

**COUNCIL MEETING MINUTES
November 15, 2010**

The regular meeting of the Ontario City Council was called to order by Mayor Joe Dominick at 7:00 p.m. on Monday, November 15, 2010, in the Council Chambers of City Hall. Council members present were Norm Crume, Joe Dominick, Charlotte Fugate, John Gaskill, Susann Mills, David Sullivan, and Ronald Verini.

Members of staff present were Henry Lawrence, Tori Barnett, Larry Sullivan, Rachel Hopper, Chuck Mickelson, Dan Shepard, and camera operator Hailey Skinner.

Charlotte Fugate led everyone in the Pledge of Allegiance.

AGENDA

Council consensus to add Item10(B), an additional Executive Session under ORS 192.660(2)(e).

Ron Verini moved, seconded by Susann Mills, to adopt the Agenda as amended. Roll call vote: Crume-yes; Fugate-yes; Gaskill-yes; Mills-yes; Sullivan-yes; Verini-yes; Dominick-yes. Motion carried 7/0/0.

CONSENT AGENDA

Charlotte Fugate moved, seconded by Norm Crume, to approve Consent Agenda Item A: Approval of Minutes of regular meeting of 11/01/2010; Item B: Resolution #2010-151: Reallocation of Funds within the Aquatic Department to Complete Design Project for Facility Improvements; Item C: Resolution #2010-155: Accept/Expend JAG Grant (\$22,682); Item D: Ordinance #2652-2010: Decriminalizing the Ontario Municipal Code (Final Reading) and Item E: Approval of the Bills. Roll call vote: Crume-yes; Fugate-yes; Gaskill-yes; Mills-yes; Sullivan-yes; Verini-yes; Dominick-yes. Motion carried 7/0/0.

PUBLIC COMMENT

Nickie Hall, 1014 SW 4th Street, addressed the Council with a complaint and/or concern about her inability to pay her water bill and the City's intention to turn off her water the following day. She believes she and her brother both, have been harassed by the City, and further believes she is being prejudiced against. She indicated she is disabled with polio and cerebral palsy, and is struggling to get her finances in order. She has an overdue water bill, and lost her state funds last month. She anticipated getting the funds reinstated, but that wouldn't be until next month. She was looking for some help on this issue from the City Council.

Henry Lawrence stated he would get with staff in the morning to research the issue, and he would personally handle it.

NEW BUSINESS

Resolution #2010-153: Reallocation of Funds within East Idaho Transportation Project Department of Capital Projects Fund for City Share of East Idaho Avenue Phase I Improvements (STR-5)

Chuck Mickelson, Public Works Director, stated in 2009 the Council adopted a two-year budget that included project STR-5 East Idaho Avenue turn lanes in the amount of \$750,000. The Oregon Department of Transportation (ODOT) also needed to upgrade and resurface the highway between the Snake River and NE 4th Street due to significant rutting. In the mean time, the City and ODOT had been working together to identify one single project that would combine funding for construction, resurfacing and the upgrade of signals at the intersection of East Lane and East Idaho.

The Oregon Jobs and Transportation Act of 2009 Cooperative Improvement Agreement #26638 provided funding for preservation and modernization projects chosen by the Oregon Transportation Commission. In moving forward with this agreement with ODOT, the city's share of the project cost was estimated to be \$800,000.

The proposed resolution reduced the East Idaho Transportation Project Department contingency expense line item by \$50,000 and increased the STR-5 East Idaho Avenue expense line item by the same amount, leaving a balance of \$40,340 in the department's project contingency line item.

Susann Mills moved, seconded by John Gaskill, that the City Council adopt Resolution #2010-153, A RESOLUTION AUTHORIZING A REALLOCATION OF EXPENDITURES WITHIN THE EAST IDAHO TRANSPORTATION PROJECT DEPARTMENT OF THE CAPITAL PROJECTS FUND FOR CITY SHARE OF EAST IDAHO AVENUE PHASE I IMPROVEMENT (STR-5). Roll call vote: Crume-yes; Fugate-yes; Gaskill-yes; Mills-yes; Sullivan-yes; Verini-yes; Dominick-yes. Motion carried 7/0/0.

