implement kindness. This initiative is a very slippery slope, in my opinion. I believe hate and disagreement are often fused into one category, when, in fact, they are separate. I can disagree with someone and not hate them. We don't need government for this kindness — kindness starts where you and I are sitting. This is a very nice community. I have lived here for a very long time, and there's a lot of kind people here. So, if there does need to be any kind of change, it's going to start with where you are sitting, with where I am sitting. Those are my thoughts and opinions."

Councilwoman Ruehle seconded the motion.

Council President Williamson clarified for **Councilman Eddy** that this is a motion to amend the proposed budget. The public hearing will be held before the budget is adopted.

A roll call vote resulted as follows:

Councilwoman Ruehle	Yes
Councilman Aitken	Yes
Councilman Aispuro	Yes
Councilman Darling	Yes
Councilwoman Williamson	Yes
Councilman Eddy	Yes

The motion passed by a unanimous vote of Council.

Councilman Eddy and **Councilwoman Ruehle** thanked **Councilman Aispuro** for his words of kindness and for his insight.

Council President Williamson read the public hearing rules and procedures as follows: Before testifying during the public hearing, you will need to complete a sign-up sheet, available at the front of Council chambers, and hand to staff. When your name is called, please come to the podium, state your name, and confirm whether you reside within Sandpoint city limits or whether you own property or a business within city limits. You are not required to state your home address, but please be sure to include it on your sign-up

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sheet. Testimony shall directly address the subject at hand and shall not be personally derogatory toward any individual, organization or business. Council may ask questions; if they do so, it will only be for the purpose of clarifying information. Once the public hearing is closed, there will be no further opportunity for public input on the proposal. Council will then discuss amongst themselves the testimony they have heard and what, if anything, they may propose as a result of the hearing. Again, if you wish to speak, please complete a sign-up sheet and hand to staff. Comments will be limited to 3 minutes.

Council President Williamson opened the public hearing to accept public testimony on the proposed Fiscal Year 2020 City Budget.

Ryan Laiche, Todd Prather and Joe Friedman, who are not City residents, stated their opposition to the Mayor's proposed Inclusion Initiative* and the money the Mayor sought to include within the budget for it. (*removed from the budget prior to the public hearing)

Frank Schwab, City resident, expressed his concern about housing costs and inflated rent prices in Sandpoint and that the tax increase of the entire 3% allowed reflected in the budget is going to negatively impact the elderly.

Steve Holt, not a City resident, Director of the Eureka Institute, which has a license from the City to operate the Baldfoot Disc Golf Course on City property, originally purchased for the purpose of developing a regional wastewater treatment facility, stated that it is his understanding the City is considering disposing of the property in order to make whole the utility that funded its acquisition. The Course is an important community asset, with over 50,000 visits. If the property was purchased today for \$900,000 in order to make the rate payers whole, what happens to that money? How are the rate payers made whole? Since the City already owns this property, it would be a perfect opportunity to partner with Kaniksu Land Trust or another similar organization. The Comp Plan states that, by 2027, Sandpoint's population will be 15,000, and disc golf is one of the fastest-growing new sports over the past decade. This asset would complement the goals of the Parks Master Plan. There may be options for the acquisition of this property over the next 5-6 years.

Upon confirmation that all who wished to be heard had an opportunity to speak, **Council President Williamson closed the public hearing.**

Councilman Aitken moved that City Council approve the Fiscal Year 2020 City Budget, as amended, which includes expenditure funds for each specific lease for the 2019-2020 renewal term for Lease No. 1612265, No. 1823244 and No. 1822829. **Councilman Darling seconded the motion.**

A roll call vote resulted as follows:

Councilman Aispuro	Yes
Councilwoman Ruehle	Yes
Councilman Darling	Yes
Councilwoman Williamson	Yes
Councilman Aitken	Yes
Councilman Eddy	Yes

The motion passed by a unanimous vote of Council.

