MINUTES
EAGLE MOUNTAIN CITY COUNCIL MEETING

January 20, 2015
Budget Work Session 2:00 p.m.
Work Session 5:00 p.m. Policy Session 7:00 p.m.
Eagle Mountain City Council Chambers, 1650 East Stagecoach Run, Eagle Mountain, Utah 84005

2:00 P.M. BUDGET WORK SESSION – MAIN CONFERENCE ROOM

Discussion Items Only – no action will be taken on the budget.

1. DISCUSSION OF PROPOSED FY 2016 BUDGET – Mayor, Council and Administration will discuss specific budget needs.

5:00 P.M. WORK SESSION – COUNCIL CHAMBERS

ELECTED OFFICIALS PRESENT: Mayor Chris Pengra, Councilmembers Adam Bradley, Donna Burnham, Ryan Ireland and Tom Westmoreland. Councilmember Steinkopf was excused.

CITY STAFF PRESENT: Ifo Pili, City Administrator; Paul Jerome, Assistant City Administrator/Finance Director; David Mortensen, City Treasurer; Jeremy Cook, City Attorney; Fionnuala Kofoed, City Recorder; Melanie Lahman, Deputy City Recorder; David Norman, Public Works Director; Chris Trusty, City Engineer; Adam Ferre, Energy Director; Steve Mumford, Planning Director; Kent Partridge, Building Official; Linda Peterson, Public Information Director; Eric McDowell, Sheriff's Deputy.

Mayor Pengra called the meeting to order at 5:14 p.m.

Mayor Pengra invited Ken Bullock and Cameron Diehl of the Utah League of Cities and Towns to speak first. They discussed the proposed resolution supporting transportation planning (agenda item 11).

Mr. Diehl said the #1 priority for the League has been additional funding from the Legislature for transportation. That is the greatest need they see in all the communities the League represents.

Local transportation systems in Utah should be funded by B & C road funds, which are funded by the motor fuel tax. However, almost every municipality in the state has to subsidize transportation costs using general funds. Eagle Mountain's B & C road funds only cover about half of its needs. ULCT has been meeting with legislators on this issue and encouraging local officials to do the same.

Utah roads used for activities like jogging and biking, as well as motor vehicle traffic. The motor fuel tax doesn't act as a user fee for them. Nor does it cover alternative fuel vehicles. A sales tax would create additional revenue to support road maintenance and construction and would spread the cost burden among all road users. The League is suggesting a local option sales tax that municipalities could control at the local level.

ULCT is asking local officials to pass a resolution supporting transportation funding so that the Legislature knows that city officials have the political will to raise taxes for increased transportation funding. Legislators are willing to authorize local governments to have this tool, but they are not willing to "take a political bullet" on that issue for other political entities. They want reassurance that local officials will stand with them.

The House and the Senate are considering multiple options. The House is looking at a local option sales tax, an enhanced motor fuel tax and a vehicle registration fee for alternative fuel vehicles. The Senate is considering a local option fee and a motor fuel tax cents-per-gallon increase. The Governor's Office is deferring to the House and Senate to come up with solutions.

Councilmember Westmoreland said the proposed resolution is very broad, from walking paths to public transportation. He asked how municipalities would know where the funds would go.

Mr. Diehl responded that the political climate is ready for this issue now because the League is presenting transportation issues differently this year. It's presenting transportation as an issue of air quality, economic development and public health. The funding mechanism would be dedicated to transportation, and transportation would be defined within this broader context. Municipalities would be required to dedicate the sales tax to transportation projects. The defined uses are still to be determined, as are the ways to account for the use of the money.

Mr. Bullock stated that the funds would be similar to B & C road funds. They would be dedicated to a broader range of transportation, including roads, trails and public transit. The cities will determine the specific uses of the funds.

Councilmember Westmoreland asked if the broader view will complicate the issue, since drivers, bikers and transit riders will all want different projects supported. Mr. Bullock said it will enable an expanded range of projects to be funded. Mr. Diehl said this wouldn't meet every need identified in the 2040 transportation plan, but it would provide more tools to address those needs. Part of the political dialog right now is over which political entity would have the authority to impose the tax. ULCT believes that the biggest needs are at the city level and cities should have the most discretion to control the funds. However, there are those who want the tax imposed at the county level and distributed to cities. This is expected to be a major sticking point.

