



**ADOPTED MINUTES
CITY COUNCIL MEETING
May 21, 2024, at 4:30 PM
80 South Main Street
Spanish Fork, UT 84660**

Councilmembers Present

Mike Mendenhall, Mayor
Jesse Cardon, Councilmember
Stacy Beck, Councilmember

Landon Tooke, Councilmember
Kevin Oyler, Councilmember

Councilmembers Absent:

Shane Marshall, Councilmember

Staff Members Present:

Jordan Hales, Finance Director
Tara Silver, City Recorder
Dale Robinson, Parks and Recreation Director
Dave Anderson, Community Development Director
Nick Porter, Public Information Officer
Tyler Jacobson, Assistant City Manager
Bryan Perry, IS Director

Vaughn Pickell, City Attorney
Matt Johnson, Police Chief
Chris Thompson, Public Works Director
Eddie Hales (Work Session)
Scott Aylett (Work Session)
Mary Martin (Work Session)
Shelly Hendrickson (Work Session)

Staff Members Absent:

Seth Perrins, City Manager

Visitors Present:

Name

Sawyer Hamilton
Darrin Mellor
Jennifer Gordon
Alison Jennings
Michelle Mills
Melissa East(Ivy East)
Marlo Ottesen
Matt Hargreaves
Robert Gordon
Leca Hicken
Nora Neumiller
Josefa Ortiz
David Woodhouse
(Bryce) Kyle James
James Hilton
Raymond Gibby

Name

Emily Peterson
Jackie Larson
Cambria Wright
Christi Millen
Payton Loreen
Alexis Loreen
Shelly Jamison
Gabe Hamilton
Bryan Ottensen
Katelyn McClain
Tim Green
Nichol Holwege
Karina Lopez
Caleb Porter
Ben Workman
Crystal Newman
Carrie Swenson

Name

Arantxa Miles
Alex Collett
Spencer Flint
Paul Dayton
Christopher McCluim
Dave Reben
Christopher Carroll
Brent Money
Azure Branch
Sawyer Hamilton
Alison Jennings
Robert Jennings
Brendon Quarnberg
David Hennifer

4:39 pm WORK SESSION -No formal actions are taken in a work session

a. Library - How books are selected

Scott Aylett, the Library Director, detailed Development Policy 3.30.10.010 with the goal of offering a diverse collection that catered to everyone's interests. The policy emphasized the importance of the cost, value, content quality, format suitability, and public demand in the acquisition process. The library acquired materials through various sources such as donations, patron requests, staff selections, and standing orders, including the New York Times Best Seller list. Notably, 58% of the acquisitions were new staff-selected materials, while 20% were replacements of staff selections, with a high priority given to patron requests.

Aylett highlighted that the Acquisition Review Process often involved purchasing items before they were publicly available. The library's acquisition decisions were backed by 53 years of experience in understanding community preferences, and were driven by the goal of keeping materials in circulation rather than adhering to any specific agenda.

The library followed a three-year reading cycle for weeding the collection, determining which items should be removed from the shelves. Patrons could submit reconsideration requests online if they had concerns about the collection, and these requests could be appealed to the library board. Over the past four years, there had been nine reconsideration requests from five individuals.

The collection aimed to remain mainstream and neutral on sensitive topics. Efforts were made to empower patrons, including the introduction of LGBTQ and Christian stickers. An education campaign will be launched to promote the new Adult Collection, featuring resources like "123 to Your Next Read," along with posters, bookmarks, videos, and social media content. Additionally, guides to the library will be created for both parents and teens.

Aylett acknowledged that despite their best efforts, the library does not always get everything right and wanted to empower patrons to make informed decisions when selecting materials for themselves or their families.

b. GLH Industrial Park Public Infrastructure District Numbers 1-2

Vaughn Pickell provided an overview of the GLH Industrial Park Public Infrastructure District Numbers 1-2. He detailed a \$3 million industrial space project, which was separate and distinct from the city, emphasizing that the district was responsible for building and financing the infrastructure across 161 acres. Pickell stressed the importance of not relinquishing the city's zoning power, ensuring that all development adhered to city-approved documents and a master land facility plan, which would be necessary to exercise eminent domain.

Pickell explained that once the debt incurred by the district was paid off, the district would be dissolved. He also mentioned an interlocal agreement concerning PID taxes and a regional PID collaboration with Verk. Additionally, the project involved a \$10 million one-year loan from the infrastructure bank, which the city expected to be reimbursed.

Overall, Pickell's presentation highlighted the strategic and financial planning behind the industrial space project, emphasizing the city's role in maintaining control over zoning and ensuring proper reimbursement for the infrastructure investments.

Councilman Cardon ▾ made a **Motion to Go to Closed Session to discuss the purchase, exchange, or lease of real property, including any form of a water right or water shares.**
Councilman Oyler ▾ **Seconded** the motion and it **Passed** at 5:15 pm.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

6:01 pm CALL TO ORDER, PLEDGE, OPENING CEREMONY:

Call to Order- Mayor Mendenhall called the Spanish Fork City Council meeting to order on May 21, 2024. He expressed gratitude to everyone for attending both in person and online. He noted the absence of Councilmember Marshall and City Manager Seth Perrins.

The meeting began with a prayer led by Councilmember Tooke, followed by the Pledge of Allegiance, which was led by Councilmember Cardon.

RECOGNITION:

a. Spanish Fork University Graduates

Graduates:

Azure Branch	Jacob Fenn	Janice Fjerstad
Robert Gordon	Jennifer Gordon	Julie Green
Tim Green	Sawyer Hamilton	Matt Hargreaves
Leca Hicken	Nichol Holwege	Ben Workman
Alison Jennings	Robert Jennings	Karina Lopez
Katelyn McClain	Nora Neumiller	Josefa Ortiz
Caleb Porter	Brendon Quarnberg	David Woodhouse

Nick Porter reported on the sixth cohort of Spanish Fork University, highlighting that over 100 graduates had completed the program in the past three years. The program consisted of a 10-week course designed to educate participants about the various functions of the city. Last week, the graduates were awarded their diplomas. Porter recognized the graduates for their sacrifice and dedication to being engaged in the community and with city staff. A class photo was also taken to commemorate the occasion.

Katelyn McClain reported that at the Spanish Fork University program, she initially planned it to be lectures but found it involved significant effort from the staff and was engaging. She noted that graduates walked away with a tremendous appreciation for the city's operations, embodying the city's motto of pride and progress. McClain recommended spreading awareness about the program to involve more community members in city matters, especially when deciding how to utilize tax resources.

Matt Hargreaves expressed gratitude for the opportunity to participate in the Spanish Fork University program. He encouraged others to join the program, noting that it helped participants make better-informed decisions. Hargreaves remarked that while many people take to social media to criticize, this program provided a deeper understanding of the community, including surprising insights about the local airport and various aspects of city life.

A photo was taken with the Mayor and Council

Mayor Mendenhall pointed out that Councilmember Cardon, Tooke, and Oyler were graduates of Spanish Fork University.

Councilmember Oyler encouraged everyone to be as involved and to find ways to be an active part of the community. He urged graduates of the Spanish Fork University program to share their ideas and insights, emphasizing the importance of community engagement and participation.

Councilmember Tooke praised the Spanish Fork University program, describing it as amazing. He encouraged spreading the word about the program, noting that this cohort was the largest yet. Tooke emphasized the importance of educating more people about the city's operations and fostering greater community involvement.

Councilmember Cardon urged graduates of the Spanish Fork University program to find places where they could serve within the community. He encouraged them to use the knowledge they gained from the program to identify areas where they could contribute and make a difference.

Mayor Mendenhall thanked the graduates and humorously asked them to take down the diploma on their wall and put up the new one from the Spanish Fork University program. He credited Nick and the city administration, as well as the council, for supporting the program. Mendenhall expressed gratitude for everyone's efforts, emphasizing that they were now on a list to help uplift the community.