Resolution #2010-154: Reallocation of Funds for Projects Relating to East Idaho Avenue, SW 2nd Street, SW 4th Avenue, and North Oregon as Funded through a Previous Jurisdictional Transfer

Chuck Mickelson, Public Works Director, stated the Oregon Department of Transportation (ODOT) Jurisdictional Transfer revenue of \$376,400 was inadvertently budgeted in the Street Fund when it should have been budgeted in the same fund as the Northwest Washington/North Oregon Corner Realignment Project (STR-6). The purpose of this agenda item was to obtain the approval of the City Council to correct the Street Fund and Capital Projects Fund budgets to reflect the original intention of the 2009-2011 Budget.

In October of 2009, the City of Ontario approved Amendment #1 to Agreement #23255 with ODOT that transferred ownership of portions of Northwest Washington to the City of Ontario. These funds were identified within the City's 2009-11 Biennial Budget as a revenue within the Street Fund. However, the expenditure budget for this project, the realignment and sidewalk work to be done by the City on Northwest Washington, adopted as project number STR-6 in the City's 2009-11 Biennial Budget, was within the Capital Projects Fund.

In order to correct this error, staff was proposing to move the \$376,400 budgeted revenue from the Street Fund to the Capital Project Fund for use in the Northwest Washington Realignment Project, matching the revenue and expense budgets for that project within the Capital Projects Fund.

To keep the Street Fund in balance following the proposed reduction in budgeted revenue, staff was further proposing that the Council adopt a budget adjustment that would allow for a transfer of a portion of the \$490,000 that was in Capital Projects available cash for the Washington/Oregon previously given to the City of Ontario by ODOT, and increase the ODOT STP Funds revenue budget.

The proposed changes were to correct and 'match' budgeted revenues or resources with project expense budgets. The proposal to increase the STP revenue budget would result in fewer funds being available to the City from ODOT for the next biennium as those funds would be requested in 2009-11.

Councilor Sullivan asked if this was a dollar for dollar replacement.

Rachel Hopper, Finance Director, stated, as shown in the resolution, it was an adjustment, but not dollar for dollar. There was a difference of \$65K, but the money was already there, so it was a wash.

Charlotte Fugate moved, seconded by Susann Mills, that the City Council adopt Resolution #2010-154, A RESOLUTION AUTHORIZING A CHANGE OF STREET FUND BUDGETED REVENUE FOR NW WASHINGTON TO THE CAPITAL PROJECTS FUND, AND AUTHORIZING A REALLOCATION IN CAPITAL PROJECTS FUND EXPENDITURES TO TRANSFER FUNDS TO THE STREET FUND FOR PROJECTS RELATING TO EAST IDAHO, SW 2ND STREET, SW 4TH AVENUE, AND NORTH OREGON AS FUNDED THROUGH A PREVIOUS JURISDICTIONAL TRANSFER. Roll call vote: Crume-yes; Fugate-yes; Gaskill-yes; Mills-yes; Sullivan-yes; Verini-yes; Dominick-yes. Motion carried 7/0/0.

Approval of Cooperative Agreement (#26638) between ODOT and City (HB2001) for Signal Upgrades and Lane Modifications at East Idaho and East Lane; Resurfacing of East Idaho Avenue (Highway 30) between the Snake River and NE 4th Street

Chuck Mickelson, Public Works Director, stated the Agreement allowed the City to partner with ODOT in combining funding to allow for the rehabilitation of East Idaho (ODOT responsibility) along with improvements to the Goodfellow and East Lane intersections (City responsibility). Conceptual presentations had been made to the Public Works Committee and the Council and all parties indicated informally to proceed. The proposed agreement formalized the relationship between ODOT and the City of Ontario.

