



**“The mission of the City of Safford is to make Safford
a great place to live, work, and visit”**

**CITY OF SAFFORD
COUNCIL MEETING MINUTES
Monday, July 27, 2015 @ 6:00 PM
Safford Library Program Room, 808 S. 7th Avenue, Safford, Arizona**

PRESENT: Wyn “Chris” Gibbs, Mayor; Mary Bingham, Vice Mayor; Councilmembers, Gene Seale, Arnold A. Lopez, James D. Howes and Richard Ortega.

ABSENT: Councilman, Kenneth Malloque.

STAFF PRESENT: Horatio Skeete, City Manager; Leslie Norton, Executive Secretary; Joe Brugman, Police Chief; Randy Petty, Public Works Director/City Engineer; Lance Henrie, Assistant Public Works Director/City Engineer; Dustin Welker, Planning and Community Development Director; Terry Quest, Finance Director; Alma Flores, Accounting Administrator; Leanne McElroy, Library Director; Cliff Davis, Human Resources Officer; Sam Napier, I.T. Administrator; and Georgia Luster, City Clerk. Dale Clark assisted with the audio recording of the meeting.

OTHERS PRESENT: Dr. Carlos Vessels; Laura Rogers, Don Carter, Joe Goodman, Gavin McCabe, Jaren McCabe, Jeanette Montiei, Grant Montierth, Brian Douglas, Danny Smith, Jeff McCormick, Andrew Schnebly, and members of Boy Scout Troop #5022. Ralph Score, Valley TeleCom Group, video recorded the meeting.

- 1. WELCOME AND CALL TO ORDER:** Mayor Gibbs called the meeting to order at 6:02:19 p.m.
- 2. ROLL CALL:** A quorum of the Council was present (6-1).
- 3. PLEDGE OF ALLEGIANCE TO THE FLAG:** Jaren McCabe led the Pledge of Allegiance to the Flag.
- 4. OPENING PRAYER:** Dr. Carlos Vessels offered the Opening Prayer.
- 5. CITIZEN COMMENTS ON AGENDA ITEMS:** Mr. Andrew Schnebly (did not comment).
- 6. PUBLIC HEARING:** Mayor Gibbs opened the **PUBLIC HEARING** to discuss the proposed annexation of 3.5 acres east of Highway 191 and to accept comments from the public regarding the proposed annexation at 6:05 p.m. The description of the territory

proposed to be annexed, not already within the present limits of the City of Safford and located in Graham County, Arizona is as follows:

That part of the Southeast Quarter of Section 17, Township 7 South, Range 26 East, Gila and Salt River Meridian, CITY OF SAFFORD, Graham County, Arizona, more particularly described as follows:

COMMENCING at the South Quarter corner of said Section 17

THENCE North 00 degrees 04 minutes 34 seconds West along the North-South center section line of said Section 17 a distance of 902.97 feet to point located on the existing City of Safford Corporate Limits line;

THENCE following said Corporate Limits line North 89 degrees 55 minutes 26 seconds East a distance of 41.25 feet;

THENCE North 00 degrees 04 minutes 34 seconds West a distance of 225.98 feet;

THENCE North 89 degrees 47 minutes 11 seconds East a distance of 230.57 feet;

THENCE North 00 degrees 57 minutes 28 seconds West a distance of 179.03 feet to a point also on the existing City of Safford Corporate Limits line and the TRUE POINT OF BEGINNING;

THENCE leaving said Corporate Limits line North 89 degrees 53 minutes 27 seconds East a distance of 233.76 feet;

THENCE North 00 degrees 03 minutes 39 seconds West a distance of 328.04 feet;

THENCE South 89 degrees 56 minutes 13 seconds West a distance of 179.17 feet;

THENCE North 00 degrees 02 minutes 46 seconds West a distance of 440.98 feet;

THENCE North 89 degrees 57 minutes 41 seconds West a distance of 47.05 feet to a point on the existing City of Safford Corporate Limits line;

THENCE following said Corporate Limits Line South 00 degrees 04 minutes 34 seconds East a distance of 87.89 feet;

THENCE South 89 degrees 55 minutes 26 seconds West a distance of 85.68 feet;

THENCE South 00 degrees 04 minutes 34 seconds East a distance of 681.97 feet;

THENCE North 89 degrees 30 minutes 14 seconds East a distance of 77.82 feet to the POINT OF BEGINNING. Annexation containing 153242.72 square feet or 3.51 Acres of land more or less. Having an area of 58.20 Acres more or less.