Councilmember Bradley asked Mayor Pengra what kinds of projects can be funded by B & C road funds. Mayor Pengra deferred to City Engineer Chris Trusty, who said they can be used to construct new roads or expand and improve existing roads. They can also be used for bike paths and trails along the road corridors.

Councilmember Bradley asked what advantage the sales tax would have over B & C funds. Mr. Bullock said the Class C funds can be used on Class C road corridors, which would include trails on those rights-of-way. (Class B funds go to counties.) They can't be used for enhancing connectivity to public transportation, for instance. A local option tax would be usable for projects outside of those corridors.

Councilmember Bradley asked why a tax increase is needed, when the City is fine with its current funds. Mayor Pengra said that the City's roads need approximately $11M in maintenance just to bring them up to a level where they can go to a five-year maintenance plan. There are two intersections that are at service level F, which means that they need traffic signals. Chris Trusty, City Engineer, said it will take approximately $15M to complete roads planned in the next five years.

Mr. Diehl pointed out that it costs ten times the amount to reconstruct a road than it costs to maintain one. ULCT has presented examples to the Legislature of road failures around the state that wildly exceed the funds available in the cities.

Mr. Bullock said it's good to see municipalities using tax revenue conscientiously, but there comes a point at which taxpayers need to understand the costs of City services and invest in them.

Councilmember Bradley asked if ULCT has spoken to Senator Madsen and Representatives Lifferth and Roberts. Mr. Bullock said that they've spoken to Rep. Lifferth and are in the process of speaking to Rep. Roberts. They haven't yet spoken to Sen. Madsen. Rep. Lifferth recognizes that the transportation process has shifted from gasoline-only to electric and natural gas powered vehicles; however, he's not supportive of ULCT's proposals.

Councilmember Ireland noted that Eagle Mountain doesn't have a lot of retail commerce. He knows the local option sales tax would compare to property tax, which can be used for anything the City deems necessary. Mr. Bullock said that cities receive sales tax revenue on a formula based on point of sale and population. Although Eagle Mountain has little retail activity, it receives more money due to the formula. Local officials can already raise property taxes. ULCT is advocating at the Legislature for additional revenue tools.

Mayor Pengra asked whether any bills will go before the Legislature this year addressing the sales tax distribution formula. Mr. Bullock replied that those bills come up every year. The 50/50 formula was approved after two years of debate, and ULCT doesn't plan to take up the issue again.

Mr. Bullock explained that ULCT used State-audited financial data from UT-2 forms from all municipalities in the state to create the data points they're using with the Legislature. They have historical data from the past twenty years. They used 2011 data because that's the last year that UT-2 forms were used. ULCT's database doesn't bridge yet to the Uniform Chart of Accounts now used by the State.

Councilmember Ireland asked what the General Fund revenues that supplement the B & C road funds are used for, specifically the $635,000 in fiscal year 2011. Asst. City Administrator Paul Jerome said they covered road improvements in The Woods subdivision, pulverize and overlay for several roads, salt pads, and the Ranches Parkway project.

Steve Mumford, Planning Director, stated that the City has just updated the Transportation Master Plan and is working on a Bike and Pedestrian Master Plan. With both, they've looked at the use of trails and bike lanes. Eagle Mountain's main roadways have narrow shoulders, so a lot of bikers are using trails. This increases trail maintenance costs.

Mayor Pengra stated that he's concerned about the lack of an identified mechanism to track the use of transportation sales tax funds. Mr. Bullock said that ULGT would not object to an auditing mechanism being written into the transportation funding plan.

Councilmember Burnham was concerned that the Legislature is inclined to take away local control of government. She encouraged Mr. Diehl and Mr. Bullock to fight to make sure the funds stay locally controlled. Mr. Bullock appreciated that feedback and said that's the reason ULCT has requested the municipalities to enact a transportation funding resolution. So far, it's been approved by approximately fifty municipalities and more are considering it.

Councilmember Westmoreland asked what the Legislature's other priorities are this year. Mr. Bullock responded that the statewide issues are Medicaid expansion, the Governor's budget proposal to sharply increase education funding, and the prison relocation. Local government priorities are transportation,

water change applications, police body cameras, and land use. Municipal control of business licensing will also be an issue.

2. CITY ADMINISTRATOR INFORMATION ITEMS – This is an opportunity for the City Administrator to provide information to the City Council. These items are for information and do not require action by the City Council.
   A. Discussion – Landscaping along Pony Express Parkway
   B. Update – Cemetery street signs and monument entryway

Mr. Pili invited Brad Hickman, Parks and Recreation Director, to discuss landscaping along Pony Express Parkway and give an update on the cemetery.