During 2003-2004, the City hired the firm of Meyer Mohaddes Associates to prepare a traffic study for the "East Ontario Commercial Area." This study resulted in the recommendations for improvements to the roadway and intersections, as well as establishing fees per vehicle trip. During the 2005-2007 years, the City created Reimbursement District #3 and allocated \$167,500 from the Public Works Fund to be transferred to the Capital

Projects Fund for project design work thru Resolution 2005-138. In 2008-2009, ODOT requested the City take responsibility for maintenance of East Idaho Avenue from the Snake River to NE 4th Street. The City rejected this proposal and ODOT remained responsible for the structural integrity of that section of State Highway 30. In 2009, the Council adopted a two-year budget that included upgrades to East Idaho intersections in the amount of \$750,000 (STR 5).

The Oregon Jobs and Transportation Act of 2009 (HB 2001) provided funding for preservation and modernization projects chosen by the Oregon Transportation Commission. East Idaho Avenue between the Snake River and NE 4th Street had experienced significant rutting. The Oregon legislature allocated \$1.2 million to ODOT for resurfacing this state highway.

The City commissioned a traffic study in 2003 to identify improvements necessary to meet the increasing demand on East Idaho from the river to the freeway. Improvements recommended included adding turning lanes at East Lane and Goodfellow, adding an additional lane to East Idaho, and modifying the signals. The overall improvements had an estimated current cost of \$2.2M, which was significantly more than the city had collected. During peak traffic periods, eastbound traffic turning left onto East Lane into the Wal-Mart and Home Depot area, backed up to and through the Goodfellow intersection.

During the 2005-2007 Biennium, the City created a Reimbursement District after approving a Director's Report for the improvements along Goodfellow Street and East Idaho Avenue. The Council approved Resolution 2005-138, which allocated \$167,500 from the Public Works Fund toward the project with the anticipation of being repaid thru property owner reimbursements as they developed and accessed the improved areas. The \$167,500 was authorized to be expended for project engineering.

The City of Ontario had now collected a total of \$840,340.75 in traffic impact fees from developers in this area to pay for roadway improvements. The fees collected from Home Depot, Hometown Toyota, Taco Del Mar, Carl's Jr., Wal-Mart and Walgreens between 2005 and 2007 were placed into the Capital Project Fund and had been budgeted within the "East Idaho Transportation Project" Department for 2009-11 as Project STR-5. The \$167,500 from the Public Works Fund was also deposited into the Capital Projects Fund for the project. Project expenses were incurred following the creation of Reimbursement District No. 3 in the amount of \$147,675.84, leaving \$860,164.91 in project funds, plus interest earned on the fees collected.

Staff for both the City and ODOT were working collaboratively to identify a single project that would combine the funding for construction. The proposed project would allow staff to proceed with construction in 2011, which would include the resurfacing of East Idaho, as well as the modification of signals at the intersection of East Lane and East Idaho along with lane and striping modifications. This would improve the traffic flow into the Wal-Mart and Home Depot area and would be compatible with future upgrades of East Idaho when additional funding became available. There was a limited amount of right of way that needed to be acquired as well. ODOT staff was taking the lead in design of the project. The agreement also provided for the transfer of right of way from ODOT to the City for a portion of East Lane, Goodfellow and Tapadera. This transfer had been contemplated by both agencies for many years and would conclude that issue.

Questions that were asked during the October 14th work session were where was the City getting the difference between the \$800,000 and the \$796,020 which was in the account? In response, with the additional \$167,500 in project revenues set aside during the 2005-07 Biennium, the City had established that the project 'account' had \$860,164.91 plus interest earnings on the fees received. This was updated information from the \$796,020 figure provided earlier. Staff would not have to look elsewhere for project funding of the \$800,000. ODOT agreed to modify the agreement to allow the City to deposit funds in the Local Government Investment Pool (LGIP) where the City would receive interest on the deposits and allow ODOT to draw funds as they were expended. Additionally, the City had changed the funding requirement from an \$800,000 deposit to placing \$350,000 for engineering and right of way into the LGIP and then placing the balance in the LGIP upon bidding of the project.