City Manager Skeete introduced Dustin Welker, Planning and Community Development Director, to explain the process of the annexation. He stated the annexation involves seven (7) properties – six properties (6) belonging to Jay & Tami Curtis (Curtis Country Store) and the SEABUS parking lot.

Mayor Gibbs asked for public comment at this time (6:07:36 p.m.). Mr. Schnebly was called on to speak at this time, but stated he did not wish to address this item. There were no other public comments regarding the proposed annexation.

A motion was made by Councilman Ortega, seconded by Councilman Howes to adjourn the Public Hearing at 6:08:08 p.m. **MOTION ADOPTED**

Aye: 6 – Mayor Gibbs, Vice Mayor Bingham, Councilman Lopez, Councilman Seale, Councilman Ortega, and Councilman Howes.

7. NEW/OLD BUSINESS:

1. **Presentation by representatives of the Graham County Transit Feasibility Study Group on the Technical Advisory Committee findings. This is a request to commit to supporting a local transportation service based on population.**

Mayor Gibbs recognized Don Carter, Pima Town Councilman and Jeff McCormick, Town Manager of Pima; County Supervisor, Danny Smith; and several Graham County Staff.

Horatio Skeete, City Manager, provided a brief overview about the discussions being held by the Technical Advisory Committee and funded by SEAGO and ADOT evaluating the merits of a public transportation system for Pima, Thatcher, Safford, and surrounding Graham County. He stated this study is meant to update the 2007 Graham County Transit Study. He introduced Laura Rogers on behalf of the Technical Advisory Committee (TAC) to present the findings of the Study.

Laura Rogers stated she is employed with Graham County Health Department and is involved with the Health in Arizona Policy Initiative Program. She explained a community health assessment survey was done a few years ago and the lack of public transportation rated very high in the survey and identified a substantial demand for public transportation. Since its inception, ongoing research has continued. Graham County received grant funds to conduct a feasibility study this year. She provided a PowerPoint Presentation on the results of the Feasibility Study.

Outreach conducted:

Public Meetings held in Safford Thatcher and Pima

Stakeholder Interviews: Elected officials, Local Government staff, Human Services Agencies, Chamber of Commerce, and Freeport McMoRan Inc.

Focus Groups: College students, Workforce Connections Clients and Staff, Senior citizen participants.

Question #1: Is there community support and adequate potential ridership for a viable public transit system in Graham County?

Review of prior studies, existing services and Census data: The 2011 Study indicated governmental entities could not come to an agreement to fund public transit. TAC meetings were held on April 1st and May 7th (34 people attended) with a lot of discussion about the findings and determining the need and the guidance for a working paper. The last meeting held on July 7th provided the workable program to the County for review and the TAC Committee decided that a recommendation to form an Intergovernmental Transportation Authority was necessary.

Public transportation currently available:

- San Carlos Apache Tribe Public Transit provides public transit service within Graham County. Buses operate three routes, Monday through Friday: San Carlos-Safford-San Carols-Globe (3 round trips per day).
- Potential Greyhound Bus service from Phoenix to El Paso hoping to start in October. The proposed route would provide one daily round trip between Phoenix and El Paso, Texas with intermediate stops in Mesa, Superior, Miami, Globe, Peridot, Bylas, Safford, Duncan, Lordsburg and Las Cruces.

Specialized Transportation:

- Southeastern Arizona Community Action Program (SEACAP) provides Dial-A-Ride (elderly/disabled) services in the Safford, Pima, and Thatcher area
- Blake Foundation (clients and senior center)
- Safe House and Wellness Connection provides client services only.
- SAGE provides transportation to and from day programs, residential programs, individual homes and for a variety of recreational purposes. SAGE also provides seniors with the opportunity to travel to and from the Apache Gold Casino in San Carlos.
- SEABHS provides transportation for medical clients only.

Private Transportation:

- Provided by taxi services.

Who Needs Public Transit?

According to the US Census data, there is the potential for 8,300 Graham County residents without a driver's license or without access to an automobile. There are 3,500 college student's attending Eastern Arizona College (2,000 full time and 1,500 part time students and 420 actually live on campus who do not have an automobile). The number of potential students could rise for Eastern Arizona College if there was a public transportation system. Older Adults (4,500) – growing senior demand will likely exceed the capacity of the SEACAP transportation program. Persons with disabilities (4,700) – includes behavioral health clients.