E. ORDINANCE NO. 1368 ANNUAL APPROPRIATIONS ORDINANCE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2019

Council President Williamson announced that, with the amendment voted on this evening, the budget has been reduced by \$8,000. She read the title of the Ordinance as follows:

AN ORDINANCE OF THE CITY OF SANDPOINT, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, TITLED "THE ANNUAL APPROPRIATIONS ORDINANCE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2019", APPROPRIATING \$39,314,035 TO DEFRAY THE PROPER EXPENSES AND LIABILITIES OF THE CITY OF SANDPOINT, IDAHO, FOR SAID YEAR, PURSUANT TO THE PROVISIONS OF SECTION 50-1003, IDAHO CODE, LEVYING A SUFFICIENT TAX UPON THE TAXABLE PROPERTY WITHIN SAID CITY FOR GENERAL REVENUE PURPOSES

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FOR WHICH SUCH APPROPRIATIONS ARE MADE, PROVIDING FOR A COPY OF THIS ORDINANCE TO BE FILED WITH THE BONNER COUNTY COMMISSIONERS, AND PROVIDING FOR THE PUBLICATION OF THIS ORDINANCE.

Councilman Aispuro moved that the proposed ordinance pass its first reading by Title only. **Councilman Darling seconded the motion.**

A roll call vote resulted as follows:

Councilwoman Williamson	Yes
Councilman Aitken	Yes
Councilman Darling	Yes
Councilman Eddy	Yes
Councilman Aispuro	Yes
Councilwoman Ruehle	Yes

The motion passed by a unanimous vote of Council.

Councilwoman Ruehle moved that the rules requiring three separate readings, once in the ordinance's entirety be suspended and that the proposed ordinance pass its second and third readings under suspension of the rules. **Councilman Aispuro seconded the motion.**

A roll call vote resulted as follows:

Councilman Aitken	Yes
Councilman Aispuro	Yes
Councilman Eddy	Yes
Councilwoman Williamson	Yes
Councilman Darling	Yes
Councilwoman Ruehle	Yes

The motion passed by a unanimous vote of Council, and the Ordinance, as amended, was considered read, passed and adopted under suspension of the rules. The adopted budget includes expenditure funds for each specific lease for the 2019-2020 renewal term for Lease No. 1612265, No. 1823244 and No. 1822829.

F. PUBLIC HEARING ON PROPOSED AMENDMENTS TO CITY FEES

Council President Williamson reported that, during the regular meeting on July 17, Council reviewed all City fees and set the public hearing for this evening to take public testimony on proposed new fees and existing fees proposed to increase more than 5%. The Notice of public hearing was published in the Bonner County Daily Bee on August 6 and 13, 2019.

The proposed new fees are as follows:

- Honorary Street Sign - \$150/\$100
- Boat Slip Parking Violation - \$100
- Sanitation Contamination - \$25
- Occupancy Permit - \$25

Ms. Stapleton reported that the Honorary Street Sign fees reflect a \$100 application fee and \$150 per sign.

The boat slip parking violation fee is assessed when a boater parks in a slip clearly marked as having been reserved and paid for by someone else. City staff will be dispatched to move the offending vessel to an overflow spot.

The sanitation contamination fee is included in the City's contract with Waste Management. Residents will be warned before the fee is assessed. The City and Waste Management are planning outreach efforts to educate the community.

The occupancy permit fee will allow a business with multiple locations in town to have one master business license and then have additional locations reviewed and approved by the City under an occupancy permit, without the need for a separate business license for each location.

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Fee changes:

- Sanitation Services – Extra Cans & Rollout Carts -- 26% and 22%
- Moorage Rates – 1.9% Increase
- Planning & Building Services – 5%

The moorage rate increase reflects the annual Consumer Price Index (CPI) increase.

The Planning and Building Services increases reflect higher staff costs from when these fees were originally implemented. Staff will be conducting a full analysis of these fees this year, and a new fee schedule will be developed.