Mr. Hickman told the Council that the Development Review Committee wanted some direction as to what type of landscaping they want along Pony Express Parkway and whether they want it to be consistent along the Parkway corridor.

Councilmember Burnham suggested that new landscaping emphasize water conservation, but still look good. She didn't want it to be all rocks, but not planted with a lot of grass and other high-water-consumption plants.

Councilmember Ireland didn't want a lot of vegetation planted in places where it will need to be pulled out for road expansion. He wanted low-maintenance landscaping, as well as deep irrigation for trees.

Councilmember Westmoreland thought that variegated rock landscaping with some native vegetation would look attractive, with more rocks at high points and more vegetation at low points.

Mr. Hickman pointed out that rock areas need to have a lot of chemicals applied to keep weeds down. Chemicals are about as expensive as watering.

Mr. Hickman said that much of the street landscaping in The Ranches was installed in the City's infancy, without thinking of how much the trees would grow and create visibility issues. Many trees were planted that died because they weren't right for the area.

Mayor Pengra asked if there are any organizations that would partner with the City to fund a landscaping plan for the entire corridor, due to the historical significance of the Pony Express Trail.

Councilmember Westmoreland asked why so many trees are dying in the City. Mr. Hickman said the trees most likely to grow in this area are willows and cottonwoods, which are nuisance trees. The soil here is so alkaline that it's hard to find other trees that will grow. The weather extremes, below zero in the winter and over 100 degrees in the summer, always work against trees.

Mr. Mumford asked if staff should create a landscaping standard, perhaps by including funds in the next budget for a landscape architect.

Regarding the cemetery, the sod is installed and an entrance sign with the rules and regulations has been installed. There are also directional signs placed around the City. The Cemetery Board voted to call the road Cemetery Road temporarily. They would like to change the name in the future, when a monument is installed.

Mr. Pili asked Economic Development Director Ikani Taumoepeau to make a presentation. Mr. Taumoepeau informed the City Council that he applied for a National Parks Service grant, administered by the State, for playing field lights and for pavement for a parking lot. The project cost is $578,000 and the State will grant $289,000. The grant requires that the land remain dedicated to outdoor recreation. If the land is sold at any time in the future, the grant will have to be repaid. Mr. Taumoepeau explained what the project would cost and what it will look like when it's completed.

Mr. Pili expressed appreciation for Mr. Taumoepeau taking the initiative of finding and applying for the grant. There was some concern about whether the City should be paying for field lights, so he found another way. If the Council has concerns about accepting the grant, including the fact that it will involve other costs such as an environmental assessment, he asked them to let him know early in the process.

3. AGENDA REVIEW – The City Council will review items on the Consent Agenda and Policy Session Agenda.

12. Water Plan Resolution

Councilmember Ireland pointed out a typo on page 8. David Norman, Public Works Director, said he found that error, too. He suggested adopting the resolution with a condition that the error be corrected, as well as a similar error on page 13. The resolution needs to be adopted so the City will be in compliance with State law.

13. Mid Valley Park Rename

Councilmember Ireland said he loved the idea of a memorial park and that the City recognizes Sgt. Wride as part of that memorial. He wanted to know if the name should indicate that it's a memorial to all who die in the line of duty. He wanted to know how far along the City is in the process of naming the park specifically for Sgt. Wride. Mayor Pengra said the process of naming the park for Sgt. Wride is pretty far along. Councilmember Bradley said a memorial area is planned for the park, which could memorialize anyone else.

4. ADJOURN TO A CLOSED EXECUTIVE SESSION – The City Council will adjourn into a Closed Executive Session for the purpose of discussing reasonably imminent litigation and the purchase, lease or exchange of real property pursuant to Section 52-4-205(1) of the Utah Code, Annotated.

No Closed Executive Session was held. Work Session was adjourned at 6:49 p.m.

7:00 P.M. POLICY SESSION – CITY COUNCIL CHAMBERS

ELECTED OFFICIALS PRESENT: Mayor Chris Pengra, Councilmembers Adam Bradley, Donna Burnham, Ryan Ireland, Richard Steinkopf and Tom Westmoreland.

