



NORTH OGDEN CITY COUNCIL MEETING MINUTES

June 3, 2025

The North Ogden City Council convened on June 3, 2025, at 6:00 p.m. at the North Ogden City Hall at 505 East 2600 North.

Notice of time, place, and agenda of the meeting was posted on the bulletin board at the municipal office and posted to the Utah State Website on May 29, 2025.

Notice of the annual meeting schedule was posted on the bulletin board at the municipal office and posted to the Utah State Website on December 11, 2024.

Note: The timestamps indicated in blue correspond with the recording of this meeting, which can be located on YouTube: <https://www.youtube.com/channel/UCriqbPBxTucXEzRr6fc1hQ/videos> or by requesting a copy of the audio file from the North Ogden City Recorder.

CITY COUNCIL MEMBERS PRESENT:

S. Neal Berube	Mayor
Ryan Barker	Council Member
Blake Cevering	Council Member
Jay D Dalpias	Council Member
Chris Pulver	Council Member
Christina Watson	Council Member

STAFF PRESENT:

Jon Call	City Manager/Attorney
Rian Santoro	City Recorder
Scott Hess	Community and Economic Development Director
Bowen Koenig	Streets Superintendent
Eric Casperson	City Engineer

VISITORS:

Phillip Swanson	Mike Mabey
Kevin Burns	Brian Bartholomew
Sandra Cochran	Allan Robison
Susan Kilborn	Kent Boggess

0:00:00 Mayor Berube called the meeting to order, and Council Member Cevering offered an invocation and led the Pledge of Allegiance.

CONSENT AGENDA

1. CONFLICT OF INTEREST DISCLOSURE

0:01:41 No conflict of interest was disclosed.

2. DISCUSSION AND/OR ACTION TO APPROVE THE MAY 13, 2025, CITY COUNCIL MEETING MINUTES

0:01:55 Council Member Pulver motioned to approve the May 13, 2025, City Council Meeting Minutes. Council Member Dalpias seconded the motion.

Voting on the motion:

Council Member Barker	aye
Council Member Cevering	aye
Council Member Dalpias	aye
Council Member Pulver	aye
Council Member Watson	aye

The motion passed unanimously

ACTIVE AGENDA

3. PUBLIC COMMENTS

0:03:59 Brian Bartholomew, a North Ogden City resident and a member of the Citizen Budget Subcommittee, expressed appreciation for the opportunity to serve on the Subcommittee and noted the positive experience of becoming more informed on the City's finances and building relationships.

Brian raised concerns about the City's road maintenance funding, referencing past statements from various City officials estimating the City's road maintenance backlog anywhere from \$5 million to over \$40 million, with some suggesting even higher figures. He questioned why the City would consider amenities such as an amphitheater, pool, or potential recreation center when essential infrastructure like roads remains significantly underfunded.

He recalled the City's previous 10% property tax increase, which he was told would fund road repairs. However, after joining the Budget Subcommittee and inquiring about how many potholes were filled and who was hired with those funds, he said he received unclear or unsatisfactory answers, leading him to feel misled. Brian shared that in the Citizen Budget Subcommittee discussions, he supported a dedicated road fee rather than another general tax increase. He reported speaking with numerous residents, all of whom favored a fee specifically allocated to roads once the extent of the backlog was explained to them. He emphasized that roads are a critical need for the City and should take precedence over wants such as pools and recreation facilities. He concluded by thanking the Council for involving residents in the budget process and reiterated his request for clarity on how the previous tax increase was used in relation to road maintenance.

0:10:22 Kevin Burns, a North Ogden City resident, commented on the ongoing discussion regarding the proposed transportation utility fee. He acknowledged Brian Bartholomew's passionate remarks but emphasized his own perspective. Kevin expressed strong opposition to the idea of implementing the fee, stating that whether it is labeled a "fee" or a "tax," it functions as a tax if residents cannot opt out. He stressed that the terminology matters to him and considers it a tax in principle. Kevin also noted his understanding that the Council had previously decided to pursue a property tax approach rather than a transportation utility fee, and he was surprised to see the fee proposal return for further discussion. He concluded with a light remark referencing the Council's tendency to revisit items multiple times before making a final decision.

Council Member Cevering responded to public comments by clarifying that while he may have previously mentioned potholes, he intended to refer more broadly to overall road conditions. He expressed that the recently reported estimate of \$90 -100 million in road maintenance needs came as a complete surprise to him and, as far as he knew, to the rest of the Council and Mayor as well. He stated that during his eight years on the Council, there had never been any discussion suggesting that level of backlog. City Manager/Attorney Jon Call and Mayor Berube confirmed this, explaining that the last official estimate from around 2015 was closer to \$10 - 20 million, and the new figure only came to light after a recent consultant's review. Council Member Cevering emphasized that the Council and staff have not been neglecting the roads but have been working to address needs gradually. He maintained that the large backlog estimate was unexpected and not the result of long-term inaction.