PUBLIC COMMENTS:

Mayor Mendenhall addressed the public with specific comments, acknowledging the city's request for public comments to stay within the three minutes time limit, but also offering more time if needed because of the tenderness of the topic that was likely to be addressed. Before opening the floor to public comments, he shared recent news about the Spanish Fork accident of two girls being hit by a car while crossing the street. He emphasized that although it's a large community in terms of population, its tight-knit nature was what makes it special especially during times like these.

Mendenhall then relayed conversations he had with the families affected by recent events, expressing gratitude for the overwhelming support they've received. He mentioned speaking with families of Olivia and Reagan, highlighting the outpouring of encouragement they've received from neighbors and the community. Additionally, he shared an interaction with the Lady Dons softball team sending messages of support to the two girls.

The Mayor expressed appreciation for the love and prayers from the community and reiterated hope for a positive outcome. He reassured the public that the council would address any questions or concerns raised, promising to research and process all feedback. Mendenhall concluded by thanking everyone for their attendance and their love for their

fellow community members. He let the public know after the public comments he had asked Chris Thompson to give an update on the intersection.

Kyle James, who goes by Bryce, addressed the council regarding the intersection at 2300 East and Canyon Road. He felt that he was not alone in his concerns and noted the extensive time the city had been working on this issue with very slow progress. Bryce stated that he had spoken to many council members about this intersection over a year ago and highlighted the numerous unfulfilled promises regarding its improvement.

Living just five houses away from the intersection, Bryce stated he had been one of the first responders to three accidents, two involving children. He recounted the trauma of witnessing the most recent accident, describing it as one of the most horrific experiences of his life, which he and others present would likely never forget.

Bryce acknowledged that the Utah Department of Transportation (UDOT) owned the road but argued that the section between the intersection and the roundabout to the north should never have been opened without a traffic light in place. He asserted that the increased 4th direction of traffic had significantly heightened the danger at the intersection, placing full liability on the city council and the planning committee. Bryce felt the city had prioritized rapid expansion over safety, stating that this was where he felt the city's pride and progress had failed its citizens.

He requested that the city immediately close the road from the roundabout to Canyon Road until a traffic light could be installed, suggesting that an extra minute of travel for drivers to go around the intersection to Walmart would not harm anyone. Bryce felt like part of a statement from the Mayor implied that parents should send their children to a different intersection, which he felt was blaming parents. He concluded by stating that such insinuations were unjust and that was all he had to say for the day.

Christopher Carroll, a resident of the Maple Meadows section of Spanish Fork, addressed the mayor and council members. He began by expressing his gratitude for their service, acknowledging that they all had full-time jobs that often took time away from their families to serve the community.

Carroll also extended his thanks to the men and women of the Spanish Fork Police, Fire, and EMS departments for their outstanding work. He recounted his presence at the scene of the pedestrian-auto accident at Canyon Road and 2300 East, where two girls were struck and critically injured.

Carroll believed that the tragedy was both foreseeable and preventable. He pointed out the rapid growth in Spanish Fork and described the situation as dangerous, with attractions like the soda shop, pizza shop, and small mart drawing many young kids from the neighborhood. Despite this, the area lacked the necessary protection of a light and crosswalk, which he saw as a failure on the community's part.

He urged the council to expedite the installation of safety measures, including a crosswalk and traffic light at the intersection. Carroll also suggested taking any available temporary measures to create a safer crossing, such as adding flashing lights. While he agreed with Mayor Mendenhall's statement that the safest crossing was at the existing light down the road, he stated it was over 530 yards away. He argued that it was unreasonable to expect young children to walk such a long distance, as they are not known for their keen sense of judgment at that age.

Carroll thanked the council for the updates they were going to provide and offered his best wishes to the family affected by the accident and to the council in their efforts to resolve the issue.

Payton Loreen, speaking on behalf of his wife, Alexis, addressed the city council regarding citizen safety on the roads and concerns about the current leadership's responsiveness to community needs. He began by explaining his personal connection to the recent accident, as his wife's sister, Reagan, and her best friend, Olivia, were the girls involved. He expressed sadness that it took an accident of such magnitude to prompt action.

Loreen shared his concerns not only as someone personally affected but also as a father of four young children who live near the intersection. He recounted how dangerous it was to navigate the intersection, mentioning multiple accidents and near-misses involving pedestrians. He felt the city's response to numerous complaints seemed to fall on deaf ears. He mentioned the fear he felt trying to cross the road with his children.

He acknowledged that the road was maintained by UDOT but pointed out that 2300 East is owned and maintained by Spanish Fork. He mentioned his relative, Greg Hansen, a former mayor of Spanish Fork and his own understanding of local government operations. He questioned the planning process, noting he felt that proper studies and safety measures should have been implemented years ago.

Loreen stated he was a project manager and knew the importance of thorough planning and accountability. He felt that recent studies and actions were only now being considered, despite the clear need for them in the past. He urged the council to push through red tape and obtain temporary permits to ensure safety.

Loreen felt the city had prioritized growth over safety, pointing out that while amenities like the recreation center are valuable, they mean little if the city cannot ensure the safety of its residents.

Payton Loreen felt that the constituents of Spanish Fork wanted to see actual work being done to improve the city, rather than just hearing about the positive aspects of the council's activities. He felt the council spent months and years planning events and public appearances without addressing the real issues that affected the residents.

Loreen felt there were numerous roads and intersections in need of repair and that simply closing these areas without making substantial progress didn't contribute to the city's overall growth and safety.

He felt that the council's focus on public relations and superficial actions, such as presenting a softball to the injured girls who do not play the sport and would likely not appreciate the gesture if they were conscious, demonstrated a significant disconnect from the community's true needs. Loreen saw this attempt at what he called "playing the hero" as out of touch and not what the parents of the injured children wanted to hear.

Concluding his remarks, Loreen stated that none of the council members had his vote and hinted at his family's influence within the community removing them from office. He warned that prioritizing financial considerations and future votes over immediate safety concerns would lead to a loss of support. Despite once believing that Spanish Fork was the greatest city in the world, he felt that recent events had significantly tarnished that view.

Paul Dayton, a resident living very close to the intersection in question, began by sharing his extensive experience crossing the intersection on foot hundreds of times. He emphasized the dangerous nature of the intersection but also wanted to broaden the discussion to address pedestrian infrastructure concerns throughout the city.

Dayton felt roads were often considered complete without adequate pedestrian infrastructure such as sidewalks and crosswalks. He stressed the importance of integrating pedestrian infrastructure into road construction projects from the outset to ensure safety for all residents.

While acknowledging the focus on 2300 East, Dayton highlighted another area of concern: Spanish Fork Parkway. He noted the frequent use of this road by high school students and residents, particularly since the opening of the high school in 2007. Dayton observed that despite the heavy foot traffic along the parkway, he felt there was inadequate pedestrian infrastructure, creating safety hazards for pedestrians.

He emphasized that not everyone drives, and it was essential to prioritize pedestrian safety in urban planning. Dayton argued that critical infrastructure such as schools and parks should have easily accessible routes for pedestrians, especially children.

Dayton commended the council for their work but urged them to do better in addressing pedestrian safety concerns. He mentioned specific areas, such as Canyon Road, where inconsistent sidewalk and trail infrastructure poses risks to pedestrians, particularly children accessing parks.

While expressing appreciation for the positive aspects of Spanish Fork, Dayton stressed the need for improvement in pedestrian safety infrastructure. He cited examples of undeveloped land with improved pedestrian access and encouraged the council to explore similar solutions. Dayton implored the council to prioritize pedestrian safety and take proactive measures to ensure safe access for all residents.

Michelle Mills addressed the Mayor and Council Members, expressing her deep connection to Spanish Fork, where she and her husband have raised most of their five children and worked. She recounted an encounter she had on Saturday, September 18th, while driving north on 2300 South. Mills noticed two young girls, aged 11 or 12, walking along the road, despite never having met them before. She described them as happy and carefree, unaware of the tragedy that would soon unfold.

Mills described the heartbreak she felt upon learning that minutes later, these same girls had been struck by a car while crossing North Canyon Road. She expressed sorrow for the families, friends, and the broader community affected by the accident, noting that it was not an isolated incident, with other accidents having occurred at the same intersection in the past.