CITY STAFF PRESENT: Ifo Pili, City Administrator; Paul Jerome, Assistant City Administrator/Finance Director; David Mortensen, City Treasurer; Jeremy Cook, City Attorney; Fionnuala Kofoed, City Recorder; Melanie Lahman, Deputy City Recorder; David Norman, Public Works Director; Chris Trusty, City Engineer; Adam Ferre, Energy Director; Steve Mumford, Planning Director; Kent Partridge, Building Official; Linda Peterson, Public Information Director; Eric McDowell, Sheriff's Deputy.

5. CALL TO ORDER

Mayor Pengra called the meeting to order at 7:13 p.m.

6. PLEDGE OF ALLEGIANCE

Boy Scouts presented a flag ceremony.

7. INFORMATION ITEMS/UPCOMING EVENTS

- **Sgt. Cory Wride Memorial Event –** The City will hold a memorial event to commemorate the 1st anniversary of the passing of Sgt. Cory Wride on Friday, January 30. The event will begin at 10:45 a.m. with a procession for the Wride family with Sheriff's Office and Unified Fire Authority vehicles traveling from Ranches Parkway and Wride Hwy to the entrance of Mid-Valley Park for the event, starting at 11:00 a.m. More details are on the City website, Events calendar. We invite residents to come out and show support for the Wride family and the Sheriff's Office.
- **Spring Soccer and Baseball Registration –** Registration for spring soccer and youth baseball will begin sometime next week. Please check the City website, Recreation tab for program details and online registration. You may also sign up for email notifications on the City website via the Stay Informed tab.
- **Christmas Tree Pick-Up –** If anyone has a Christmas tree at the curb awaiting pick up, please email our Parks Director Brad Hickman at bhickman@emcity.org, and they will be sure to pick it up.

8. PUBLIC COMMENTS – Time has been set aside for the public to express their ideas, concerns and comments.

Jared Gray, President of the Rodeo Committee, reported that the rodeo will be held on Friday, Saturday and Monday of Memorial Day weekend. Other scheduled events include the demolition derby on June 6 and Endurocross on July 4. The PRCA rated last year's rodeo excellent in every area. The Rodeo Committee has secured a contract with Bar T Rodeo for a 50% split of gate receipts, with no additional expenses. All the money the Rodeo Committee earns will be used for community projects.

Bruno Hunziker, a resident of White Hills, wanted the newer residents of White Hills to know that a previous administration was responsible for the Pole Canyon annexation, not Mayor Pengra's administration. He asked if the City can find a way to convince Cedar Fort to limit the operating hours of the crusher that runs near the subdivision during warm weather. Mayor Pengra said he has spoken to Mayor Anderson and suggested that 7:00 p.m. would be a reasonable time to require the crusher to stop for the day. He'll ask Mayor Anderson if there's been any response from the operator.

9. CITY COUNCIL/MAYOR'S ITEMS – Time has been set aside for the City Council and Mayor to make comments.

Councilmember Steinkopf
Councilmember Steinkopf welcomed everyone and thanked the Boy Scouts for the flag ceremony.

Councilmember Burnham
Councilmember Burnham encouraged White Hills residents to call or email Councilmembers with any thoughts they have concerning the White Hills sewer system.

Councilmember Ireland
Councilmember Ireland thanked the Scouts for the flag ceremony. He appreciated Jared Gray's presentation. He encouraged the White Hills residents at the meeting to share the information they get with their neighbors who aren't at the meeting.

Councilmember Westmoreland
Councilmember Westmoreland welcomed everyone attending the meeting.

Councilmember Bradley
Councilmember Bradley thanked the Scouts for the flag ceremony. He encouraged residents to be involved in the City budget process, which is now underway. He reminded everyone that the Legislature will be in session starting next Monday. It's important to be aware of issues that affect the City, especially this year, since the City is on the short list for the prison relocation.

Mayor Pengra
Mayor Pengra introduced the sewer discussion.

A. DISCUSSION – White Hills sewer system solution

Mayor Pengra stated that he had reviewed the Pole Canyon annexation agreements. According to the agreements, the water system and the sewer system both needed to be brought up to City standards. The sewer system is essentially a lagoon, which has failed. The agreements are fairly complicated and the responsibilities of each party aren't completely clear. The City has been working with the developer to find a solution that will work well for all parties.

