



Harrisburg City Council Minutes July 27, 2016

The Harrisburg City Council met on this date at City Hall, located at 120 Smith St., at the hour of 6:30pm. Presiding was Mayor Robert Duncan. Also present were as follows:

- Kimberly Downey
- Mike Caughey
- Robert Boese
- Sarah Puls
- John Loshbaugh
- City Administrator Brian Latta
- City Recorder/Asst. City Administrator Michele Eldridge
- Public Works Director Chuck Scholz

Absent this evening was councilor Adam Keaton.

Consent List Approval:

- Loshbaugh **motioned to approve the Consent List, and was seconded** by Caughey. **The City Council then voted unanimously to approve the Consent List for July 27, 2016. The motion approved the following actions:**
 - **The Payment of the June 2016 Bills**
 - **The Minutes of May 18, June 8, and June 22, 2016**
 - **The City Administrator's Out of State Training and Travel Expenses to Attend the ICMA Conference in Kansas City, MO.**

The matter of Approving Ordinance No. 945, "AN ORDINANCE TO LEVY NUISANCE ASSESSMENTS AGAINST REAL PROPERTY IN THE CITY OF HARRISBURG"

Staff Report: Eldridge told the Council that this is the same process we used last summer. What they would see being established as non-district liens are generally noxious vegetation abatements. The City sends homeowners a notice of violation, and gives them a time frame in which to take care of the problem. They receive another warning, with strong wording. The last notice is one of citation, letting them know we are going to Municipal Court to obtain a warrant to enter the property to abate the nuisance. Once we abate the nuisance, we send the owner a bill. If they don't contact us to settle the account, then a non-district lien is established against the property.

- Boese asked how do we get in touch with these people.
- Latta told him that many of these properties have been vacant for years. One of them is actually a vacant lot, with no residences. The owners are in Washington. We send the owners of record the notices.

- Downey thought that one of the properties' had been foreclosed on.
- Caughey agreed, and said 1049 was foreclosed on about five years ago. It already went through the foreclosure. He was surprised that work had been done on it, because he went by and the place was already overgrown again.
- Scholz told him we take pictures before, and pictures after. He tells the public works crew that they better make the place look like it was their own home before they sign off on it. It was perfect, after they were done with it.
- Caughey said that it's horrible now, and the weeds are up to 3' or more again.
- Latta told him that there will be another notice of violation, and abatement. There are two here now, which are the official ones. He thinks we have six properties we are working on right now. All of them have never looked better since he's been here. One of the owners did take care of their bill; he believes that she lives in Junction City now. She came over in the middle of the work, and told our crew to leave. They let her know that they couldn't, because they had a warrant to do the work. It's an unfortunate process, when the owners won't respond. It's not cheap to do this.
- Boese asked if this was typical for the interest rate.
- Eldridge told him that it's prime rate plus 2%. The rate is established by Council resolution.
- Downey **motioned to approve Resolution No. 1145, "AN ORDINANCE TO LEVY NUISANCE ASSESSMENTS AGAINST REAL PROPERTY IN THE CITY OF HARRISBURG"**, and was **seconded** by Caughey and Puls at the same time. **The Council then voted unanimously to approve the levying of nuisance assessments, and to have them placed on the lien docket.**

The matter of Approving Resolution No. 1145, "A RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING FOR THE HARRISBURG HARVEST FESTIVAL ASSOCIATION"

Staff Report: Latta told the Council that the Harvest Festival is only a week and a half away. The festival association has put a lot of work and effort into it. Tonight, this MOU covers the insurance liability for the property. The Harvest Festival Association does have to obtain insurance for the liquor coverage, but we can cover the insurance for the general liability, especially since the event is on our property anyway. This is similar to the agreement we made with the HFEA for the 4th of July. It doesn't cost the City any additional funds, and we aren't buying any other riders than the ones we have already. It does specifically state that we are covering liability, and that the HHFA is responsible for the liquor insurance.