Councilman Aispuro relayed concerns regarding the recycling fine. Many residents do not know the correct way to recycle, and he is concerned, with the fee in effect October 1, whether there is enough time to properly educate the public. Ms. Stapleton reported that the City would be taking the lead on the education campaign. A brochure will go out with the next utility bill, both mailed and digital, and the City will be pushing information out via articles and on Facebook.

Councilman Aispuro was also concerned about a resident's recycling bin being contaminated without their knowledge by someone, for instance, walking past the house and dropping garbage in the recycling bin. And if the resident does happen to notice the contamination, they'd be obligated to dig through the bin and recover the garbage, for fear of being fined. Ms. Stapleton replied that this fee is a requirement from Waste Management in order to continue to provide curbside recycling services in our community. We are going to need to work with Waste Management on this issue.

Council President Williamson stated that this public hearing would be conducted in compliance with the rules of procedure recited earlier.

Council President Williamson opened the public hearing to accept public testimony on the proposed amendments to City fees.

No one testified.

Upon confirmation that all who wished to be heard had an opportunity to speak, **Council President Williamson closed the public hearing.**

Councilwoman Ruehle appreciated **Councilman Aispuro's** questions and observations. She was anticipating that the City would have already been underway with the recycling education campaign.

Councilwoman Williamson suggested providing for a formal appeals process when the contamination fee is assessed.

Councilman Darling suggested requiring Waste Management to add locks to all of the blue recycling bins.

Councilwoman Ruehle moved that City Council approve the proposed new fees and existing fees proposed to increase more than 5%. **Councilman Eddy seconded the motion.**

A roll call vote resulted as follows:

Councilman Aispuro	No
Councilwoman Ruehle	Yes
Councilman Darling	Yes
Councilwoman Williamson	Yes
Councilman Aitken	Yes
Councilman Eddy	Yes

The motion passed by a vote of Council, with Councilman Aispuro dissenting.

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G. RESOLUTION NO. 19-42 ADOPTION OF NEW FEES AND CHANGES TO EXISTING FEES

Councilman Darling moved for approval of the proposed Resolution, ADOPTION OF NEW FEES AND CHANGES TO EXISTING FEES. **Councilman Aitken seconded the motion.**

A roll call vote resulted as follows:

Councilman Eddy	Yes
Councilwoman Williamson	Yes
Councilman Darling	Yes
Councilman Aitken	Yes
Councilwoman Ruehle	Yes
Councilman Aispuro	No

The motion passed by a vote of Council, with Councilman Aispuro dissenting.

H. DOWNTOWN REVITALIZATION PHASE II CONSTRUCTION PROJECT PRESENTATION

Ms. Wilson reported that City staff and the contractor recently provided an approximately one-hour presentation for downtown businesses; tonight's presentation will be abbreviated. Phase II construction, building-face to building-face, is scheduled to begin on Tuesday, September 3. Phase II will encompass Cedar Street, from Second to First, First Avenue to Church Street, and half a block of Main Street off First Avenue.

She presented several lists, charts, and information regarding the project that is about to get underway.

Construction will include:

- Pedestrian Crossing Enhancements & Concrete Crosswalks at Main
- Seat walls at Planters
- Stormwater Pre-treatment at Planters
- Chicane (curve in flow of traffic) between Main & Cedar
- Nearly 50 Healthy Trees
- 50 Standard Parking Spaces, including some Compact Spaces
- 5 ADA Parking Spaces and 4 Motorcycle Parking Zones
- 3 Loading Zones
- 16 Bike Racks and 7 New Benches
- Pedestrian Ornamental Lights & Avista Street Lights at Intersections
- Accommodations for fiber backbone and increased competition

Sonray Enterprises is the contractor. City Engineer Dan Tadic is staff lead and project administrator. City staff member Bruce Robertson and Kelly Hubener with HMM will serve as construction inspectors on the project.