She called for urgent action from the city, urging them to prioritize installing an intersection at 2300 South and Canyon Road. Mills felt there was a need to set aside financial considerations and place the safety of residents, especially children, at the forefront of the city's agenda. She concluded by thanking the council for their attention to the matter.

Emily Peterson, a resident living close to the intersection in question, expressed her constant anxiety when navigating the intersection. Whether driving north on 2300 or turning left onto Canyon Road, she described a sense of apprehension, particularly when interacting with other drivers who may wave her through, even when they have the right of way.

Peterson echoed the sentiments of previous speakers regarding the intersection's safety concerns, especially when pedestrians were present, adding to the complexity and danger of the situation. However, she also brought attention to another matter concerning veterans.

She mentioned seeing an advertisement downstairs to buy a banner for veterans, typically used to honor those who have passed away, especially on Memorial Day. Peterson shared her personal connection to a veteran, expressing a desire to honor him while he was still alive. She described his struggles with PTSD and other challenges, emphasizing the importance of recognizing and appreciating veterans during their lifetime, rather than waiting until they have passed away.

Peterson requested the possibility of purchasing a banner for her front yard to honor her veteran, even if it meant deviating from the usual practice of honoring deceased veterans. She emphasized the significance of expressing gratitude and recognition to veterans like him who were still alive.

Melissa East, residing near Canyon Road but not directly at the intersection in question, shared her concerns about the safety of children in her community. While expressing sympathy for the girls involved in the recent tragedy, she highlighted the potential dangers faced by her own children and others in the area.

Living near Highway 6 and in neighborhoods such as Spanish Oaks and Somerset, East emphasized the lack of safe crossing options for children heading to school. She described instances where children have to rely on flagging down drivers to help them cross the street safely, especially at intersections like 1530 South and Canyon.

East stressed the absence of crosswalks at crucial intersections leading to schools like Spanish Oaks Elementary, which poses a significant risk, particularly as children prefer to walk or ride bikes in good weather. She pointed out the growing number of children in the area due to ongoing development and emphasized the urgency of implementing safety measures.

Having previously contacted state authorities about the need for crosswalks, East urged for action to ensure the safety of children on their way to school. She expressed her reluctance to rely solely on school buses due to safety concerns and advocated for solutions that would enable children to commute safely on foot or by bicycle.

Cambria Wright expressed gratitude towards the mayor and council members for the opportunity to speak and acknowledged their hard work. She specifically addressed the ongoing issue regarding the intersection of 2300 East and Canyon Road, recognizing the efforts being made to install a traffic light but expressing frustration over the lengthy process.

To contribute constructive suggestions, Cambria proposed short-term and long-term solutions. For immediate action, she recommended either closing the roundabout or implementing traffic calming measures on Canyon Road. She highlighted the high speed limit despite the presence of multiple traffic lights along the road and suggested lowering the speed limit to enhance safety. Additionally, she proposed deploying a speed limit wagon to alert drivers of their speed and advocated for measures to narrow the roadway.

Drawing inspiration from successful initiatives elsewhere, such as the improvements near Larson Elementary School, Cambria suggested implementing bike lanes painted with green markings and barriers at intersections to enhance safety for pedestrians and cyclists on Canyon Road.

Overall, Cambria expressed appreciation for the opportunity to provide input and hoped for positive actions to improve safety measures in the community.

Shelly Jamison began by recounting her proximity to the accident involving Olivia, her next-door neighbor's daughter, expressing relief that her own daughter, who frequently crosses this street, was unharmed. She detailed her immediate actions, including contacting her daughter and ensuring the safety of other neighborhood girls.

Upon arriving at the scene, Shelly noticed painters working on the road markings, which she believed may have contributed to the accident by obstructing the driver's view. She described the confusion surrounding the incident and emphasized the intersection's inherent blind spots, exacerbated by the presence of multiple vehicles attempting to navigate the area.

Drawing from her husband's expertise as a safety manager, Shelly highlighted the lack of adequate safety measures at the intersection, suggesting the need for improved signage and

protocols for road work activities. She lamented the preventable nature of the accident and urged for better precautions to avoid similar incidents in the future.

In conclusion, Shelly expressed gratitude for the opportunity to address the issue and emphasized the importance of taking proactive measures to enhance safety on the roads.

Spencer Flint, though not originally from Spanish Fork, expressed his deep affection for the community and his intention to remain here permanently. He recounted his firsthand experience at the intersection during the accident, describing the harrowing moment when he witnessed the collision, feeling as if time slowed down.

While acknowledging the efforts of the Mayor and Council Members, Spencer voiced his belief that improvements could be made in the city's operations. He reflected on the imperfections in his recollection of the event and suggested that a parked truck may have obstructed both the girls' and the driver's views, contributing to the tragedy.

Spencer proposed a practical solution of painting a crosswalk with blinking signs, equipped with pedestrian-activated lights and flags, as a cost-effective temporary measure to enhance safety. He expressed his eagerness to hear the city's plans for addressing the issue and conveyed his hope for positive outcomes in the future.

James Hilton, residing near the high school, emphasized the importance of tangible actions for creating safer cities. He expressed support for the idea of deploying trailers to display the current speed limit, a measure that would serve as a reminder to drivers about their speed. While acknowledging the eloquence of previous speakers, James kept his remarks succinct, echoing the sentiments expressed by others and expressing gratitude.

Carrie Swenson, though not residing on the problematic street, expressed grave concerns about its safety, particularly for children like her own who frequently visit her sister's home there. She candidly admitted to lacking formal expertise in urban planning but emphasized her intuitive understanding of the road's dangers.

Carrie questioned the absence of safety measures such as crosswalks and criticized the city's reliance on technical expertise over local resident knowledge. She advocated for community engagement, not through surveys, but door to door conversations with residents to gather vital insights into traffic patterns and safety concerns.

Carrie felt it was important to regain the citizen's trust by taking proactive measures, such as lowering speed limits and implementing temporary solutions to ensure immediate safety. She felt the council needed to prioritize safety and collaborate with residents to address pressing issues, emphasizing the need for actionable steps rather than vague promises.

Raymond Gibby, a resident residing near the 2300 East intersection, spoke at the meeting, reflecting on his ongoing anxiety since the installation of the roundabout, especially concerning his teenage drivers. He expressed his worry over the confusion among drivers regarding right-of-way rules at the intersection. He felt this often led to a precarious situation where drivers would gesture to one another, unsure of who should proceed first. Raymond

feared that this uncertainty could result in accidents, as drivers might inadvertently enter the intersection simultaneously, leading to collisions.

Moreover, Raymond revealed his reluctance to permit his children to cross the street independently due to safety concerns. He explained that despite his children's desire to traverse the road, he refrained from allowing them to do so as he couldn't ensure their safety without direct supervision. This reluctance stemmed from Raymond's perception of the intersection as hazardous and unsuitable for unsupervised pedestrian activity.

In addition to sharing his personal apprehensions, Raymond recounted a conversation he had with a close friend who works for UDOT who he indicated talked with a UDOT regional director. He prefaced this statement by saying he had not fact checked his friend's statement. According to his friend, Spanish Fork City had been allocated funds by UDOT a year ago for the installation of a signal light at the intersection and had done nothing. The friend stated the city was 100% responsible for the signal not being installed. This statement, if true, raised concerns for Raymond, prompting him to emphasize the need for the city to fulfill its responsibility promptly to enhance safety at the intersection.

Alexis Loreen, the older sister of Regan, spoke at the meeting to express her concerns and emphasize the urgency of addressing the safety issues at the intersection. She began by stating that she agreed with everything her husband Payton had already conveyed and echoed the sentiments of previous speakers. Alexis felt that immediate action was necessary, suggesting temporary measures such as deploying a speed wagon, stationing a police officer at the intersection, or painting a sidewalk to ensure safety until a permanent solution could be implemented.

Alexis felt the community was frustrated and had lost trust in the city officials. She supported the statement made by another speaker, asserting that the city needed to regain the residents' trust through decisive actions. Alexis highlighted the emotional toll the incident had taken on her family and the community, particularly since her sister and her sister's best friend, who was also part of their ward, were the victims. She concluded by expressing the devastation her family felt and the urgency for the city to address the safety concerns at the intersection.