4. **DISCUSSION ON NORTH OGDEN CITY ACCEPTING THE ROADWAYS AND PROVIDING ROAD MAINTENANCE WITHIN LEGACY NORTH HOA**

0:14:26 Allan Robison, President of the Legacy North Homeowners Association (HOA), addressed the City Council regarding the deteriorating condition of private roads within the HOA and the request for the City to consider taking over their ownership. The HOA, built in phases from 1996 to 2015, contains 80 homes, 76 of which are located on HOA-owned roads. The primary road in question is 525 East, a through street used by the general public and City vehicles. Allan highlighted that the roads are aging, in poor condition (rated between 0 and 4), and will require full reconstruction, estimated at approximately \$954,000 or roughly \$12,000 per household.

Allan offered several proposals for the City to consider, including:

- The City taking full ownership of the roads in exchange for a \$100,000 reserve from the HOA
- The HOA resurfacing the roads, and the City taking ownership afterward
- The City assumes only 525 East, with the HOA maintaining the remaining roads
- Alternative cost-sharing or reimbursement models

He emphasized that residents are on fixed incomes and cannot afford large out-of-pocket assessments.

The Council and Staff expressed concern about the precedent of taking on private roads, especially those not built to City standards. The road widths are substandard, making on-street parking and emergency access difficult.

Eric Casperson, City Engineer, noted possible hidden infrastructure issues and increasing construction costs. The idea of creating a Special Improvement District (SID) or special tax assessment was discussed as a financing solution that would allow the HOA to fund the improvements while avoiding direct City ownership.

The Council also considered the possibility of including the HOA roads in a larger City project to reduce costs. Council Members expressed a desire to help while also avoiding setting a policy precedent. Suggestions included proactively reaching out to other HOAs in the City to encourage early financial planning for future road repairs.

City Manager/Attorney Jon Call agreed to research SID options and report back with refined cost estimates. The HOA expressed interest in working with the City on these possibilities and will bring any proposals back to their board and membership for consideration.

5. DISCUSSION ON TRANSPORTATION UTILITY FEES

0:51:31 City Manager/Attorney Jon Call presented a list of critical road projects totaling approximately \$4.9 million, outlining the proposed scope of work across different categories such as chip seal, seal coat, and full road rebuilds. Red-coded roads indicate urgent chip seal needs, while yellow denotes full rebuilds due to poor road conditions. Blue represents seal coat areas to prolong surface life. Purple roads are of lower priority unless additional funds become available. The proposed \$3 million budget for the year would cover only the highest-priority projects, as determined by condition ratings and risk of further deterioration. Staff explained that more costly rebuilds significantly reduce the number of roads that can be addressed compared to seal or chip coats.

See Attachment A – Transportation Utility Fee (TUF) project presentation

Council and Staff discussed the financial strategy for funding the roadwork, weighing the use of a Transportation Utility Fee (TUF) versus a property tax increase. Staff and Mayor Berube emphasized the need for clear strategic planning and public communication to help residents understand the necessity and scope of the investment. Council Member Pulver emphasized the importance of communicating a multi-year plan to the public to avoid backlash when additional increases occur. Jon and Staff confirmed that even at \$3 million annually, the City would not be able to catch up fully, only address the most urgent needs.

Phil Swanson, representing the Citizen Budget Subcommittee, shared that the Committee now supports the TUF approach over property tax due to its transparency, consistency, and inability to be redirected for unrelated uses. The Subcommittee raised concerns that previous property tax increases intended for roads were ultimately absorbed into the general fund. Phil pointed out that many residents do not understand the actual cost of road maintenance and urged the Council to improve public education and transparency. Mayor Berube and Council Members discussed potential legal risks with the fee model, the impact on residents, especially those on fixed incomes, and the equity of charging flat fees versus value-based taxes. The Council also addressed logistical considerations such as project timelines, revenue timing between tax and fee options, and coordination with contractors. A strategic plan was encouraged to outline long-term goals without overcommitting future Councils.

The Council held a straw poll on preferred funding methods. Council Members Barker, Dalpias, and Cevering leaned toward property tax due to its transparency and legal certainty. Council Members Pulver and Watson favored the transportation utility fee for its clarity, sustainability, and potential to better enforce dedicated road spending. The consensus was to continue budget preparation, assuming property tax, while remaining open to switching to a fee depending on public response and Council direction.

Discussion concluded with plans for Staff to prepare preliminary contracts for upcoming road work, regardless of the final revenue method, and for the Council to formally vote on the budget direction at the next meeting.

Mayor Berube and Council Member Barker noted they would be absent, and a Mayor Pro Tem would need to be appointed for the upcoming meeting.