[minutes continue on next page]

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Ms. Wilson reviewed the Accelerated Construction Schedule:

ACCELERATED* CONSTRUCTION SCHEDULE

PHASE II	Week No. First Monday of Week	SEPTEMBER					OCTOBER				NOVEMBER				
		1	2	3	4	5	6	7	8	9	10	11	12	13	
SECTION 1 - CEDAR/SECOND TO FIRST/ MAIN															
CLOSE ROAD TO MOTORIST (Sept. 3rd)															
INSTALL PEDESTRIAN FENCE															
REMOVE EXISTING STREET FURNITURE															
REMOVE ASPHALT (GRIND)															
EXCAVATION/ TREE REMOVAL															
INSTALL PIPE & UTILITIES															
CONSTRUCT ROADWAY															
SECTION 2 - FIRST/ MAIN TO FIRST/ CHURCH															
CLOSE ROAD TO MOTORIST (Sept 15th)															
INSTALL PEDESTRIAN FENCE															
REMOVE EXISTING STREET FURNITURE															
REMOVE ASPHALT (GRIND)															
EXCAVATION/ TREE REMOVAL															
INSTALL PIPE & UTILITIES															
CONSTRUCT ROADWAY															
ENTIRE PROJECT (SECTIONS 1 & 2)															
CURBS															
CONCRETE CROSSWALKS AT MAIN															
PAVING, STRIPE, SIGNS															
OPEN ROADWAY, SINGLE LANE CLOSURES (Oct. 30)															
DEMO REMAINING SIDEWALK															
CONSTRUCT NEW SIDEWALK															
CONCRETE SWALES															
PAVERS, PLANTING, UTILITIES															
FINAL PAVING, STRIPE, SIGNS															
INSTALL STREET FURNITURE															
CLEAN-UP															
PROJECT COMPLETE (Nov. 26th)															

*This timeline represents an accelerated schedule and completing the work by Thanksgiving is considered a bonus, not a requirement. The Construction Contract allows for substantial completion by May 14th, 2020. Many factors may impact and change this initial schedule.

Ms. Wilson addressed business concerns:

CONCERN	SOLUTION
▪ Potential for Reduction in Sales	✓ Moved Construction to Off Season
▪ Appearing Closed	✓ Banners from Building to Building
▪ Access to Businesses	✓ Channelized; Hard Surface; Real Fence
▪ Atmosphere of Construction	✓ Screening on Fence; Channelized Access
▪ Location of Portable Toilets	✓ None in Front of Businesses
▪ Staging of Vehicles/Equipment	✓ Sandcreek Parking Lot; Closed to Public
▪ Less Parking for Customers	✓ No Construction Vehicles outside Project
▪ Dust (general and on merchandise)	✓ Water, Fence Screening, and No Access
▪ Challenges for Deliveries	✓ Designated Delivery Times; Coordination
▪ Access for Trash Pick Up	✓ Accommodated
▪ Events	✓ Accommodated

Ms. Wilson responded to **Councilman Eddy** that first responders would be able to quickly remove the pedestrian fencing if needed.

Ms. Wilson replied to **Councilman Aispuro** that deliveries will be accommodated at all times; there will always be a pathway to get the delivery from the truck to the business with a handcart. For heavy loads, where the truck needs to be in close proximity to the building to offload, that is where the coordination and delivery times are provided. There will be four designated locations for delivery, 6 am – 8 am and 11 am – 1 pm:

1. On Second, north of Cedar
2. On Main, east of Second
3. On First, south of Church
4. Gunning's Alley (two-way traffic)

A food delivery truck, for instance, can go to one of these four locations anytime, and they'll always have pedestrian access with a handcart. This would be similar to UPS or FedEx deliveries, which occur downtown every day. During the times listed above at these locations, the contractor will be available to assist with larger deliveries.