Another question raised was that if the City collected money from Wal-Mart for street improvements when they first built, why weren't those funds used on the street improvement done at that time? In response, the scope of the changes was not fully defined at the time that Wal-Mart paid the fees. This project would benefit Wal-Mart and their patrons and set the stage for future improvements.

Question asked as to why the City was adding turn lanes on the Wal-Mart side of East Idaho, which would only benefit people coming from Idaho? What benefit was that to Ontario residents? Response was that the project included adding a turn lane and pedestrian island at the NE corner of East Lane and East Idaho. The island limited the distance for pedestrians to cross East Idaho, which was already substantial. Additionally, by modifying the signal sequencing and timing, there would be two left turns onto East Lane from East Idaho, thus eliminating or minimizing

the traffic that currently backed up to Goodfellow. This was a phased project and the improvements that were made today were compatible with the overall plan as additional funding became available in the future.

Question as to why the City wasn't improving the road though the mall that traveled beside Denny's parking lot prior to intersecting Goodfellow? It would appear that job should be eliminated. Staff agreed the jog should be eliminated; unfortunately, the City was not the owner of the right of way.

The 2009-2011 Biennial Budget included an estimated amount of available cash, without projected interest earnings, for the project of \$840,340 and the budgeted expenses included \$750,000 for the project and \$90,340 as contingency.

In reviewing the historical expenditures for the work around East Idaho and the Goodfellow intersection, it was determined that \$146,675.84 had been expended between 2005 and 2009 for what was proposed to be Reimbursement District #3 on Goodfellow and East Lane as authorized by the Council thru Resolution 2005-138. That same resolution authorized the transfer of funds from the Public Works Fund to the Capital Projects Fund in the amount of \$167,500.

During initial review of historical Capital Projects revenues and expenditures, the \$146,675.84 previously spent on Reimbursement District #3 was identified as expenditures for 'special projects' within the Capital Projects Fund, not the East Idaho Transportation Project. Accordingly, following finance staff research of expenditures, the project cash balance was reduced by the Reimbursement District #3 expenses; however, the additional revenue amount of \$167,500 was not identified as project revenues, leaving the project total short of the proposed agreement. That oversight had been corrected in the Capital Projects Fund schedules and the Reimbursement District #3 revenues and expenses had been recorded as activity on the East Idaho Transportation Project as follows:

East Idaho Transportation Project					
	Description	Revenues	Expenses	Sub-Total by Fiscal Year	Total Project Funds Available
2005-06	Project Design - Holladay Engineering	-	82,281.29	(82,281.29)	(82,281.29)
2006-07	Transportation Fees Collected	840,340.75	-	840,340.75	758,059.46
2006-07	Public Works Transfer Reso 2005-138	167,500.00	-	167,500.00	925,559.46
2006-07	Project Design - Holladay Engineering	-	25,330.52	(25,330.52)	900,228.94
2007-08	Project Design - Holladay Engineering	-	5,726.51	(5,726.51)	894,502.43
2008-09	Project Design - Holladay Engineering	-	34,337.52	(34,337.52)	860,164.91

Staff was proposing a budget adjustment and agreement approval that would encumber \$800,000 of the funds available for the project. The agreement, #26638, required the City to deposit the necessary funding to ODOT for the City's share of design and construction. The project would be designed to limit the cost to the City based on available funds. As requested by Council, a modification had been made to the contract, and was now reflected in the current contract before the Council.

Mayor Dominick confirmed that the \$1.2M would include grinding the roadway to the bridge?

Mr. Mickelson stated it would.