- Mayor Duncan thought we leased that property out, correct?
- Latta told him it was to Legacy Farms.
- Mayor Duncan asked if they were protected as well.
- Eldridge said that the City and the HHFA are listed as an additional insured's on the certificates of liability for the vendors. Otherwise, all the other vendors sign a hold harmless, which includes the City, HHFA, the Legacy Farms, and Kurt Kayner.
- Downey **motioned to approve Resolution NO. 1145, "A RESOLUTION APPROVING A MEMORANDUM OF UNDERSTANDING FOR THE HARRISBURG HARVEST FESTIVAL ASSOCIATION"**, and was **seconded** by Boese. **The City Council then voted unanimously to approve Resolution No. 1145, and thereby allowing the MOU**

between the City and the HHFA to cover the general liability for the Annual Harvest Festival event.

The matter of Discussing What to do with Recalled Municipal Court Warrants and Approving Resolution No. 1146, “A RESOLUTION ESTABLISHING COUNCIL POLICY 16-3-01 MUNICIPAL COURT DELINQUENT ACCOUNTS”

Staff Report: Latta explained that as Council knows, we took over the Municipal Court functions on the 1st of July. As part of the process, the court brought us about 1,700 files. The City had about 1,000 closed files in possession, of which we can destroy half of them, according to public records retention laws. The rest of the files are organized and waiting. Of the remaining files, 400 or so are active cases. There are probations, fines, some without, and some with active warrants, and there are 90 recalled warrants. Those are issued for primarily traffic or criminal offenses, and they are told to appear in court, if they become delinquent on their fines. If they don't, a warrant is issued. Judge Lemhouse recalled all those warrants, if they satisfied their probation. Therefore, we had to decide what we wanted to recall, and what we wanted to issue. We have 90 warrants, in which we decided which to reissue. The guidelines we want to use for the warrants are in the policy. The warrants we have are twenty years old, which doesn't make sense. Either that person moved away, or possibly, they moved far enough away that it's unlikely that they would be brought here to satisfy the warrant. Of course, they can also not break any laws.

These are the guidelines we came up with. Those that are older than Jan 1st, 2010 (over six years old), will not have warrants reissued. We are doing the same thing for warrants that are under \$1,000. If warrants are less than six years old, or are over \$1,000, then they are issued. We looked through the warrants, with the city attorney, and went over them based on the defendant's criminal history, or types of charges, and decided on whether or not to reissue them. Charges like assault, mischief, trespass, or other criminal charges were reissued. We generally didn't do that with traffic offenses, unless it's a DUII. There are 18 that will be reissued.

- Downey thought that the methodology that they were using was suggested by the City Attorney.
- Latta told her yes. It was sort of asked on how many warrants we want out there for people. We have a contract with the Oregon Department of Revenue (DOR) for collection services. We will send warrants with all outstanding fines to the DOR. If that person files for any taxes in Oregon, then we will receive the fines from them out of that. The DOR only takes \$25, and we get the rest. We recover the fines, and close the cases. There is no interest charged on these, but it's a good way to recover the fines.
- Caughey asked if the Judge has to approve this.
- Latta said that the Judge will hear this on August 10th, but our attorney said that's what the Judge allowed in other courts.
- Mayor Duncan asked if any of these were judged or not
- Latta told him all these cases were already adjudicated.
- Loshbaugh asked if the person goes outside of the state, can we find them.
- Latta told him right now with warrants, it says how much is outstanding. For instance, if there is a fine for \$500, and an officer comes in contact with that person, it's not likely that they will arrest and transport a person for a \$500 fine. He doesn't think out of state warrants would do that either, unless a crime was heinous. If it's murder, etc., then

obviously, we would bring them in. He doesn't remember there being a time frame on the warrants.

- Loshbaugh said that there is a company in the State of Oregon, who transports people from jail to jail. They will pick up a person who's wanted on warrants, and take them from location, to location. He understands that there is no cost through the state.
- Puls asked then who pays for it. (Everyone decided it must be the taxpayers.)
- Latta hadn't heard about it. He talked to the city attorney, who told him that most of the law agencies won't transport someone who is more than two counties away.

The City Council then talked for a while about how warrants work, and how far away someone might be before they are acted upon. Mayor Duncan knew that if it's nearby, like Lane County, then Linn County transports, and vice-versa. Latta noted that it needed to be cost effective. Loshbaugh repeated that he was interested in the company he had heard about. Downey said that the state liens system was pretty cool. You can't buy a house until those are paid off, amongst other things, plus they actually last for ten years, which is three years more than normal. Other types of collections often take 40% as their fee, and you just can't beat the \$25 that they charge. The City is making a really good deal, especially when these cases have already been adjudicated. The prison sentences have already been met, these are just the fines that went with that.