Ms. Wilson presented a list, titled "Following Through with our Promises":

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- ✓ Early Completion Incentives, Liquidated Damages if Late
- ✓ Allow for 24/7 Construction (*tentatively 6 am – 6 pm, Monday – Saturday*)
- ✓ Enable Efficiencies in Sequencing and Specifications
- ✓ Construction Staging Areas (*Sandcreek, City Parking Lot – Closed to Public*)
- ✓ No thru-traffic or parking until paving is complete (*after October 30th*)
- ✓ Designated Delivery Times/Locations (*6 am – 8 am and 11 am – 1 pm*)
 - On Second, north of Cedar
 - On Main, east of Second
 - On First, south of Church
 - Gunning's Alley (two-way traffic)
- ✓ Coordination with Waste Management
- ✓ Better Signage & Businesses are Open
- ✓ Temporary Lights
- ✓ Early Purchasing of Materials

Businesses are concerned that the atmosphere of construction will negatively impact their revenues. The hope is that the screened pedestrian pathways will help. Additionally, all of the contractor's heavy equipment must be stored off site at the end of each shift. Those construction staging areas are provided in the list above. It is hoped that the screening will also help with dust.

There will be an effort to expand upon signage to ensure that it is obvious that downtown businesses are open during construction, including hanging large banners that span across the street, from the tops of the buildings on one side of the street to the other side. Additionally, wayfinding signage will be provided to guide pedestrians through the channelized fencing from one street or location to another.

Early completion date is November 26, but contractor is still compliant with completion by the middle of May (by Lost in the 50s 2020).

Ms. Wilson replied to **Councilman Aispuro** that it is true that this project will result in heavier traffic heading west on Church Street, and the traffic signal at Church and Fifth is an issue. The detour route is Church and then north on Third. The traffic signals are controlled by the Idaho Transportation Department (ITD), and they have been in the process the past couple years of getting fiber connected to all of the signals. Fiber allows them to control the signals from their headquarters in Coeur d'Alene. When you pull up to a signalized intersection, and the signal appears to be adjusting for the traffic, someone is making those adjustments based on traffic. As for Sandpoint's signals, they are simply on a timer, so even if there is no traffic coming the other direction, you will have to sit and wait for the signal to cycle through and eventually turn green on your side, based on a timer. ITD is working on making the change, but the cameras that control the signals also need to be working, and that is part of what has been causing the delay. Also, in an effort to help control some of the traffic as a result of the construction, the intent is to implement a 4-way stop at Church and Fourth and monitor whether it is effective. As traffic comes from Pine Street, north onto Fourth, with no stop on Church, it's difficult to get through the intersection at Fourth and Church and causes further congestion onto Church. The City is also working on a revised striping plan, westbound at the Church/Fifth intersection, in order to achieve a designated right-turn lane with "right on red" allowed to keep right-turning traffic moving and heading north, without the need to wait for a green light.

I. RESOLUTION NO. 19-43 AMENDMENT #9 TO CENTURY WEST ENGINEERING CORPORATION AGREEMENT AND AUTHORIZATION FOR ENGINEERING CONSULTING SERVICES FOR DOWNTOWN PHASE II

Ms. Wilson reported that on November 16, 2016, after a formal Qualifications Based Selection process, City Council awarded a professional services contract to Century West Engineers to perform engineering on the Downtown Revitalization project, including

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overall concepts, public engagement, and more specifically, complete design on Phase I (Cedar Street from Fifth to First). Subsequent contract amendments modified the scope of services to include design associated with sanitary sewer replacement, ornamental lights, construction support on Phase I, and design on Phase II (Cedar and Second to First and Church). The original Phase II design scope totaled \$272,598; Amendment No. 8 reduced the scope by \$27,268 to adjust for City staff taking the lead on preparing contract and bid documents, excluding plans, and administering the bid process. Prior to soliciting bids for construction, the City requested changes to the completed design (plans), resulting in \$11,200 of additional costs, included in Amendment No. 9. Final Phase II design costs total \$256,530. Additionally, Amendment No. 9 includes \$42,000 for construction support on Phase II, specifically, services required by the Engineer of Record (stamping design professional), including review of contractor submittals and occasional site visits to ensure independently verify conformance with the design. Construction observation/inspection will be provided by others and is excluded from this scope. Proposed Amendment No. 9 Total = \$53,200 (\$11,200 + \$42,000).