Danny Jolly had not planned to speak, but after hearing Raymond Gibby give information about UDOT and the city's proposed possession of funds for over a year, she felt compelled to address the council. Danny suggested that construction should begin immediately, or at the very least within the next 24 to 48 hours, emphasizing the urgency and frustration of taxpayers feeling their money was being unused. She concluded her brief comments by urging immediate action.

Crystal Newman, a neighbor, spoke next. She initially hesitated but felt compelled to share her thoughts. Crystal acknowledged that while the city's statement might seem sincere, she found it hard to believe due to the information given by Raymond Gibby, suggesting the city had the necessary funds for over a year without taking action. She questioned what had happened during this time and expressed her frustration, even apologizing for her language. Crystal emphasized the need for the city to get organized and start addressing the issues

immediately. She concluded by urging the council to be transparent about the funds and to let the community know if they were indeed available.

Mayor Mendenhall addressed the gathering, acknowledging the concerns raised. He asked if there were any additional comments but seeing none, he expressed gratitude once more for the community's input. He introduced Chris Thompson, the city engineer, to provide some factual details and timelines regarding the issues discussed. Mayor Mendenhall noted that while facts could sometimes seem devoid of feeling, the emotional support the community was showing their neighbors and families was invaluable.

He emphasized that Chris Thompson, who was about to speak, was not just a city official but also a neighbor who lived in the same neighborhood and had raised his children there. The Mayor wanted to ensure that the audience understood that the person providing these updates was personally invested in the well-being of the neighborhood, just like everyone else present. He then invited Chris to come up and share the relevant information.

Chris Thompson began by applauding the community members and those who had reached out in the past few days for advocating for their neighborhood and friends. He expressed his disbelief and sorrow over the loss, acknowledging how sad the situation was and wishing he could offer more comfort.

He explained that he sat on a traffic safety committee alongside the police, fire, engineering, and roads departments. Chris emphasized that these departments cared deeply about road safety and took every accident personally. He noted that committee members attended accidents and did everything they could to make roads safer, demonstrating genuine care for the community. Many of the committee members also lived in the affected area, making the tragedy even more personal for them.

Chris provided historical context regarding the intersection. He mentioned that many intersections, like the one in question, required a signal to be warranted before installation. In early phases of development, such access points were necessary, but signals couldn't be justified until after the development was more established. He explained that the access was required with the development plan, but it wasn't until a few months after the intersection opened in 2022 that it met the criteria for a signal to be warranted.

Thompson detailed the process of getting the signal installed. As soon as the road was opened, the city asked UDOT to conduct a warrant study. UDOT confirmed the need for a signal after their study. However, due to funding issues, several warranted signals, including this one, had not yet been installed. Recognizing the high priority of this signal, the city pressed UDOT for an expedited installation.

In 2023, the city reached out to UDOT to explore ways to speed up the process. UDOT suggested that if the city could handle the design and construction, they would reimburse the costs. The city quickly agreed and hired an engineer to design the signal. Although the design still needed UDOT's approval, which involved a thorough review process, it was a necessary step to ensure the signal met all standards.

The design approval was received a few weeks prior to this City Council meeting, and the city immediately put the signal project out to bid. The bids were due this week, and Thompson assured that construction would start very soon.

In response to immediate safety concerns, Thompson shared that the city had reached out to a local contractor who agreed to install construction signage to deter pedestrian crossing at the intersection and redirect them to a safer crossing point. The contractor, deeply committed to community safety, planned to have these measures in place by the next day.

Thompson emphasized the commitment to prioritize the signal installation and noted that while the construction typically took a couple of months, they aimed to complete it as quickly as possible. He reassured the community that crosswalks and other safety measures would be included.

Thompson concluded by stressing the importance of community input in identifying and addressing safety issues. He invited residents to communicate with him and the traffic engineers, who also lived in the area, to ensure that everyone felt safe and that the city was doing all it could to enhance community safety. He expressed optimism that by working together, they could make significant improvements.

Councilmember Cardon addressed Chris Thompson, asking if he could pose a few questions. Thompson agreed.

Cardon referenced a concern raised during the meeting about traffic coming from the roundabout. He inquired whether, as part of the construction signage planned to close the pedestrian zone, they could also include signage indicating "local traffic only" or something similar at the roundabout. The aim would be to reduce the number of vehicles passing through the area while they worked on resolving the safety issues.

Chris Thompson responded affirmatively, stating that they could look into implementing such signage.

Cardon then expressed concern regarding the financial aspect, specifically seeking clarification about the process. He inquired if it was indeed the city that went to bid as soon as they received approval from UDOT.

Chris Thompson elaborated on the process of securing funding and approval for traffic signals. He explained that UDOT typically funds and prioritizes signals based on needs across the state, with many intersections vying for attention. Consequently, immediate installation was not always feasible, and waiting periods were common.

He cited the example of the intersection at 1700 South and Canyon Road, which had warranted a signal for nearly ten years without receiving one yet. Recognizing the urgency at the discussed location, the city proactively sought ways to expedite the process. This led to an opportunity where the city could take on the design and construction responsibilities to hasten the installation.

As soon as this opportunity arose, the city hired an engineer to design the signal. This design had to undergo a thorough review process by UDOT, which was only completed three weeks ago. Thompson's detailed account underscored the city's efforts to address the safety concerns as swiftly as possible within the constraints of regulatory and procedural requirements.

Councilmember Cardon sought clarification on the process for requesting lower speed limits on UDOT roads. He acknowledged that such decisions likely don't originate solely from the city but rather involve input from various stakeholders. Cardon speculated that the process might involve receiving complaints from citizens regarding excessive speed limits on certain roads. He questioned whether submitting complaints from citizens was the most effective way to initiate a speed limit reduction or if there were alternative methods.

Chris Thompson emphasized the collaborative efforts between the city's traffic engineers and residents in addressing traffic safety concerns. He commended the residents for their advocacy and expressed sadness over the recent loss. Thompson highlighted the proactive approach taken by the traffic safety committee, which included representatives from various departments, including police, fire, and engineering.

He explained the process for requesting lower speed limits on UDOT roads, noting that while UDOT conducts the speed studies, the city forwards residents' requests and advocates for safety measures on their behalf. Despite strict guidelines for speed limit adjustments, Thompson assured residents that their concerns are taken seriously and conveyed to UDOT.

Thompson acknowledged the complexities involved in prioritizing safety measures and the limitations imposed by budgets and processes. He expressed sympathy for the engineers at UDOT and reiterated their commitment to safety, emphasizing their goal of zero fatalities. Thompson highlighted the dedication of the city's traffic engineers, particularly one who actively investigates accidents and proposes safety improvements.

In conclusion, Thompson encouraged residents to continue engaging with the city, attending meetings, and sharing their concerns to collectively work towards achieving zero fatalities on the city's roads.

Councilmember Beck raised a legal question regarding Spanish Fork's authority to install a traffic light on a UDOT road if they had allocated funds for it in their budget.

Chris Thompson clarified that any work on a UDOT road requires a permit from UDOT, emphasizing that Spanish Fork couldn't make alterations without proper approval.

Councilmember Beck questioned whether UDOT had ever been known to let cities independently fund projects on UDOT roads, such as installing a traffic signal, without UDOT's financial assistance.

Chris Thompson expressed confidence that UDOT would likely allow Spanish Fork to fund the project independently, but emphasized that they would still need to follow the necessary

approval process. He also noted that the project was completed as quickly as possible, and he didn't see a way it could have been designed and ready to go any sooner than it was.

Councilmember Beck reiterated a commenters' concern about the insufficient sidewalks on Canyon Road and wondered if this fell under UDOT jurisdiction or if the city could intervene to ensure adequate walking paths for everyone.

Chris Thompson expressed that the city could indeed examine the issue of insufficient sidewalks on Canyon Road. He viewed it as a positive step to address and suggested it was worth exploring further.

Councilmember Oyler made a request regarding the number of speed trailers available.

Matt Johnson responded there were two trailers and that he had been in contact with Lieutenant Harding and assured that one speed trailer would be set up in the area first thing the next day.