What are the Benefits of Public Transit to the Community?

National research conducted by TCRP

- Rural communities with public transit grow 11% faster than those without. Potential for tax base to grow.
- Benefit/cost ratio of expenditures on public transit is 3.35 to 1 in rural communities.

Economic Benefits of public transit:

- Savings in transportation expenses for the system's riders.
- Increased income among system users who ride to work.
- Benefits to merchants from expenditures by transit users.
- Value of increased access to education and job training.
- Value of trips that would not have been made without public transit.
- Value of health care that would not have otherwise been obtained.
- Salaries to drivers and other employees. Would increase the employment in County.

Service Delivery Recommendation:

1. Expand Dial-a-Ride (Open to General Public)
2. Expand Dial-a-Ride plus Taxi Subsidy (Open to General Public; Taxi Subsidy for "after hours").
3. Checkpoint Dial-a-Ride (As recommended in 2007)
4. Local Flex Route (Open to General Public; Deviate up to ¾ mile from route)
5. Community Service route plus Dial-a-Ride (Local fixed route serving corridor from Pima to Solomon; General Public Dial-a-Ride for those outside fixed route)

service area; Dial-a-Ride for seniors and persons with disabilities unable to access fixed route).

The consensus of the TAC Committee was #5 - Community Service Route + Dial-a-Ride – Added Fixed Route operated by a single bus – 3 local trips per day to Daley Estates, Swift Trail to Solomon, and north across the river to the Vista Linda area.

Monday through Friday, 7 AM to 6 PM

Core Service in Pima to Thatcher-Safford area

Extension of route to outlying areas on select trips (Daley Estates (3 trips per day); Solomon (3 trips per day); 191 Corridor (3 trips per day)

General Public Dial-a-Ride operated as in Option 1

Serve outlying areas and satisfy paratransit requirement.

Ms. Rogers referred to the slide projecting the Community Service Route and Dial-a-Ride Boundary.

Estimated Ridership (31,000 per year):

- 253 weekdays per year X 11 hours per day = 5,566 annual vehicle service hours
- Transit Cooperative Research Program estimation: 21,700 to 45,641 passenger trips per year
- Neighboring Systems (2012/13): Benson: approximately 20,000 annual trips; Douglas: 51,572 annual trips (10,804 service hours). Available seven days a week.

Governance Structure:

- Scheduling, Dispatch and Operations
- Maintenance
- Personnel Management and Training
- Planning
- Marketing and Public Information
- General Management
- Financial Administration and Capacity

Will be split among five (5) funding sources with some contracting. Will be addressed in Phase II of the Program after Phase I is approved.

Governance Options:

1. Governance by an existing public entity such as Graham County or the City of Safford.

2. Governance by an existing private non-profit.
3. Governance by a shared governance structure, an Intergovernmental Public Transportation Authority (IPTA). The TAC committee believes the Intergovernmental Public Authority (IPTA) route would be the best route for this transportation study. IPTA would be governed by a board member from the City of Safford, Town of Thatcher, Town of Pima, Graham County and Eastern Arizona College and probably a couple more board members.

Shared Governance Structure (Intergovernmental Public Transportation Authority

(IPTA): TAC recommendation; allows for shared governance of public transit in Counties of 200K or less. Members can include Counties, Cities or Towns, Colleges and Indian Nations. Must be established by County Board of Supervisors. Board would include representatives of member entities. Arizona examples: **YCIPTA** – Members include Yuma County, Municipalities, Arizona Western College, and Cocopah Indian Tribe. Contract for service operation. **NAIPTA** – Members include Coconino County, City of Flagstaff, and Northern Arizona University. Directly operate Mountain Line fixed route, Mountain Link BRT and Mountain Lift paratransit.

Financial Feasibility:

How Can Public Transit Be Funded?

ADOT 5311 (Federal Transit) FTA Funding

- Capital – 80% of cost (includes purchase of buses, etc.)
- Administration – 80% of cost
- Operations – 58% of cost (Drivers and maintenance)

Remainder can be covered by bundling cash and in-kind funding from various local sources – government, non-profit or businesses. Businesses may be solicited to help with funding.

Three Financial Scenarios to Estimate Local Funding Requirements:

Working paper explored three options to provide a realistic range of potential costs: Very Conservative, Best Estimate, and Growth/Minimized Cost.