Ms. Wilson displayed a chart, showing an overall budget update for the Downtown Revitalization Project.

CITY OF SANDPOINT DOWNTOWN REVITALIZATION - ALL PHASES					8/12/2019
ENTITY PERFORMING WORK	TOTAL FORECASTED BUDGET (08/12/19)	TOTAL AMOUNT	SOURCE OF FUNDING		
			CITY	SURA	CDBG
	\$ 8,280,994.96	\$ 8,280,994.96	\$ 128,994.96	\$ 7,782,000.00	\$ 370,000.00
	TOTAL FORECASTED COSTS	\$ 8,265,681.00	\$ 128,994.96	\$ 7,766,686.04	\$ 370,000.00
	DOWNTOWN REV. PHASE 1 (CEDAR)	\$ 2,717,111.49	\$ 120,783.77	\$ 2,436,327.72	\$ 160,000.00
CITY OF SANDPOINT	PRE AWARD ENGINEERING	\$ 20,000.00	\$ 20,000.00		
CONSULTANT	PRE AWARD ENGINEERING	\$ 373,544.76	\$ 51,829.08	\$ 321,715.68	
CONSULTANT	QUALITY ASSURANCE	\$ 113,190.41		\$ 113,190.41	
CITY OF SANDPOINT	CONSTRUCTION MANAGEMENT	\$ 33,054.54	\$ 33,054.54		
CITY OF SANDPOINT	CONSTRUCTION	\$ 28,320.15	\$ 15,900.15	\$ 12,420.00	
CONTRACTOR	CONSTRUCTION (ACTUAL, NO CONTINGENCY)	\$ 1,989,001.63		\$ 1,989,001.63	
	ALL ORNAMENTAL LIGHTS/ ELECTRICAL	\$ 160,000.00			\$ 160,000.00
	DOWNTOWN REV. PHASE 2 (1ST AVE TO CHURCH)	\$ 3,265,119.51	\$ 8,211.19	\$ 3,046,908.32	\$ 210,000.00
CITY OF SANDPOINT	PRE AWARD ENGINEERING	\$ 29,965.51	\$ 8,211.19	\$ 21,754.32	
CONSULTANT	PRE AWARD ENGINEERING	\$ 256,530.00		\$ 256,530.00	
CONSULTANT	QUALITY ASSURANCE	\$ 103,624.00		\$ 103,624.00	
CITY OF SANDPOINT	QUALITY ASSURANCE	\$ 20,000.00		\$ 20,000.00	
CITY OF SANDPOINT	CONSTRUCTION MANAGEMENT	\$ 45,000.00		\$ 45,000.00	
CONTRACTOR	CONSTRUCTION (INCLUDES CONTINGENCY)	\$ 2,600,000.00		\$ 2,600,000.00	
	ALL ORNAMENTAL LIGHTS/ ELECTRICAL	\$ 210,000.00			\$ 210,000.00
	DOWNTOWN REV. PHASE 3 (1ST AVE TO PINE)	\$ 2,283,450.00	\$ -	\$ 2,283,450.00	\$ -
CITY OF SANDPOINT	PRE AWARD ENGINEERING	\$ 11,700.00		\$ 11,700.00	
CONSULTANT	PRE AWARD ENGINEERING	\$ 195,000.00		\$ 195,000.00	
CONSULTANT	QUALITY ASSURANCE	\$ 97,500.00		\$ 97,500.00	
CITY OF SANDPOINT	CONSTRUCTION MANAGEMENT	\$ 29,250.00		\$ 29,250.00	
CONTRACTOR	CONSTRUCTION (INCLUDES 15% CONTINGENCY)	\$ 1,950,000.00		\$ 1,950,000.00	
	TOTAL FORECASTED REMAINING (BUDGET - COSTS)	\$ 15,313.96	\$ -	\$ 15,313.96	\$ -

The changes requested by the City to the completed design (plans), resulting in \$11,200 of additional costs is coming from the pre-award engineering budget of \$256,530. The \$42,000 for construction support on Phase II, specifically, services required by the Engineer of Record (stamping design professional), including review of contractor submittals and occasional site visits to ensure independently verify conformance with the design, is coming from the quality assurance budget of \$103,624 and will be reimbursed by SURA.