- Latta said that what they will look into next are the future delinquent accounts. We have 200 or 300 active cases, with probation, that are paying fines. Our next step is to find out which ones are delinquent, and which ones are not. If they are delinquent then we need to find out from you what to do. For instance, three days after a payment is due, we can consider them delinquent. The court will make an effort to mail a notice, and ask for them to make payments. If they haven't responded ten days after the letter is sent, then they can issue a warrant, if the amount is more than \$1,000. If it's less, then we can send it to the DOR, and close the case. One the warrant has been issued for five years, we will recall it, and send it to collections if it's over \$1,000.
- Caughey remarked that he liked that we were reviewing the policy every five years. He wants us to be regularly reviewing our policies. He then **motioned to approve Resolution No. 1146, "A RESOLUTION ESTABLISHING COUNCIL POLICY 16-3-01 MUNICIPAL COURT DELINQUENT ACCOUNTS"**, and **was seconded** by Puls. **The City Council then voted unanimously to approve the resolution approving Council Policy 16-3-01, and thereby allowing a process for delinquent accounts.**
- Latta wanted to recognize staff for the hard work they put into organizing the files, and taking payments. We've had some interesting phone calls here. He appreciated their efforts.
- Downey wanted to note that these are all court cases from the previous court. These aren't the types of issues that our municipal court will generally be dealing with.
- Latta agreed, and said that they will be grass violations, parking on sidewalks', junk in the yard, nuisance categories. He recently send 5 citations by certified mail, and received one back. He will follow up with that personally. These will get into court for the 10th. One is an overdue utility account, another is a business license and there is one for junk. We are trying to be proactive enough to get work for the Judge, while also taking care of back work.
- Mayor Duncan asked how the cooperation level was.

- Latta said it was ok, up until June 30th, when we had questions, but then the cooperation stopped there in some instances. He thinks with more time passing, that some of that will return.
- Puls asked if we had ever resolved the overpayment for the court clerk.
- Latta said that he had sent Judge Lemhouse a letter, and it became very clear that if we pushed, we would just spin in circles. He felt it wasn't worth our effort. It's close to \$20,000, so it's not small, but we would probably spend that trying to recover the money. He felt it was worth it to make a clean break, and maintain the relationship.

The matter of Discussing the 4th Street Railroad Project

Staff Report: Latta told them that if Council remembered, we had a long meeting on the 11th, when the railroad came in, and wanted to do this project. At the meeting we said that we were giving them a light green light, to move forward, but to have no construction. They needed to get the plans prepared; but they haven't provided them yet. He contacted them, and Jason Sims said that his engineer finished the plans last week, but he had some changes, so it was holding things up. He said that they should have it at the end of next week, so that we could talk about it on August 10th. He's included the franchise agreement for you to read. Stating that they are responsible for the preservation of public ways, is as clear as it's going to be. It's straight forward that they are responsible for the damage caused by the railroad. They said that they are responsible for 2' outside of the rails but that is nowhere within this document. He asked them to find out where that was, and to bring it to us. He did talk with our city attorneys about the agreement, on what does this mean, and how hard can we push. When we were doing the work on the Kesling St. Sewer Project, they were raking us through the coals, making us do permits for the pipe, for casing under the tracks on our right-of-way. When he made it clear that that it's our right-of-way, and not theirs, they backed off. We are in a position now that the tracks are on our road which is why we have this agreement. You need to apply for a permit to do work in our right-of-way, and you need to meet whatever we ask within reason. That can include an open track design that provides for more safety for the railroad. You install your curbs, and we feel that the road has been damaged by your tracks, and that you should reasonably repair that damage. He thinks we can do that. He's asked the attorney's to look at the federal law on franchise agreements, to see if that would apply. Once he has that, he will share that with Council.

Latta continued; that we all agree that we want the project to get done, and that the railroad should be responsible for a lot of it. However, we have real reservations with moving forward with a defunct map, and not enough information especially with concerns from our City Engineer. Scholz reached out to professionals in his field, and they said we are correct. If we dig down onto compacted rock, it will start sloughing off, and they will say that you are messing around with the tracks. We need to go through the proper sequence, with time to adequately review this, and allow the professionals to review this to make sure it's right. Don't be scared that because we want them to follow the right process, that they will go away. It doesn't make sense that an organization that large doesn't have a plan to get the work done. A well-run company will have a capital improvement plan, showing the projects, and the funds needed along with a time schedule. If the money is there, the work will be done. It might even make them more cautious, and deliberate in their approach with us.