Norm Crume moved, seconded by Charlotte Fugate, that the City Council approve Cooperative Improvement Agreement, No. 26638, between the City of Ontario and the State of Oregon, acting by and through its Department of Transportation, and as authorized by the Oregon Jobs and Transportation Act of 2009, also known as House Bill 2001, for signal upgrades and lane modifications at East Idaho and East Lane, and resurfacing of East Idaho Avenue (Highway 30) between the Snake River and NE 4th Street, and authorize the Mayor to sign this Agreement on behalf of the City. Roll call vote: Crume-yes; Fugate-yes; Gaskill-yes; Mills-yes; Sullivan-yes; Verini-yes; Dominick-yes. Motion carried 7/0/0.

PUBLIC HEARING: 7:30pm

It being the date and time advertised for public hearing on the matter of Ordinance #2653-2010, the Mayor declared the hearing open. There were no objections to the city's jurisdiction to hear the action, no abstentions, no ex-parte contact declared, and no declarations of conflict of interest.

Dan Shepard, Engineering Technician III, stated Boyd Yee, owner of Wingers Restaurant, represented by his agent, Dan Cummings, approached the City to vacate a portion of SE 13th Street adjacent to his property.

On October 28, 2010, at the request of Dan Cummings, representing Boyd Yee, Council directed staff to schedule a public hearing for November 15, 2010 and to prepare a staff report for the vacation of a portion of SE 13th Street on the Council's own motion.

The right-of-way for the west side of SE 13th Street between SE 1st Avenue and Kendal Street was dedicated through the Waremart Commercial Subdivision plat. Along this same section of SE 13th Street, the east side of the street was constructed on Oregon Department of Transportation (ODOT) property. The City of Ontario's Transportation System Plan (TSP), November 1999, for the short-term project number 119 "SE 13th Street to Goodfellow Street," stated, "New local roadway to provide east-west connection in southeast Ontario. Will replace Kendal Street." Kendal Street provided a connection between Goodfellow and SE 13th Street that was part of the ODOT property that was adjacent to the south side of East Idaho Avenue. This project was accomplished when ODOT constructed a new office in January of 2003 and partitioned their property in February of 2005. With construction of SE 1st Avenue, the intersection at SE 13th Street and SE 1st Avenue was converted from a four-way to a three-way intersection. Pavement, curbs, and gutters north of this intersection was removed in anticipation of further development.

Oregon Revised Statute 271.130 read, "Vacation on council's own motion; appeal. (1) The city governing body may initiate vacation proceedings authorized by ORS 271.080 and make such vacation without a petition or consent of property owners. Notice shall be given as provided by ORS 271.110, but such vacation shall not be made before the date set for hearing, nor if the owners of a majority of the area affected, computed on the basis provided in ORS 271.080, object in writing thereto, nor shall any street area be vacated without the consent of the owners of the abutting property if the vacation will substantially affect the market value of such property, unless the city governing body provides for paying damages. Provision for paying such damages may be made by a local assessment, or in such other manner as the city charter may provide."

Vacation of a right-of-way on the Council's own motion did not require the petition or consent of property owners. At the October 28th work session, Council members requested that Dan Cummings provide a signed statement from the Oregon Department of Transportation indicating they had no objection to the vacation of SE 13th Street. Mr. Cummings agreed to do so, further stating he would provide statements from each public utility approving the vacation as well as the consent of the owners of two-thirds of the property within the notification boundary of the proposed vacation. In staff's opinion, the vacation did not prejudice the public interest and recommended adoption of the ordinance.

Councilor Crume stated the petition had all the signatures, except for one, which was verbal. Would that be a problem?

Mr. Shepard stated the adjacent property owners had all signed, so even without the verbal signature, there were sufficient signatures (2/3) to move the project forward.

The Mayor opened the hearing for public testimony.

Opponents: None.
Proponents: None.

Glen Banner: Where exactly is the street?

Mr. Shepard showed Mr. Banner the map, outlining the proposed vacation between Walgreen's and Wingers.