Councilmember Oyler expressed support for Councilmember Cardon's suggestion regarding the road north leading to the roundabout. He suggested that if the installation of the traffic light was only a couple of months away, the road should be closed to through traffic. He acknowledged that emergency vehicles might still need access to the condos being built and noted that these vehicles could probably reach the condos via the other route through the roundabout by Walmart.

Councilmember Oyler remarked that emergency vehicles would likely use the alternative route through the roundabout by Walmart regardless. He stated that the only people needing the road would be those going to Walmart, who could take a different route for the next two months. He encouraged and recommended that the council consider closing the road north of the roundabout off Canyon Road until the traffic lights could be installed, in order to slow down traffic in that area.

Chris Thompson acknowledged a commenter's concern raised about painting maintenance potentially adding to diversions that could have contributed to the accident. He suggested that construction and signage would indeed create some diversion, but it might be a necessary step to minimize risks.

Councilmember Tooke inquired about the most effective way for residents to contact Chris Thompson or the traffic engineers for conversations.

Chris Thompson mentioned that residents can find their phone numbers on the website and encouraged them to reach out by phone, visit their office, or email them with their concerns. He assured them that all the traffic engineers in his office would be happy to listen regardless of the method of contact. He let the public know they were now at the old parks and recreation building.

Mayor Mendenhall noted that while the concerns about the incidents and their details were brought up, he emphasized that accident reconstruction and investigation were ongoing, with statements being collected to ascertain the situation accurately. The report would be completed once all necessary information was gathered and reconstructed correctly.

(Bryce) Kyle James pointed out that the comments made during the meeting implied that the girls involved in the incident had already passed away. He emphasized the importance of being mindful of our language in such sensitive situations.

Christopher Carroll from Maple Meadows expressed his concerns about the proposed plan to shut down the intersection using orange barriers and signs. He doubted its effectiveness, particularly for teenagers who might ignore such barriers. Carroll believed that pedestrian signaling would be more effective, as drivers were generally respectful and likely to slow down or stop for pedestrians. He emphasized the urgency of the situation, noting that with school letting out, there would be a significant number of kids crossing the road in the coming days, presenting another potential tragedy if not addressed properly.

Chris Thompson acknowledged Christopher Carroll's concerns and assured him that they would bring the issue up with UDOT. He emphasized that all signage would require UDOT's approval and permitting. Thompson committed to finding the safest possible way to manage the construction, noting that there were more effective measures used in larger cities that they could consider. He empathized with Carroll by mentioning his own experiences with his 14-year-old son, acknowledging the tendency of teenagers to ignore barriers, and reiterated his understanding of the situation.

Danny Jolley listened to the discussion about temporary solutions and shared insights based on her husband's experience as a project engineer for road and bridge construction with R.W. Construction. She explained that they often use temporary traffic signals, which function as actual signals, to manage traffic on city roads. These signals, available through UDOT, are mounted on trailers and could be set up quickly.

Jolley recounted a conversation with her husband as he had come to pick up the kids, who supported the idea, stating that while the temporary signals were not perfect, they would be far more effective than simply putting up signs to prevent children from crossing the road. She emphasized that children tend to take the shortest route regardless of signs, so she felt these signals were a better temporary solution. She advocated strongly for the use of these temporary traffic signals to ensure safety until the permanent signal installation was completed.

Chris Thompson acknowledged that some proposed solutions might require time for approval from UDOT. However, he reassured the audience they would take immediate action the next day, but some of the suggestions may take more time.

Danny Jolley asked Chris if he would like some consulting from her husband. She mentioned that her husband was in contact with influential individuals within UDOT, indicating his ability to leverage those connections for potential assistance or collaboration in addressing the situation.

Chris Thompson emphasized the importance of reaching out with any suggestions or concerns, assuring that every communication was taken seriously and passed on for consideration. He acknowledged that some ideas might require time for implementation, particularly those involving specialized signals, admitting his limited experience with such systems.

Danny Jolley mentioned that her husband had 45 years of experience in road construction and engineering and working with influential people at UDOT. She offered to have him reach out to Chris Thompson to expedite the approval and implementation of temporary traffic signals, indicating that her husband had the expertise and connections to achieve immediate results.

Chris Thompson acknowledged that while the current contractor had been very cooperative in planning to get a crew out the next day to set up immediate measures, he recognized that these efforts might not be entirely foolproof against teenagers. He welcomed feedback and ideas from the community, humorously noting that despite not being a traffic engineer himself, he sometimes felt like one due to having a driver's license. He emphasized that UDOT was composed predominantly of traffic engineers, reinforcing their expertise and commitment to the situation.

Danny Jolley expressed a candid opinion, noting that sometimes UDOT traffic engineers might lack practical insight because their projects look great on paper but aren't always practical in real-life situations. She mentioned her husband's perspective that taking a drive through a project area can often reveal important insights that aren't apparent on paper. She emphasized the need for a comprehensive approach, metaphorically suggesting that they aim for the "whole Happy Meal" to ensure practical and effective solutions.

Chris Thompson acknowledged Danny Jolley's comment, agreeing that not all engineers are created equal. He expressed understanding that while some engineers might excel in theoretical knowledge, others may lack practical experience.

Danny Jolley pointed out that while some engineers hold degrees, others, like her husband with 45 years of experience, possess a wealth of practical knowledge. She emphasized that despite not having formal academic credentials, her husband often mentors less experienced engineers who hold degrees, leveraging his extensive field experience to provide valuable insights.

When Chris Thompson first started his career as an engineer, he had an experience with a contractor similar to Danny Jolley's husband. This contractor, who became an inspector at the city, taught Chris much of what he knows about engineering. Chris emphasized the importance of reaching out to contractors for their practical knowledge and expressed interest in visiting with Danny's husband to benefit from his extensive experience.

Danny Jolley agreed to have her husband reach out to Chris Thompson.

Gabe Hamilton offered to assist with traffic control at the intersection. He mentioned that if he were provided with a vest and a flag, he would be willing to stand at the intersection and help people cross. He stated that he was available until 6 PM the next day, as he had a class afterwards. He emphasized that the task was not difficult and expressed his willingness to help.

Councilmember Oyler addressed the Mayor, introducing a separate topic from the 2300 discussion. He acknowledged Emily Peterson, who had spoken about her husband, and expressed gratitude for her husband's service as a veteran. He then offered to create a banner for her husband, William, stating that they would make the necessary changes to ensure the banner would be produced.

Mayor Mendenhall expressed gratitude for the community's support and understanding during a difficult time. He acknowledged the ongoing struggle of the girls involved in the recent accident and the prayers of their families for continued miracles. With permission from the families, he shared the physical, mental, and financial costs they are facing and mentioned legitimate GoFundMe pages set up for them.

The Mayor encouraged those who are able to donate and was assured that the girls had a long road to recovery ahead of them. He thanked everyone for their comments and questions, assuring that they had all been noted and would be addressed to improve safety in the area. Mayor Mendenhall emphasized the importance of making the area safer for children and the community, expressing appreciation for the love, passion, anger, and mourning expressed by those present.

He thanked everyone for being an integral part of their neighborhood and community and for supporting the lives of the girls involved in the accident.

Mayor Mendenhall proceeded to the next part of the agenda, council comments, where each council member reported on the committees they had participated in during the week. They shared updates and information from these committees to relay back to the larger body for consideration. The process began with Councilman Tooke.

COUNCIL COMMENTS:

Councilmember Tooke

Councilmember Tooke invited Kathleen Leavitt, Spanish Fork Chamber of Commerce President to come talk about upcoming events for the Chamber of Commerce.

Kathleen Leavitt expressed her gratitude to the Mayor and Council for participating in a recent networking event, highlighting the importance of their presence and direct communication with the business community. She announced upcoming events, including a ribbon-cutting ceremony for Shepherd's Carpet at their new location on June 6th and the next month's networking event on June 20th. Additionally, she shared news about the Battle

of the Forks pickleball tournament, mentioning that the traveling trophy had been received and displayed, with hopes of holding the tournament in the fall.