Best Estimate Scenario:

Based on known cost information: Average of 2012/2013 costs from three southeastern Arizona rural agencies (inflated to 2015 dollars).

Moderate level of in-kind contributions.

Realistic estimate of local match requirements.

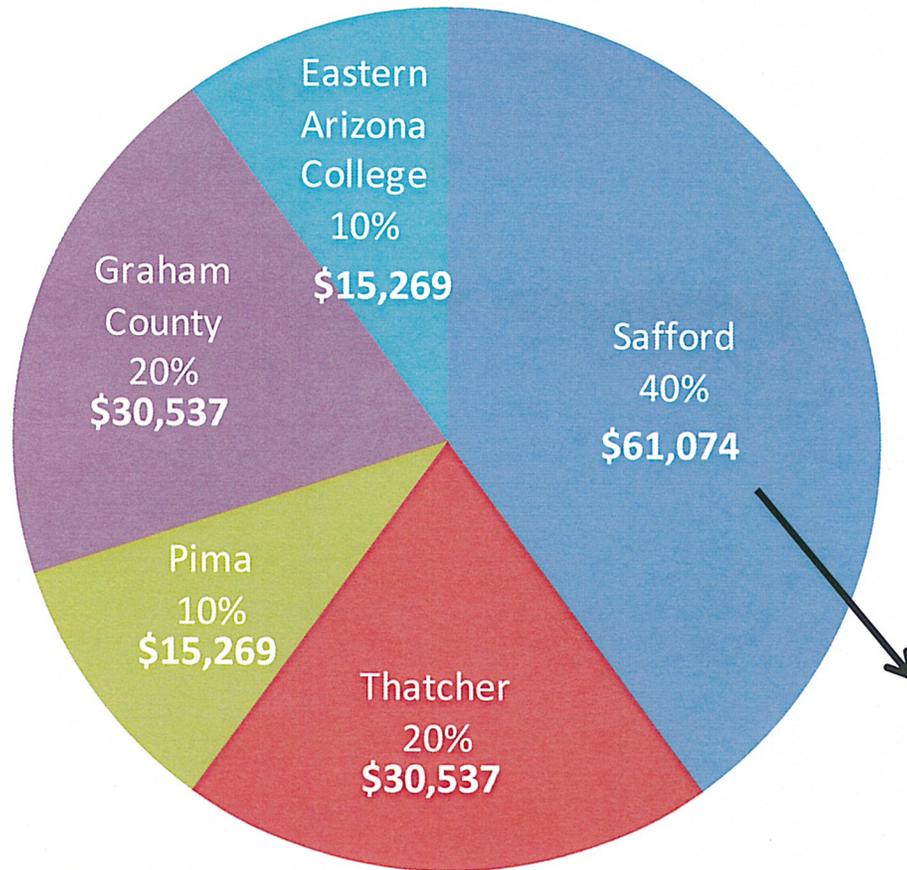
Best Estimate Scenario

Preliminary Estimate

	First Year	Second Year	Third Year	Fourth Year	Fifth Year
Administrative Costs and Revenues					
Total Administrative Cost	\$ 120,000	\$ 125,000	\$ 128,750	\$ 132,613	\$ 136,591
FTA 5311 Share (80%)	\$ 96,000	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273
Local Share (20%)	\$ 24,000	\$ 25,000	\$ 25,750	\$ 26,523	\$ 27,318
Operating Costs – Service Operation Begins in Year 2					
Estimated Vehicle Hours		5,566	6,072	7,394	7,394
Total Operating Costs		\$ 294,998	\$ 331,470	\$ 369,866	\$ 380,962
Fare Revenue		\$ 17,174	\$ 19,297	\$ 24,204	\$ 24,930
Net Operating Costs		\$ 277,824	\$ 312,173	\$ 345,662	\$ 356,032
FTA 5311 Share (58%)		\$ 161,138	\$ 181,060	\$ 200,484	\$ 206,499
Local Share (42%)		\$ 116,686	\$ 131,113	\$ 145,178	\$ 149,533
Capital Costs					
Total Capital Costs	\$ 425,000	\$ 55,000	\$ 10,300	\$ 25,609	\$ 10,927
FTA 5311 Share (80%)	\$ 340,000	\$ 44,000	\$ 8,240	\$ 20,487	\$ 8,742
Local Share (20%)	\$ 85,000	\$ 11,000	\$ 2,060	\$ 5,122	\$ 2,185
Total Costs	\$ 545,000	\$ 474,998	\$ 470,520	\$ 528,087	\$ 528,480
Total Local Share Required	\$ 109,000	\$ 152,686	\$ 158,923	\$ 176,822	\$ 179,037