6. PUBLIC COMMENTS

1:54:22 Brian Bartholomew, a North Ogden City resident, expressed support for implementing a transportation utility fee rather than a property tax increase. He stated that both he and the residents he spoke with prefer a fee because it is clearly dedicated to road maintenance, whereas property tax revenues go into the general fund and can be spent on various priorities. He warned that following last year's 10% property tax increase, a proposed additional 30–40% increase this year would likely be met with strong public backlash. While he acknowledged that no one enjoys paying a fee, he emphasized that people are more accepting of it when they know the money is going directly to road improvements

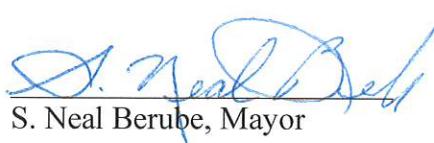
7. MAYOR/COUNCIL/STAFF COMMENTS

No comment was made.

8. ADJOURNMENT

Council Member Watson motioned to adjourn the meeting.

The meeting adjourned at 7:56 p.m.



S. Neal Berube, Mayor



Rian Santoro Joyce Pierson

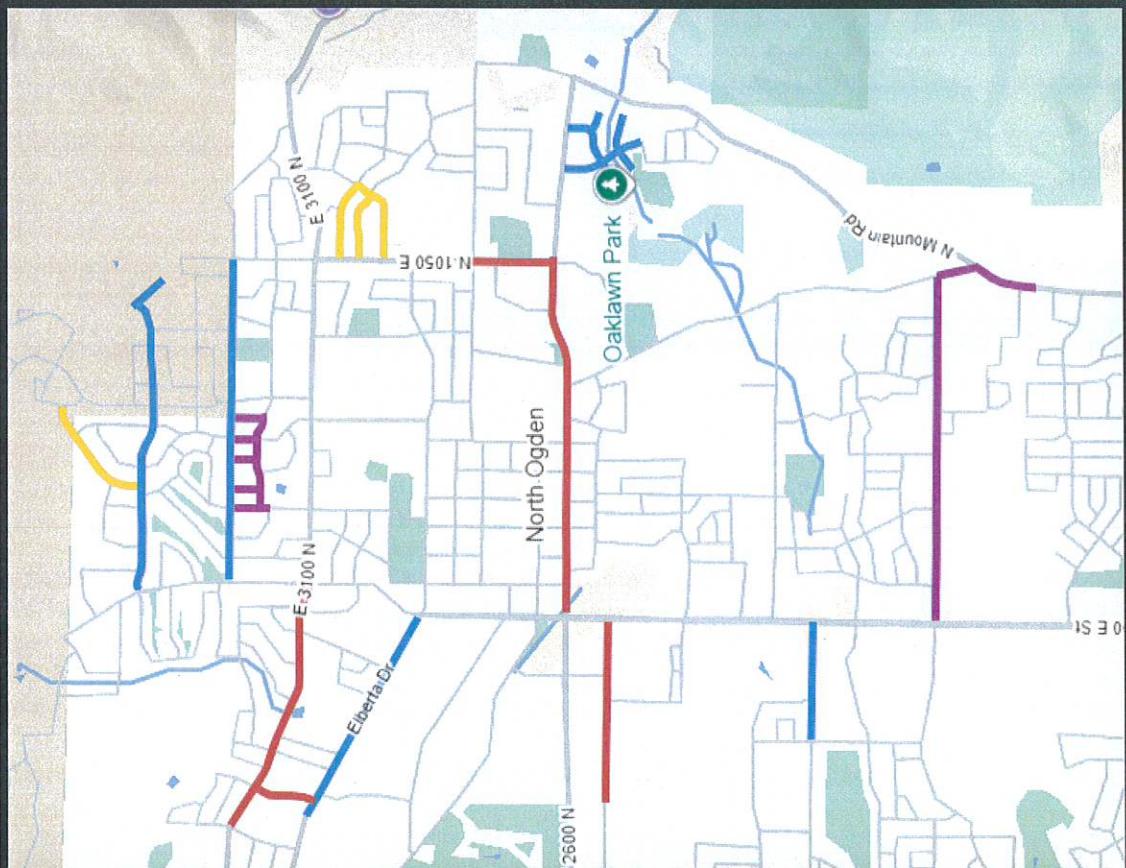
Deputy City Recorder

June 24, 2025

Date Approved

ATTACHMENTS

A: Transportation utility fee (TUF) project presentation



Red-Chip Seal - 2.8 Mil
Blue-Seal Coat - 220 K
Yellow-Rebuild - 1.9 Mil

4.9 Million

2024-2025
Maintenance Project

Orange-Chip Seal
Blue-Seal Coat

Approximately
1.2 Million