Councilman Aitken moved for approval of the proposed Resolution, AMENDMENT #9 TO CENTURY WEST ENGINEERING CORPORATION AGREEMENT AND AUTHORIZATION FOR ENGINEERING CONSULTING SERVICES FOR DOWNTOWN PHASE II. **Councilman Darling seconded the motion.**

A roll call vote resulted as follows:

- Councilwoman Williamson Yes
- Councilwoman Ruele Yes
- Councilman Aispuro Yes
- Councilman Darling Yes
- Councilman Eddy Yes
- Councilman Aitken Yes

The motion passed by a unanimous vote of Council.

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J. RESOLUTION NO. 19-44 PUBLIC ART LOAN AGREEMENT FOR SILVER BOX PROJECT

Arts Commission Chair Elle Susnis presented the artwork for the third Silver Box, located at Fourth and Oak. The Commission recommends Low-Poly Open Heart (Ride) by Matthew Duffy of Washington DC. It is a large painted metal sculpture that was one of the top 6 during the initial selection panel of 22 applications. It is the opinion of the Commission that this sculpture will be an iconic addition to the Oak Street corridor and Farmin Park area. The Commission thanks the Mayor and Council for their support during the development of the Silver Box Art on Loan Project in Downtown Sandpoint. They are excited about the rotating nature of the program. She encouraged the community's local artists to consider applying during next year's call for art.

Councilman Eddy moved for approval of the proposed Resolution, PUBLIC ART LOAN AGREEMENT FOR SILVER BOX PROJECT. **Councilman Darling seconded the motion.**

A roll call vote resulted as follows:

Councilwoman Ruehle	Yes
Councilman Aitken	Yes
Councilman Darling	Yes
Councilman Aispuro	Yes
Councilman Eddy	Yes
Councilwoman Williamson	Yes

The motion passed by a unanimous vote of Council.

NEW BUSINESS

K. RESOLUTION NO. 19-45 AGREEMENT WITH HMH, LLC, FOR DOWNTOWN PHASE II CONSTRUCTION OBSERVATION SERVICES

Ms. Wilson reported that City staff will provide approximately 40 hours per week of construction observation/inspection. In an effort to accommodate the demands of the accelerated schedule and minimize excessive overtime, the City requested proposals from (4) four consulting firms to assist with construction observation/inspection. Two of the four firms responded with proposals, with HMH, LLC, providing the lowest cost proposal. It is anticipated that the consultant, Ms. Hubener, mentioned previously, will provide approximately 42 hours per week of observation / inspection and documentation. Proposed Contract Total = \$56,624, to come from the same quality assurance budget of \$103,624, mentioned above.

Councilman Darling moved for approval of the proposed Resolution, AGREEMENT WITH HMH, LLC, FOR DOWNTOWN PHASE II CONSTRUCTION OBSERVATION SERVICES. **Councilman Aispuro seconded the motion.**

A roll call vote resulted as follows:

Councilman Darling	Yes
Councilman Aispuro	Yes
Councilwoman Williamson	Yes
Councilwoman Ruehle	Yes
Councilman Eddy	Yes
Councilman Aitken	Yes

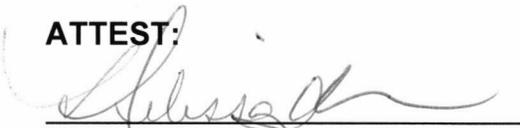
The motion passed by a unanimous vote of Council.

ADJOURNMENT

Council President Williamson adjourned the regular meeting at 7:32 p.m.


Shannon Williamson, Council President

ATTEST:


Melissa Ward, City Clerk