- Scholz talked to other transportation officials, and also to Damien Gilbert, our City engineer. His background is in transportation. If you put in tracks, and build a base for that with gravel, then as we thought, if we tried to go back in to put in a road, then it will

affect the tracks, and you can't allow them to do that. If you don't require them to get interior curbs done, then you will never get the road done. You can never dig deep enough with sloughing off the track base. He has a huge concern on their first proposal. We need to have plans submitted so that we can see what they are proposing, and we need to have discussions on the authority in the franchise agreement. We didn't bring him tonight, because we have to pay him to be here, and we knew that Jason wasn't coming tonight. But he will be here on August 10th.

Caughey asked if he knew what the width of the railroad should be for who is responsible for damage to the road. Scholz told him no. Caughey asked if it was based on the ties or rails, but Scholz said nobody knew that answer. He would assume that maybe the folks planning the high speed railroad would know. Scholz noted that they all thought we had an interesting franchise agreement, and felt that we were probably in a better position than we knew, and weren't utilizing it. Latta said that he needed to reach out to Junction City. He wanted to talk with David Clyne, who was city administrator there when that issue was taking place. He's with the City of Independence now. He's been out of town. He also wanted to talk to the current administrator. Latta said that he had further identified a number of accesses for the houses on the east side of the tracks. There are four driveways that access that. He drove it several times. There is one that may be outside the boundaries of the project, south of Moore St., but there are three others between that house and Kesling. Loshbaugh thought there were some on the west side as well; Caughey said that there were two on the west side, and five on the right, from what he could tell when he drove it. Latta said that a few of the homes there don't have it as their primary access; that's what we are concerned with, not secondary access to their properties.

Mayor Duncan liked that we don't accept 2nd best when it comes to this type of thing. As far as he is concerned, no inside curbs is a deal killer. The minute they do that, we get the phone call, and no matter what happens, they'll say it's our fault. It's taking one problem, and making it a different one. It's incredibly strange that we've been after them for years, and haven't heard from them, and then boom, now they want to fix it. But only to fix it to a certain extent, and then dump the rest on us. We know the road is torn up due to the train. We would love to see it fixed, because it's been like that for 26 years. If it takes another 5 or 6 years, then it does. He hates to let that go. Boese said that the street was there before the railroad. Another thing is what Latta wrote in the agenda bill, about PNW (Portland and Western Railroad Genesee & Wyoming), and how they lease the tracks from BN. (Burlington Northern). Puls wondered why none of them were here. Latta said that we will likely be sending both PNW and BN notices in the future about compliance, and see if BN responds to us. Boese asked about Jason contacting us. Latta said that we reconnected today. Puls said that during our PW meeting, we said we hadn't heard from them. Boese noted that Latta said that you talked with them today. Latta said that we told him plainly that he needed to give us the plans by the 21st. We didn't get those on time. That's ok, because we've been heavily burdened with the Municipal Court stuff. He talked with him after 5 today. He said that he had received the engineering plans, but had concerns with them. He returned them to the engineers, and they have yet to submit those changes to him. They hope to get them by the end of next week.

Latta said that when they submit them to us, then Council can hear the engineering standpoint, on whether we agree with, or refute what they say. Hopefully, we will also have the response from the attorney's, who can tell us how hard we can push, and what our legal defenses are. If they give us something by August 3rd, then we will bring it. He's not in a hurry to call another special meeting. Loshbaugh wanted to comment that the street was there before

the railroad. Latta agreed, and said it was 1912! He was talking with the attorney today, and someone brought in stuff for the 150th, with a newspaper from 1966. It actually held the history of the railroads in Harrisburg! It said the fast tracks were put through in the 1870's, but the Oregon Electric Railroad put in the slow tracks in 1912. You can see that the 4th St is in our plats for our town, approved in the 1800's. That's our proof that the roads were here before the tracks. Eldridge noted that there were documents, and agreements from the Oregon Electric in the safe. Latta said that he told the attorney's about that. Loshbaugh lamented about the recent road improvements we've had, and said that it needs to be dug down properly. Latta agreed that we needed it done the right way.