Partner Shares

Preliminary Allocation Based on Population



Partner	Population
Safford	9556
Thatcher	4848
Pima	2387
Graham County	5000
Eastern Arizona College	3500

**Partner contributions for Year 2
First full year of service operation**

Partner Shares

Preliminary Estimates – Cash & In-Kind

Best Estimate Scenario	First Year	Second Year	Third Year	Fourth Year	Fifth Year
Number of Buses Peak Operation	<i>Start-up</i>	<i>2 buses, 1 sp.</i>	<i>2 buses, 1 sp.</i>	<i>2 buses, 1 sp.</i>	<i>2 buses 1 sp.</i>
Vehicle Service Hours		5,566	6,072	7,394	7,394
Primary Partner Shares Based on Population					
Safford (40%)	\$43,600	\$61,074	\$63,569	\$70,729	\$71,615
Graham County (20)%	\$21,800	\$30,537	\$31,785	\$35,364	\$35,807
Thatcher (20%)	\$21,800	\$30,537	\$31,785	\$35,364	\$35,807
Pima (10%)	\$10,900	\$15,269	\$15,892	\$17,682	\$17,904
Eastern Arizona College (10%)	\$10,900	\$15,269	\$15,892	\$17,682	\$17,904
Total Local Share	\$109,000	\$152,686	\$158,923	\$176,822	\$179,037
Additional Anticipated Contributions					
SEACAP MOU (AAA Funding as In-Kind)	\$500	\$30,515	\$30,530	\$30,546	\$30,563
Freeport-McMoRan Mine (Startup Grant)	\$42,500	\$4,000	\$2,000	\$2,500	\$3,000
Agency Pass Purchases		\$5,152	\$5,789	\$7,261	\$7,479
Other TAC Members	\$2,000	\$2,060	\$2,122	\$2,185	\$2,251
Advertising Revenue		\$1,500	\$2,000	\$2,500	\$3,000

Advisory Vote and Next Steps:

- Advisory Vote by partner agencies on their willingness: To ask County Supervisors to form an Intergovernmental Public Transportation Authority. To financially support a local public transportation service with their fair share of local contributions allocated based on population shares. *Cost shares will be refined during Phase II of the Transit Feasibility Study. Final Cash and in-kind contribution shares will be presented to each group for formal approval prior to initiation of the program.* If successful, move forward to Phase II Service, into the Financial and Marketing Planning.

Questions:

- 1) Is there community support and adequate potential ridership for a viable public transit system in Graham County? *Believe there is support.*
- 2) Does a viable governance structure exist or can one be created to govern, manage and comply with federal funding regulations? *Five governance structures involved.*
- 3) Does sufficient local or other financial support exist to provide necessary matching funds for federal funding to financially sustain transit services over time? *Up to the Council to decide.*
- 4) Is there the potential to leverage existing funding for transportation in Graham County, and coordinate and add value to existing social service agency transportation services with a public transit service? *Believe that there is through the coordination and the in-kind that can be provided.*
- 5) Do the benefits of providing a public transit system outweigh the costs of service delivery? *Believe that it does.*

She stated that they worked very well together and that the TAC committee had a lot of participation from a lot of different entities.

Mayor Gibbs reminded everyone that everything being presented by the consultants and discussed by the TAC Committee are estimations, or what could be! They are asking Council to approve a recommendation to be sent to Graham County to form Intergovernmental Transportation Authority. He noted that, "even if every entity agrees with the Plan and a fair way to split financial costs, a bus will not be seen until 2018". He explained the two types of funding that subsidizes public transportation - 5310 Money – like SEACAP who have five or six (5-6) providers – their funding decreasing annually. Funding from Fund 5310 is moving over to Fund 5311 which is public transportation.

Will those who utilize transportation services be charged a fee?

Yes, but not sure of the cost at this time. Dial-a-ride may cost a little more because it's more of a personalized service. Public transit fee will be less.

Aware of cost being based on population and fair. After public transportation gets going, is there a way to keep track of ridership and divide expenses based on where the riders originate from.

Believe it would be reasonable, but unsure how accurate it will be. Governance Board will make those decisions.