Councilmember Tooke expressed appreciation to Kathleen and proceeded to report on the recent health and wellness fair, also known as Fit City. He shared insights into the event, describing the participation of numerous local businesses and interactions with them to understand their services better. He highlighted activities such as a race, the presence of the Spanish Fork royalty, and a prize drop from a fire truck ladder. Despite initial trepidation about climbing the tall ladder, he noted the rewarding experience of overcoming fears and interacting with the community.

Councilmember Tooke then mentioned his attendance at the ribbon-cutting ceremony for the new Spanish Fork High School, emphasizing its significance for the community's future.

Finally, he encouraged participation in the summer reading program organized by the library, which had recently launched on the city's website.

Councilmember Beck

Councilmember Beck provided a detailed report on recent events. The weekend began on Friday morning with a groundbreaking ceremony for Utah Aviation, a \$50 million project north of the airport on Main Street, which would include the construction of hangars and contribute to economic development. On Saturday afternoon, she attended the groundbreaking ceremony for the Gail Halvorsen Candy Bomber Museum, which would also be located north of the airport. The National Guard had donated the southwest corner of their property for the museum, which aimed to introduce visitors to science, technology, and aviation within the next two years.

That evening, a gala was held to raise funds for the museum, with Lieutenant Governor Henderson in attendance. Councilmember Beck encouraged residents to consider donating to the Gail Halvorsen Museum Foundation, highlighting its future benefits for the community's children. She expressed gratitude to Chris Thompson and Christian Davis, the public works director and airport director, respectively, for their support of these projects.

Lastly, she reminded everyone about the upcoming Memorial Day program at the cemetery, scheduled for Monday at 10:30 a.m. She recommended attending this short and meaningful event, which serves as a beautiful tribute to veterans.

Councilmember Oyler

Councilmember Oyler provided a detailed summary of the recent lecture series organized by the Historic Preservation Commission. The latest session took place at the old high school gym, which was scheduled for demolition in a few weeks. Pat and Jim "Shoe" Nelson were the featured speakers, sharing the rich history of Spanish Fork High School. They recounted numerous stories and facts and highlighted the significant contributions of teachers and coaches over the years.

Councilmember Oyler emphasized the impact of Coach Jim Nelson, who served as the Spanish Fork baseball coach for 32 years. During his tenure, the team won eight state championships, setting a long-standing record. However, this record was surpassed last year by the Spanish Fork High School softball team, which now holds nine state championships and was contending for a possible tenth this year.

The lecture series provided a valuable opportunity to delve into the history of Spanish Fork. The next lecture was scheduled for June 17 at 7 pm in the Heritage Room, where former Mayor Steve Leifson would discuss the history of Spanish Fork and its connections with Iceland. Councilmember Oyler encouraged everyone to attend this upcoming event.

Councilmember Cardon

Councilmember Cardon expressed his gratitude and congratulations to two distinct groups within the community. First, he acknowledged the graduating class of 2024, highlighting the achievements and future potential of the students in the community. He extended his heartfelt congratulations to these graduates as they embark on new journeys.

He also took a moment to express deep appreciation for those who have served the country, particularly in the context of the upcoming Memorial Day. He emphasized the importance of recognizing the sacrifices made by veterans, which allow the freedoms enjoyed by the community, including the ability to meet and discuss community matters. He noted the importance of unity and cooperation within the city, despite the broader national political discourse.

Councilmember Cardon thanked Emily Peterson's husband and all veterans for their service. He mentioned the ongoing preparations for Memorial Day at the local cemetery, acknowledging the hard work of the cemetery crew. He highlighted the upcoming event on Thursday afternoon at 2:30 PM, where volunteers are needed to help set up crosses for the Flanders Fields display in honor of Memorial Day. He encouraged community members to participate, noting the meaningful experience it offers.

In conclusion, Councilmember Cardon expressed his gratitude and reinforced the community's collective respect and remembrance for those who have passed away and served the country.

Mayor Mendenhall thanked Councilmember Cardon for his comments. Before proceeding to the consent items, Mayor Mendenhall proposed a five-minute break. Councilmember Cardon moved for the break, and the motion was seconded by Councilmember Oyler. The council unanimously approved the motion for a five-minute break, with all members voting "yes." The meeting was then adjourned for a five-minute recess.

Councilman Cardon ▾ made Approve a **Motion** to approve a 5 minutes break

Councilman Oyler ▾ **Seconded** and the motion **Passed** all in favor at 7:40 pm vote

Kevin Oyler	Yes
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Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

Reconvened the City Council Meeting at 7:50 pm

Mayor Mendenhall thanked everyone for the break and expressed gratitude to the residents for attending the council meeting. She then introduced item seven on the agenda, which was the consent items. The only consent item for the evening was the approval of the minutes from the last meeting. She acknowledged that the previous meeting had been long, lasting until 12:30 AM.

Councilmember Beck complimented Tara on her writing skills, suggesting she should write a book due to the quality of her work. She noted that Tara had already written multiple City Council minute books and acknowledged her excellent job taking minutes.

CONSENT ITEMS:

a. Minutes Spanish Fork City Council Meeting 05-07-2024

Councilman Cardon ▾ made Approve a **Motion** to approve Consent Items

Councilwoman Beck ▾ **Seconded** and the motion **Passed** all in favor at 7:51 pm vote

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

PUBLIC HEARING:

A. A RESOLUTION OF THE CITY COUNCIL (THE “COUNCIL”) OF SPANISH FORK CITY, UTAH (THE “CITY”), PROVIDING FOR THE CREATION OF GLH PUBLIC INFRASTRUCTURE DISTRICTS NO. 1 AND 2 (COLLECTIVELY, THE “DISTRICTS”) AS INDEPENDENT DISTRICTS; AUTHORIZING AND APPROVING A GOVERNING DOCUMENT; APPOINTING BOARDS OF TRUSTEES; AUTHORIZING OTHER DOCUMENTS IN CONNECTION THEREWITH; AND RELATED MATTERS.

Vaughn Pickell gave a detailed presentation on the proposal to adopt a resolution for creating the city's first two public infrastructure districts. He explained that these districts were separate entities from the city, created specifically to finance and construct public infrastructure. The presentation included a map showing the proposed districts, located just

south of the airport runway and encompassing approximately 161 acres, with an additional 39-acre expansion area.

Pickell detailed the process by which these districts would achieve their goals, primarily through the imposition of an additional property tax (mill levy) on the properties within the districts. He noted that property owners and voters within the districts must consent to both the creation of the districts and the imposition of the tax, which was proposed at five mills. This tax revenue would be used to issue bonds to finance the construction of the infrastructure.

He assured us that the infrastructure would be built to city standards and specifications, ensuring its quality when dedicated to the city. The resolution and governing documents would also establish a board of trustees to oversee the districts. Once all debt was repaid, the districts would be dissolved.

The maximum proposed debt issuance was \$20 million, which was estimated to cover the costs of the infrastructure with a buffer for potential future inflation. Pickell then opened the floor for any questions regarding the creation of the public infrastructure districts.

Councilman Oyler ▾ Moved to **go into a Public Hearing**

Councilman Cardon ▾ Seconded and the motion Passed all in favor at 7:55 pm

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

No Public Comments

Councilwoman Beck ▾ Moved to **go out of Public Hearing**

Councilman Cardon ▾ Seconded and the motion Passed all in favor at 7:55 pm

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

Councilmember Cardon had several questions for Vaughn Pickell, focusing initially on the potential expansion areas shown on the map. He noted the darker green areas that could potentially join the public infrastructure district (PID) in the future. He inquired about what would prevent other nearby areas from being incorporated into this PID.

Vaughn Pickell explained they would have to be authorized by the city. He explained that if the governing document were approved, it would specifically identify and include the legal descriptions of the expansion areas. This would effectively limit the incorporation to those pre-defined areas, preventing other adjacent areas from joining the public infrastructure district (PID).

Councilmember Cardon clarified that by creating the district, the city would be delegating certain rights to the PID.

Vaughn Pickell noted that the PID would possess the rights typical of a special district, including the authority to levy taxes and exercise eminent domain.