Caughey agreed with the Mayor, that if they want curbs, they should be the ones to put them in at their own expense. One concern that hopefully the engineer and the attorney can clarify, is how much of this roadway has been damaged by the railroad. He took some pictures, and some areas were sunk, and in other places, it was kind of level. There was a whole bunch that was gravel that looked like it had been paved, and was deteriorated. Loshbaugh said that in all the time he's been here, most of it that is gravel, has been that way for a long time. Caughey would like to see if the whole road is damaged by trains, or just part of it, and who's responsible for that. Like the Mayor, he would like to see it done properly. That's at least the road, curb, and gutter. We can do the sidewalk later if we need to. Mayor Duncan asked if he meant the curb on the outside of the street. Caughey said yeah, not the curb next to the railroad tracks. Boese asked who had the expertise to do that for us. Scholz thought it would fall under a Geotech. They are the ones who can look at the weight that goes here, what the substructure of the road is like, and find out whether or not they feel it's displaced. Mayor Duncan asked how deep the curbs needed to be. Scholz told him at least 18", with a hammer head on the bottom. There were lots of Geotech questions that need to be answered.

Latta said that we feel under our franchise agreement, that it's a legal document that would hold up in court, and we feel confident that the attorneys can tell us that here is what we require with your project. You have to repair the damage to the roadway that was caused by your train. We may have to pay a geotech to demonstrate how much that damage is. That will hold up when they are done. From another standpoint, we need them to put in the interior curbs. Caughey noted that they said they really wanted the curbs. Puls said yeah, but they don't want to put them in themselves. Latta said that we tell them if they want them, they need to pay for them. We can do that as part of the permit. This is something we are doing to preserve the safety of our citizens. We need to have something we can dig up to, that won't sluff, and that will allow us to put up a road against the curbs.

Scholz said that when the interior curb goes in the road base can go in, and be designed from the beginning so we won't be re-designing it. All of the base will be part of the original compacted road bed. Then we wouldn't need to be excavating. We would be leveling, and excavating to the outside of the road bed. Caughey said so we would have them put in the curb to have something to go to. Scholz told him correct. Then we have the discussion on whoever pays for the road base to be put in. We would need to do the geotech matting. The road base would be there, even if we didn't go through the process of paving, curbs, and gutters, etc.

Mayor Duncan said that it's not surprising to us that we want to fix the road. It just bothers him that they didn't come in six months or a year ago and say hey, can you guys help us. You should always be trying to think about the future, and what the next trade will be doing. (Like making a structure architecturally able to support a 2nd story, if you'll be doing one in the future.) This is obviously a big project for us, and we have to do the whole thing. We can't do it in sections. It looks like there is a drop of 3' to 4' in elevation? Scholz said he thought it was

about 2'. They were talking like they were going to elevate the bed, which would be like Southern Pacific and the fast tracks. It's a dam in the middle of town. Loshbaugh said that if you look at Junction City, it's raised about 1 ½ feet higher than what it was. Before they started, it looked like this. Caughey asked who did the curb and road bed on the north side of 4th street, by the Mayors house. Loshbaugh told him the City did that about 28 years ago. The railroad was going to do the improvement all the way down the street at one time. However, one councilor threw a fit, because they would have to walk an additional 20' to cross the tracks. Otherwise, it would have been done years ago. Mayor Duncan heard about that all through the parade. They wouldn't tell him who it was though.

Caughey said that we don't have enough information right now. He wants the legal information, and information from the engineer. There's still a lot of stuff floating around. Mayor Duncan asked how much a Geotech study would cost. Latta told him not to worry about that right now. The first steps are to hear back from the City Attorney, and then to get the drawings from PNW, which we can give to our engineers, and then to have them come to Council. Scholz said that the engineer may be able to say that his recommendation is that we get a Geotech, and that it will cost this much money. Latta added that we could make the railroad pay for the Geotech work.

Caughey thought that would be appropriate, and that hopefully, next time, they'll be more careful with the agreements, and will bring us a more detailed plan. Latta said that Councilor Keaton couldn't be with us tonight, but he did send his thoughts in an email. (Please see Addendum No.1) Caughey thought everyone was in agreement? *The present council members answered in the affirmative.*

The matter of Council Committee Appointments

Mayor Action: The Mayor **appointed Adam Keaton to serve on the Parks Committee.** He asked how everyone was feeling about their assignments.