There being no Proponent and no Opponent testimony, the Mayor declared the hearing closed.

Susann Mills moved, seconded by David Sullivan, that the City Council adopt Ordinance No. 2653-2010, AN ORDINANCE VACATING A PORTION OF THE STREET RIGHT OF WAY OF SE 13TH STREET BEING THE 30 FEET LAYING ADJACENT TO AND WEST OF THE EAST BOUNDARY OF LOT 1 OF THE WAREMART COMMERCIAL SUBDIVISION PLAT TO THE CITY OF ONTARIO, MALHEUR COUNTY, OREGON, on First Reading by Title Only. Roll call vote: Crume-yes; Fugate-yes; Gaskill-yes; Mills-yes; Sullivan-yes; Verini-yes; Dominick-yes. Motion carried 7/0/0.

Approval of Amendment #1 to Misc. Contracts and Agreements (#26720) between ODOT and City for Fund Distribution for NW Washington Avenue Realignment (HB 2001)

Chuck Mickelson, Public Works Director, stated the Oregon Jobs and Transportation Act of 2009 provided funding for preservation and modernization projects chosen by the Oregon Transportation Commission. During the planning for the Yturri Beltline and the North Ontario Interchange, discussion was held on the realignment of Northwest Washington Avenue. Agreement #26720 provided \$4.5 million for the completion of design, acquisition of right of way and construction of a realigned Northwest Washington to North Oregon and the extension of Park Boulevard to the recently acquired city property.

One clause in the original agreement that would control the schedule on the project was in Paragraph 5, which read *"The Agreement is contingent upon issuance and sale by the State Treasurer, of the bonds authorized by Section 61 of House Bill 2001, 2009 Legislative Assembly (Oregon Laws 2009, Chapter 865) in an amount sufficient to fund this Project. The Agreement is effective and work may begin upon execution of this Agreement, but ODOT's obligation to make Project payments is contingent upon the issuance and sale of such bonds. ODOT will notify Agency when such sale has occurred and the JTA funds are available."* The amendment removed this restrictive clause and allowed the City to proceed forward with the project.

In 2001, ODOT and Ontario entered into Agreement #697 where Ontario accepted maintenance responsibility for West Idaho, including the underpass, SW 2nd Street, SW 4th Avenue, and North Oregon Street. ODOT agreed to pay the City \$490,000 for future maintenance of these facilities, and the agreement superseded prior agreements made in 1975 and 1979. All right, title and interest in the above mentioned streets would be transferred to Ontario upon completion of the Yturri Beltline. The agreement addressed various other elements including underpass lighting system maintenance, traffic signal maintenance, signage, snow removal and power costs for signals. In 2006- 2007, the Council approved a project to realign Northwest Washington to North Oregon. In 2007, the City hired the firm of CH2M Hill to prepare plans and specifications for this project. Funding for the acquisition of right of way and construction of the realignment was not clearly identified at that time. In October 2009, Resolution 2009-126 approved Amendment #1 with ODOT to the Miscellaneous Agreement #23255 also known as Cooperative Agreement OR 201 North Ontario Interchange Bridge #08635, an agreement transferring Northwest Washington to the City of Ontario. In return, ODOT paid the City of Ontario \$375,200 for the realignment of the intersection of Northwest Washington and North Oregon and the construction of curb, gutter and sidewalks along Northwest Washington. In July 2010, the Council approved ODOT Agreement #26720 which accepted \$4.5 million for the design, right of way acquisition and construction of NW Washington subject to a number of conditions.

Since the early 1990's ODOT and Ontario had been discussing various transportation related issues within and adjacent to the City. During this period of time, ODOT had reconstructed East Idaho, rebuilt the overpass over I-84, reconstructed the freeway ramps leading to East Idaho, constructed the Yturri Beltline bypass around the City, reconstructed the North Oregon overpass and ramps, constructed an overpass over the railroad on SW 18th Avenue and other miscellaneous projects. As noted above, in 2001 Ontario formally agreed to take maintenance and operational responsibility for West Idaho, the railroad underpass, SW 2nd Street, SW 4th Avenue, and North Oregon Street.