Councilmember Cardon correctly pointed out that much of the adjacent area to the highlighted district was currently under agricultural protection.

Vaughn Pickell stated Councilmember Cardon correctly pointed out that much of the adjacent area to the highlighted district was currently under agricultural protection.

Councilmember Cardon gave a scenario and wanted to know what would happen if the process of eminent domain was enacted should the Public Infrastructure District require access or rights-of-way from landowners who are not willing to negotiate.

Vaughn Pickell explained that while it's unlikely for the Public Infrastructure District to resort to eminent domain, there were safeguards in place. Firstly, any infrastructure built must align with city-approved improvements and the master plan. Additionally, because the area was under agricultural protection, the district would need permission from the Agricultural Protection Board and the county commission before proceeding with eminent domain actions.

Councilmember Cardon emphasized the importance of incorporating conditions before resorting to eminent domain. These conditions would require the Public Infrastructure District to meet specific criteria, including obtaining approval from the city and aligning with projects outlined in the master plans.

Councilmember Cardon clarified that the creation of the Public Infrastructure District does not grant unlimited authority for eminent domain. Instead, specific conditions would be established to prevent indiscriminate use of eminent domain, ensuring that any actions align with the city's plans and objectives.

Vaughn Pickell emphasized that while the Public Infrastructure District would have certain authorities, including eminent domain, the city would maintain its own authority. The district's powers would be subject to specific limitations outlined in the governing document to ensure alignment with the city's goals and plans.

Councilmember Oyler inquired about the possibility of creating a Public Infrastructure District (PID) without granting it the same authority as a special district, specifically regarding eminent domain.

Vaughn Pickell clarified that according to state law governing public infrastructure districts, they are endowed with the same powers as special districts. Therefore, if a PID was created, it inherently possesses the authority typically associated with special districts, including the power of eminent domain.

Mayor Mendenhall highlighted the necessity of infrastructure development, particularly in the context of fostering potential growth opportunities around the airport area. He acknowledged the challenges posed by the associated costs, emphasizing the importance of public utilities in driving development.

While discussing the creation of public infrastructure districts (PIDs), Councilmember Cardon expressed concerns about balancing the district's authority, particularly regarding eminent domain, with the need for professional conduct and community protection. He stressed the importance of adhering to city master plans and obtaining city approval for any infrastructure-related endeavors.

Vaughn Pickell proposed language aimed at clarifying the conditions under which a public infrastructure district (PID) could exercise eminent domain. The language specifies that the district shall not initiate or support any eminent domain action unless the proposed public improvements are permitted under the governing document, have approval from the city, and comply with relevant master plans or infrastructure plans. This addition to the governing document aimed to provide clarity and alignment with the city's planning framework.

Councilmember Oyler presented a scenario, with the concern that the PID might use eminent domain on adjacent properties to construct infrastructure, such as a highway, while preserving their own properties for development. He wanted to know if this was possible.

Vaughn Pickell emphasized that the city determined the placement of roads according to its plan. The PID was responsible for developing its own property and should not impose burdens on neighboring properties. Therefore, any infrastructure development, such as roads, should be built within the boundaries of the PID's own property. This ensured that the development was carried out responsibly and in alignment with the city's overall planning objectives.

Councilmember Oyler raised a pertinent question about why the city wouldn't exclusively handle eminent domain determinations.

Vaughn Pickell explained that state law established the authority for PIDs to exercise eminent domain. Additionally, PIDs require certain powers, including taxation and eminent domain, to issue tax-exempt bonds. However, it's important to note that while PIDs have these powers, they do not possess police power or the ability to adopt ordinances and zoning regulations, which remain within the city's jurisdiction.

Councilmember Oyler outlines a scenario where a PID seeks to build a highway on adjacent properties to facilitate development within the PID area, based on the city's master plan. If negotiations with property owners fail, and eminent domain becomes necessary, the process

would likely involve approval from the Agricultural Protection Board, especially if the affected properties are under agricultural protection.

Vaughn Pickell explained the process further, indicating that after approval from the Agricultural Protection Board and the County Commission, the PID wouldn't necessarily need to seek additional approval from the City Council if the project aligns with the city's master plan.

Vaughn Pickell clarified that the PID must adhere to the governing document and cannot invent new facilities; they must align with the city's approved plan for their project. The governing document served as their guiding framework.

Councilmember Cardon emphasized that the powers granted to the PID are outlined within the governing document.

Councilmember Oyler wanted to know who was on the agriculture protection board and if one board could override another.

Mayor Mendenhall mentioned that some individuals, including Commissioner Rex Larson, are involved in the process. He noted that if one isn't involved in agriculture, they likely won't sit on the AG Protection Board. This board was tasked with safeguarding agricultural rights. Requests for developments like roads or utilities need to align with various criteria before reaching the board's consideration.

Vaughn Pickell explained that based on his understanding of the statute, both the Agriculture Protection Board and the county commission must give their consent in such cases.

Councilmember Cardon raised a question about whether properties to the south of the discussed area could still pursue agricultural protection. He speculated that if these properties made an application with the local jurisdiction, they could potentially achieve agricultural protection, depending on whether they are within the city or county jurisdiction.

Vaughn Pickell agreed.

Councilmember Beck praised the effort of going through the parameters for residents to understand.

Councilmember Oyler directed a question to Chris Thompson, about where residents could access the city's transportation master plan and its projected timelines.

Chris Thompson explained that the transportation master plan is available on the city's website under Street and Transportation Planning. It's an interactive resource allowing users to explore various factors and areas. However, timelines aren't provided as they depend on the city's growth.

Chris Thompson emphasized that the city typically doesn't directly build roads due to the

high cost, which could significantly increase taxes. Instead, roads are often built by developers as part of their projects or gradually over time.

The councilmember inquired about highway or road plans for the property under consideration for the public infrastructure district (PID).

Dave Hennifer, the one facilitating the PID, emphasized that as property owners within the PID, they do not believe they have any additional rights beyond total compliance with the city's regulations and requirements. He stated that they have been working closely with city staff for the past two years, ensuring compliance with every detail of the plans submitted to the city. Any changes or adjustments to the plans, he explained, would require going through the same approval process again.

Councilmember Oyler inquired about the specific infrastructure plans associated with the PID, including highways, sewers, roads, and electrical components. He expressed uncertainty regarding any detailed plans or proposals related to these aspects of the project.

Chris Thompson stated he thought there were quite a few plans for it.

Jackie Larson came to the podium to speak.

Councilmember Oyler reminded her the public hearing was closed and he would be happy to address her concerns after the meeting.

Councilmember Oyler inquired about major highways in the city's master plan extending west of the airport and asked about efforts to purchase land for road infrastructure in that area.

Tyler Jacobson indicated that while negotiations were ongoing, they had acquired some properties for road placement and easements to accommodate power lines. He suggested discussing the details further during the new business segment of the meeting.

Mayor Mendenhall acknowledged Councilman Oyler's point about involving residents in the process and ensuring they are informed about developments. He suggested that interested residents could refer to the Mountainland Association of Governments website to access master plans for arterial roads and connector roads, which outline future transportation infrastructure.

Councilmember Oyler stated he had a resident approach him who wanted to know where the road would go.

Tyler Jacobson indicated the area in question was a little west of the PID area.

Councilman Cardon ▾ Moved to Approve ▾ **A RESOLUTION OF THE CITY COUNCIL (THE "COUNCIL") OF SPANISH FORK CITY, UTAH (THE "CITY"), PROVIDING FOR THE CREATION OF GLH PUBLIC INFRASTRUCTURE DISTRICTS NO. 1 AND 2 (COLLECTIVELY, THE "DISTRICTS") AS INDEPENDENT DISTRICTS; AUTHORIZING AND APPROVING A**

GOVERNING DOCUMENT; APPOINTING BOARDS OF TRUSTEES; AUTHORIZING OTHER DOCUMENTS IN CONNECTION THEREWITH; AND RELATED MATTERS. and adding a contingent with eminent domain that the district shall not exercise eminent domain, or utilize any funds of the districts to support any eminent domain action or proceedings, unless the public improvements for which the eminent domain is proposed are permitted under the government. This governing document an approval for the project or separate agreement of the city and being the location complies with the Master Plans, infrastructure plan or similar plan of the city where applicable.