One approach that could be challenged, but should consider the other side of the argument. Where are they (riders) going and what are they doing when they get there?

Are they (riders) coming here to spend their money at Walmart and to leave their sales tax, or use the swimming pool or the ADOT parking lot to skateboard in downtown Safford and create a nuisance for City and extra work for the Police Department? How should we charge them based on that? Destination point is the place where the cost should be paid the most to get a service or spend dollars.

San Carlos Apache Tribe provide public transportation for everyone, misconception that transportation does not exist. If public transportation system proceeds, it will connect people to Globe if needed. Tribe is very willing to work with. Their ridership has increased about four folds since they started. They've added three new buses and have two, 45-passenger buses. Service area is supported by two entities, SEAGO and CAG. System can be utilized by all entities. The Tribe already provides buses to the Casino and provide transportation for students attending EAC in the Fall and Spring.

Greyhound is a separate transportation? Yes, they applied for separate funding through ADOT. Must call 24 hours ahead.

Would funding for providing medical transportation be considered ahead of all other public transportation? Board would consider all details.

What do you mean by "work through the County"? Board of Supervisors is the only entity that can request an intergovernmental public transportation employee through the State. Entities involved must agree to this portion of funding it, body would present to the County, County will apply for funding through the State compiling an intergovernmental agreement with each entity and board will form.

Will a Hearing be held? Yes, after the agreements are executed and commit to funding. Then it will be presented to the County.

Would the Intergovernmental Transportation Authority administer the bus operations? Be decided by the Board. Administration and maintenance funding could be in-kind hours rather than money. The Intergovernmental Transportation Authority will oversee the operations, but each entity may share/provide "in-kind" services.

Would any of the entities have to provide the \$500,000 - \$600,000 for capital and operational expenses mentioned particularly in the first year for purchasing buses, etc. and then be refunded by the State or Federal?

That's one of the reasons why they only allow intergovernmental agencies or private agencies that have financial ability to make it happen. Also, that is the reason why we can't apply for these things and get a bus by 2018.

Pay for everything and then apply for reimbursement?

No, we would apply for in the 5311 Plan.

Would that Governance group created by the five entities have to provide financial assurances that they have the ability to see the project through by spending funding (capital costs) because that funding will come from the federal government six months after the funding has been spent and have applied for the refund? If that is the case, will the initial investment by these entities be shared, or will there be the expectation that one entity would carry and front the moneys and await for reimbursement from the Federal Government?

Shared by a percentage.

Is there assurance that ADOT funding will continue every year?

Federal funding must apply for annually.

Is agreement renewable annually? What happens if one entity pulls out? If all entities agree to form an Intergovernmental Transportation Agreement, they can't pull out until the term of the agreement expires. Moral obligation to fund, contractual obligation to provide the funding. Cannot commit this council to funding next year, must be approved annually through the budget. Otherwise, if one entity chooses to discontinue funding and not fulfill their obligation, the only remedy would be through the court system/arbitration process. The transportation authority is allowed per the contract and not statute.

Community wide transportation is a wonderful idea. Is the nine member transportation committee going to be based on the amount of representation for that committee per percentages required by the entities? Believes it will be part of the governmental transportation authority guidelines. Details will come in Phase II. One representative from each of the five entities (Safford, Thatcher, Pima, Graham County, and EAC) and add four additional members. Probability will come by percentage.

Five member board and obligated to certain percentage. How do we know how they will be designated?

This is the most difficult governance question that every regional organization struggles with throughout the state. It's a relatively, touchy and sensitive conversation. To speak specifically to your concern, more than the members of the board, it would be the voting structure on the decisions made. Which is one of the difficult things we have to collectively agree on and overcome because the instinctive reaction to that structure is that we should have 40% of the vote and vote based on our percentage of funding and often times leads to a lot of discontent by the other members and a lot of un-necessary grief as we go through the process of making collective decisions. But, it's one that will come up and not go away easily and will continue to come up - MAG, PAG and SEAGO has that discussion from time to time based on the entities. The City of Safford is part of SEAGO - For example, "Do we want to give Sierra Vista more of a vote than the one person they have in the room - do we want to give them twice as many votes as Safford for the same issue?" Every regional organizations struggle. As we go through the process of establishing this entity, we will come to some common understanding of what's in the best interest of all.

Administrator and manager - only hiring one person to manage? Not known at this time, but will be addressed in the next Phase.