- Puls said she'd like to have more people. The last two meetings were just her and Chuck; we need to have more people.
- Mayor Duncan then **appointed Adam Keaton to serve on the Public Works Committee** as well.

Puls was concerned about having the three members on the committee, but then remembered that decisions have to come to the Council anyhow. Latta, however, said that you are ok there, because you have a 4th member, who is a citizen member. He does vote.

Others:

- Latta thanked Scholz for getting the banner up on Smith St. That will hang, thanks to Caughey and his efforts, over the highway for 10 days prior to the event.
- Caughey said it was very painful, the entire process he had to go through to get that.
- Latta said that things are looking good in town. They had recently had a partition for Skip Tracer, and that they would be submitting building permits soon.
- Eldridge said that they have already submitted plans for one of the warehouses that was over 11,000 sq. ft.

With no further business to discuss, the City Council adjourned at the hour of 7:46pm.

Mayor

City Recorder

Michele Eldridge

From: Adam Keaton <adamjkeaton@gmail.com>
Sent: Wednesday, July 27, 2016 5:30 PM
To: Michele Eldridge
Cc: Brian Latta
Subject: Re: Harrisburg City Council Agenda and HRA Board Agenda for Wednesday, July 27, 2016

Hey Michele,

Here are my comments on today's agenda:

Harrisburg City Council Agenda

7)

I agree with the staff report in that "...the rushed approach the railroad staff is taking with this project." has me concerned. This seems to be a bit of a "railroading" (sorry) tactic to get a favorable outcome on their part. While I would love to get this project underway, I do not believe that it is feasible, given their requested schedule, to meet our engineering needs to our satisfaction. Nor am I convinced that this project is in eminent danger of losing funding. The described budgeting methodology makes no sense for a company of any reasonable size.

I also agree with "...the lack of accountability the railroad is taking with respect to the legal franchise agreement between the City and BNSF railroad.". From my review of the franchise agreement, I believe that Section 3.1 D and Section 3.2 A both refute the idea that there is a 2' limit on the damages that can be caused by the railroad. Specifically the language "such damage is proximately caused by". However, this language is vague and very much non-specific so I hesitate to call this a slam dunk point.

I find Section 6 somewhat troubling based on what I remember Brian telling us on how difficult it has been to get BNSF to respond to our requests to fix the railroad. We would do well to review prior communications with BNSF to see if they've properly followed through with their commitments. We should probably double check our own communications to ensure that we've complied as well so that we don't come off as hypocrites.

Observations on Section 3.2 read, in part, that "In the event Grantee fails to restore the public way to a condition reasonably comparable to the condition existing immediately prior to such damage, the City may restore or cause to restore such public way at the expense of Grantee;". My understanding of this is that if BNSF fails to follow through with their end of the franchise agreement that we can simply fix the road and send them the bill. This seems like an option of last resort, however, given the egregious damage combined with the failure to comply with Section 6, I think it is reasonable to at least put the option on the table. It was written into the franchise agreement for a reason after all.

8)

More than happy to be on the Parks Committee

Harrisburg Redevelopment Agency Agenda

Unfortunate, but understandable. A 20% increase in budget is out of the question.

On Tue, Jul 26, 2016 at 4:04 PM, Michele Eldridge <meldridge@ci.harrisburg.or.us> wrote:

Hi Adam;

Thanks for letting us know that you aren't able to be here.

You are welcome to share comments and concerns with us to share with the Council. We can simply make a copy of your email available to everyone, or, we can also bring it up during the meeting itself. (The only thing not allowed is, of course, voting; because you are not present to hear discussion, or to hear both sides of any situation.)

On a lighter note, I do have 4th of July t-shirts for you and Heather. I had planned on giving them to you at this meeting, but one of you can always drop by to pick them up if you'd like them before the next meeting.

Have a good evening!



Michele Eldridge, CMC

City Recorder/Assistant City Administrator

PO Box 378

120 Smith St.

Harrisburg, OR 97446

541-995-6655

Any mail to and from this address may be subject to Public Records Disclosure Laws

From: Adam Keaton [mailto:adamjkeaton@gmail.com]

Sent: Tuesday, July 26, 2016 11:58 AM

To: Michele Eldridge

Cc: Brian Latta

Subject: Re: Harrisburg City Council Agenda and HRA Board Agenda for Wednesday, July 27, 2016