Councilman Tooke ▾ Seconded and the motion Passed all in favor at 8:22 pm with a roll call vote.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

NEW BUSINESS:

A. VERK UIPA Loan Agreement Approval

Jordan Hales explained that the loan between Spanish Fork City and the Utah Inland Port Authority was for infrastructure development in the industrial area. It's a short-term, one-year loan that can be repaid sooner if desired. The purpose of borrowing this money was to address the immediate need for infrastructure, which will then be reimbursed from the industrial area's development. This reimbursement would cover both the principal amount borrowed and the accrued interest. He clarified that taxpayers of Spanish Fork would not bear the cost of this loan, as it would be repaid using reimbursement funds from the industrial area.

Councilmember Cardon emphasized that if the loan were not pursued, the funding for the infrastructure would have to come from the general fund, placing the financial responsibility on the council and taxpayers.

Jordan Hales highlighted that utilizing the financing tool provided by the Utah Inland Port Authority offers benefits that wouldn't be available otherwise.

Mayor Mendenhall expanded the explanation that the Utah Inland Port isn't marked by a welcoming sign, but rather it provides access to financing tools like the state infrastructure bank, which facilitates short-term financing as demonstrated in this instance.

Councilwoman Beck ▾ Moved to Approve ▾ **VERK UIPA Loan Agreement Approval**

Councilman Oyler ▾ Seconded and the motion Passed all in favor at 8:25 pm with a roll call vote.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

B. Resolution approving Interlocal Tax Agreement with Utah Inland Port Authority

Vaughn Pickell explained that the resolution creating the PIDs would enable them to levy additional property taxes. However, since they are part of the larger Spanish Fork industrial park project area, this agreement ensures that the new mill levy imposed by the PIDs won't be considered as tax increment or tax differential in the industrial project area. This prevented diverting the property tax intended for the PIDs to the regional port projects, preserving the intended purpose of the PIDs.

Vaughn Pickell highlighted an important aspect of the PID policy in the city, noting that the tax levy imposed by the PIDs cannot be placed on any housing. Instead, it applies to businesses and business owners, who will receive this levy, ensuring transparency and disclosure regarding the tax implications for them. This underscored a key aspect of the PID policy, ensuring that the development aligns with the intended commercial focus rather than residential use.

Councilman Oyler ▾ Moved to Approve ▾ **Resolution approving Interlocal Tax Agreement with Utah Inland Port Authority**

Councilman Tooke ▾ Seconded and the motion Passed all in favor at 8:27 pm with a roll call vote.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

C. Springville Area Power Buyout Agreement

Chris Thompson asked the council to go to the last page of the agreement pertaining to an area in Spanish Fork currently served by Springville Power. With the construction of the new interchange at 2700 North, soon to be known as Dry Creek Parkway, by UDOT, adjustments to the power line are necessary. As part of this process, UDOT will assist in purchasing some of

the labor required for these changes. Additionally, Spanish Fork Power will acquire the customers and facilities in this area, transitioning them from Springville Power to Spanish Fork Power.

UDOT's involvement in covering the additional costs, which would typically amount to an extra \$15,000 to \$20,000 for the city, makes this arrangement particularly advantageous for Spanish Fork.

Mayor Mendenhall added that aligning the power infrastructure correctly was another crucial step toward the completion of the 2700 North interchange, which was eagerly awaited by residents of both Springville and Spanish Fork.

Mayor Mendenhall pointed out the piles of dirt there now and asked Chris to explain why that was part of the process of the new interchange.

Chris Thompson explained that the newly constructed interchange needs time to settle, especially since heavy traffic would be placed on freshly laid asphalt. This settling period was crucial, particularly for areas with high water tables and soil-related issues.

Councilman Cardon ▾ Moved to Approve ▾ **Springville Area Power Buyout Agreement**
Councilman Oyler ▾ Seconded and the motion Passed all in favor at 8:31 pm with a roll call vote.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

D. Fiscal Year 2024 Utility Bill Write Offs

Jordan Hales presented an annual report to the council, highlighting successes in the finance department and utility office collections. He explained that they annually present the report for council approval and emphasized the due diligence taken to ensure that services are paid for by users. The report included a visualization of write-offs over the years, with a three-year delay between billing and write-off. The \$28,000 written off comprised accounts over three years old, bankruptcy accounts, small balance accounts, and deceased accounts.

Despite billing over \$50 million annually in utilities, the \$30,000 write-off was deemed small due to effective policies and workforce efforts. Hales stressed the importance of timely payments, stating that both the city and residents benefit when bills are paid in full and on time. He noted that while collection agencies handle delinquent accounts, the collection rate is only about 18%, indicating room for improvement.

Councilmember Oyler questioned the projection of an uptick in the chart, acknowledging that it's not substantial but seeking clarification on the reasoning behind it, especially considering the nature of the accounts being discussed.

Jordan Hales explained that the projection of an uptick in the chart was based on accounts that were terminated in 2021, providing an idea of what to expect for accounts terminated in 2022 and 2023. The red line represents the highest point it would reach unless there are bankruptcies, indicating that the increase was anticipated within a certain range.

Jordan highlighted that the utilities policy requiring a deposit or automatic payment has contributed to effective billing and payment processes. Approximately 90% of customers opt for automatic payments, which helps prevent them from falling behind on payments and avoids the need for disconnection notices. This approach benefits both the city and its residents by ensuring reliable utility services without disruptions.

Jordan expressed gratitude for the hard work of the utility department and reassured residents that their efforts were appreciated and acknowledged. He emphasized the human aspect of the department's work and encouraged anyone facing challenges to reach out for assistance. Jordan highlighted the city's commitment to helping residents in need and mentioned the availability of various resources and programs to provide support. He assured residents that they could contact the city by phone or even text if they were hesitant to speak with someone directly, and the city would connect them with the necessary resources.

Mayor Mendenhall expressed gratitude to Jordan and his department for their hard work, specifically acknowledging the fantastic job and contributions.

Councilman Tooke - Moved to Approve - **Fiscal Year 2024 Utility Bill Write Offs**

Councilwoman Beck - Seconded and the motion Passed all in favor at 8:36 pm with a roll call vote.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

E. Assignment of Real Estate Purchase Contracts

Tyler Jacobson explained that the Ritchie group, including David Hennifer, had been leading the acquisition of property for future roads and power lines in the work area. The contracts on

the agenda were those negotiated by the Ritchie group, now up for city consideration. He provided an aerial view to orient the council members, showing Main Street, the airport runway, and key streets like 3400 North and 2400 North. The contracts covered areas already acquired (brown, green, and southern blue) and those pending acquisition (orange and northern blue) for future road and power lines. These contracts were with Mr. Shadle.

Councilmember Cardon asked if it included water as well.

Tyler Jacobson and Chris Thompson showed the destination of the road being planned. The road, once connected, would lead to State Route 77 (or 400 South in Springville) to the north and eventually down to 10th North to the south. They also clarified that the road would connect to the new interchange being built on 2700 North. They provided visual orientation of the road's direction, showing its connection to SR 77 and its eventual path down to 10th North.

Councilwoman Beck ▾ Moved to Approve ▾ **Assignment of Real Estate Purchase Contracts**

Councilman Cardon ▾ Seconded and the motion Passed all in favor at 8:42 pm with a roll call vote.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

Councilman Cardon ▾ Moved to Approve ▾ **Adjourn the meeting**

Councilman Tooke ▾ Seconded and the motion Passed all in favor at 8:42 pm.

Kevin Oyler	Yes
Jesse Cardon	Yes
Stacy Beck	Yes
Landon Tooke	Yes
Shane Marshall	Absent

Attest: May 21, 2024

I, Tara Silver, City Recorder of Spanish Fork City, hereby certify that the foregoing minutes represent a true, accurate, and complete record of the meeting held on May 21, 2024. This document constitutes the official minutes of the City Council meeting.

Tara Silver

TARA SILVER, CITY RECORDER