Mayor Gibbs pointed out that the Council is not obligating anything until the final discussion and the County has all the pieces and goes to the State to form a board.

Presentation ended at 7: 04:49 p.m.

A motion was made by Councilman Howes, seconded by Vice Mayor Bingham to move forward with a request to the Graham County Board of Supervisors to form an Intergovernmental Public Transportation Authority. **MOTION ADOPTED**

Aye: 6 – Mayor Gibbs, Vice Mayor Bingham, Councilman Lopez, Councilman Seale, Councilman Ortega, and Councilman Howes.

8. CONSENT RESOLUTIONS:

1. **Discuss and consider approving and adopting Resolution Number 15-028 vacating a 40' portion of a Maintenance and Construction easement for the Graveyard Wash.** Dustin Welker, Planning and Community Development Director, explained the request is to vacate a portion of an eighty-foot (80) easement that was attained during the construction of Graveyard Wash. The City no longer needs eighty-feet, but wishes to retain forty feet for maintenance purposes.

The City Clerk read the Title and Number of Resolution Number 15-028 into the record.

A motion was made by Councilman Howes, seconded by Vice Mayor Bingham to approve and adopt Resolution Number 15-028 vacating a 40' portion of a Maintenance and Construction easement for the Graveyard Wash. **MOTION ADOPTED**

Aye: 6 – Mayor Gibbs, Vice Mayor Bingham, Councilman Lopez, Councilman Seale, Councilman Ortega, and Councilman Howes.

9. CONTRACTS, AGREEMENTS, BIDS:

1. **Discuss and consider renewing an Agreement between the Town of Thatcher and City of Safford to perform utility patches within the roadways located within the Town of Thatcher town limits.**

A motion was made by Councilman Ortega, seconded by Vice Mayor Bingham to renew an Agreement between the Town of Thatcher and City of Safford to perform utility patches within the roadways located within the Town of Thatcher town limits.

Aye: 6 – Mayor Gibbs, Vice Mayor Bingham, Councilman Lopez, Councilman Seale, Councilman Ortega, and Councilman Howes.

10. MONTHLY/QUARTERLY REPORTS: Information/discussion

1. Police Report
2. Planning and Community Development Report
3. Public Works Report
4. Human Resources Report
5. Clerk's Office Report
6. Library Report
7. Utilities Consumption/Water Production Reports
8. Projects Status Report
9. Prosecution Report
10. Airport Report
11. Expense Report over \$5,000
12. Purchasing Card Report

Councilman Lopez inquired about the construction occurring on the corner of 11th Street and 5th Avenue. Lance Henrie, Assistant Public Works Director/City Engineer responded that the work being completed on 11th Street is City handicap ramps. 8th work is a school project and not a City project. He asked staff to consider the drainage in that area.

Vice Mayor Bingham complimented the Planning and Community Development Department for providing Code enforcement updates.

City Manager Skeete stated the commencement date for recycling is September 17th - first pick-up date.

11. MEETINGS/ACTIVITIES HELD OR TO BE HELD BY COUNCIL OR STAFF:

- Monday, July 27th – Council meeting
- Monday, August 10th – Council meeting
- August 18th – 21th – Annual League Conference at Star Pass in Tucson
- Monday, August 24th – Council meeting canceled
- Monday, September 7th – Labor Day Holiday – City offices closed
- Wednesday, September 9th at 6:30 p.m. – (Tentative) Joint Meeting with Graham County, Town of Thatcher and Town of Pima
- Monday, September 28th – Council meeting

12. COUNCIL OR STAFF REQUESTS FOR AGENDA ITEMS: NONE

13. CITIZEN COMMENTS ON NON-AGENDA ITEMS: NONE

14. **ADJOURN:** It was moved by Councilman Howes, seconded by Councilman Ortega, and carried unanimously to adjourn at 7:20: 20 p.m. **MOTION ADOPTED**

APPROVED:

Wyn "Chris" Gibbs, Mayor
City of Safford

ATTEST:

Georgia Luster, MMC, City Clerk

STATE OF ARIZONA)
) ss
County of Graham)

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the Special Council Meeting Minutes of the Safford City Council, Graham County, Arizona held Monday, July 27, 2015, and approved at a Regular Council Meeting on Monday, August 10, 2015. I further certify the meeting was duly called, held and that a quorum was present.

August 10, 2015

Date:

Georgia Luster, MMC, City Clerk