Resolution 2009-126 provided for Ontario to take responsibility for Northwest Washington Street from North Oregon to the Yturri Beltline, which was about 1,500 feet in length upon completion of the realignment of NW Washington. The following significant issues were addressed in the amendment: ODOT contributed \$375,200 to the City for improvements or realignment. Should the City not use these funds for the Northwest Washington improvements or realignment, they were to be returned to ODOT; the City accepted responsibility for all maintenance, power costs and repair responsibilities over this section of roadway; and ODOT retained access control on the transferred right of way.

The proposed amendment authorized the City to proceed with the project and provided for reimbursement of expenses up to \$4.5 million for finalizing the design, acquisition of right of way and construction of the realignment of Northwest Washington and construction of Park Boulevard to the city property. In addition, the City could use the \$375,200 previously forwarded to the city for sidewalk construction and curve realignment. The agreement provided \$4,875,200 for the realignment of Northwest Washington. Primary expenses for the City included the costs for new sewer and water lines that are necessary to serve the area.

Councilor Crume asked for an estimated timeline.

Mr. Mickelson stated he believed the earliest the construction could begin, in his opinion, was 2012.

John Gaskill moved, seconded by Ron Verini, that the Mayor and City Council approve Amendment #1 to Agreement #26720 and authorize the Mayor to sign this amendment. Roll call vote: Crume-yes; Fugate-yes; Gaskill-yes; Mills-yes; Sullivan-yes; Verini-yes; Dominick-yes. Motion carried 7/0/0.

CORRESPONDENCE, COMMENTS, AND EX-OFFICIO REPORTS

- Councilor Verini stated tomorrow, November 16th, in Washington, DC, SSG Giunta, the first living soldier to receive the Medal of Honor since Vietnam, would receive the award by President Obama for his rescue of Sgt Josh Brennan in the Valley of Death in Afghanistan. Sadly, Sgt Brennan, a local from this area, died on the operating table. Sgt Brennan's mother, Janice Gates, would be in DC tomorrow giving support to SSG Giunta as he received the Medal.
- Mayor Dominick asked everyone to submit their City Manager evaluations to either Councilor Mills or himself to provide to Henry Lawrence.
- Mayor Dominick thanked Senator Wyden for his visit to Ontario last week.
- Mayor Dominick reminded everyone of the tree lighting ceremony scheduled for December 4th, at 6:00 p.m., which would have fireworks and Santa Clause. The event would take place after the Winter Wonderland Parade, which was set to begin at 1:00 p.m.

EXECUTIVE SESSIONS

Executive Session: ORS 192.660(2)(h)

An executive session was called at 7:58 p.m. under provisions of ORS 192.660(1)(h) to discuss current, potential or pending litigation; out at 8:17 p.m.

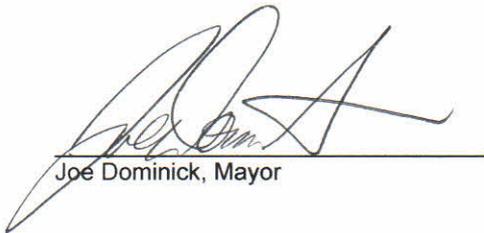
Executive Session: ORS 192.660(2)(e)

The Council convened into Executive Session under ORS 192.660(2)(e) at 8:17 p.m. to discuss real property; out at 8:37 p.m. to reconvene into regular session.

ADJOURN

Norm Crume moved, seconded by John Gaskill, that the meeting be adjourned. Roll call vote: Crume-yes; Fugate-yes; Gaskill-yes; Mills-yes; Sullivan-yes; Verini-yes; Dominick-yes. Motion carried 7/0/0.

ATTEST:



Joe Dominick, Mayor



Tori Barnett, MMC, City Recorder