Jeremy Cook, City Attorney, explained that the City, in cooperation with the developers, applied for a loan and grant from the State to fund the expansion of the sewer system. The State offered a $490,000 loan and a $600,000 grant. The funds were sufficient to construct a pipeline from the lagoon to the City's wastewater treatment plant. The agreement with the State requires the City to adopt a bond parameters resolution, including an estimated White Hills sewer rate. Based on the debt service of the loan, the existing treatment charge, and operation and maintenance on the system, the estimate for the sewer rate was $58.14. White Hills residents felt that the amount should be much closer to the $43.00 rate paid by City Center residents. The City discussed the issue with the developers, who felt that they had already spent enough time, money and effort on the sewer system and weren't responsible for any further corrections. However, they were willing to look at possible solutions. After several months of negotiation, the City and the developers agreed that, since the system was originally engineered for White Hills only but had some excess capacity built in, the developers would pre-pay a number of future connections. The developers also agreed to pay a fee of $5,300 per connection to reduce the grant cost.

The City is negotiating with the State to convince them to approve this agreement without reducing the grant amount. If the negotiation with the State is successful, the monthly rate will be approximately $45.00. City staff is discussing whether operation and maintenance costs can be adjusted to reduce the rate to $43.00, but the State is unlikely to approve a rate lower than $45.00.

Mayor Pengra gave a brief summary of the solution to the sewer system issue. The agreements allow the City to participate in the funding mechanism of the system if the developers are unable to find other funding mechanisms. Because the funding from the State is a grant/loan, the grant is money given by the State with no repayment requirement. That reduces the cost of the system, but still requires the residents to pay $58.14 per month. The agreements could be read to say that the residents are entirely responsible for the costs, or that the developers have to participate. The developers have decided to participate in the cost of the system by paying towards the installation of the sewer line. The line will have enough capacity for additional connections to new construction. The developer would normally pay to connect to the system as the houses are built. He has agreed to pre-pay the required amount, rather than waiting. That brings the residents' cost down to $45.00 per month.

Mayor Pengra invited residents to ask questions.

Luke Pannell expressed appreciation for the City's help in solving the problem. He read the agreement four years ago and found that it contradicted itself in multiple places. It did state that Pole Canyon Investment Group would pay 100% of the cost of the sewer line. He asked how many connections the developer is pre-paying for.

Mr. Cook explained that the developers will pre-pay for 87 connections, which is the capacity in the sewer line above the 115 existing homes. The 87 connections include the 20 for the future Pole Canyon subdivision, Phase 1. They will have to pay some other costs, such as an additional vault.

Mayor Pengra clarified that the section of the agreement referring to PCIG paying for 100% of the sewer line referred to a 30" line and pumping station leading to numerous new houses, which White Hills would connect to. With the downturn of the economy, those houses weren't built. The City could sue the developers to abide by that agreement, but that would take a lot of time without providing a solution. The existing sewer system has already failed. The State would be levying heavy fines on the White Hills Special Service District if the system wasn't in the process of being purchased by the City.

Bruno Hunziker asked why the State is getting involved. The county approved the system without any inspection or involvement by the State. Mr. Cook explained that whatever happened when the system was built, the Division of Water Quality has jurisdiction over the system and over levying fines. That's why the Division is willing to offer a grant and loan to repair the system. He said that many small sewer systems were created in the same way.

Mayor Pengra said he could definitely look at the history of the system. However, it's not likely that anyone could prove how the system was inspected, and it would only delay resolving the problem without providing any real benefit to the residents.

James Crandall, a resident of White Hills Country Estates, wanted to make clear that his subdivision is not on the sewer system. If something comes up that could involve them, they would like to be notified.

Mayor Pengra stated that the City will inform residents of what happens, and asked that those who read the information will share it with their neighbors.

Mr. Cook noted that many White Hills residents feel that the developers should bear more of the cost of resolving this issue. He wanted them to know that the developers are very unhappy with this solution. It took many meetings and a lot of pressure to convince them to agree to this.

Mayor Pengra pointed out that the developers have a different interpretation of the agreement. He felt the developers should get some credit for cooperating with the City to find a solution.

CONSENT AGENDA

10. MINUTES
    - A. December 10, 2014 – Special City Council Meeting
    - B. January 6, 2015 – Regular City Council Meeting

MOTION: ***Councilmember Burnham moved to approve the Consent Agenda. Councilmember Ireland seconded the motion. Those voting aye: Adam Bradley, Donna Burnham, Ryan Ireland, Richard Steinkopf and Tom Westmoreland. The motion passed with a unanimous vote.***

SCHEDULED ITEMS

11. RESOLUTION – Consideration of a Resolution of Eagle Mountain City, Utah, Encouraging the State of Utah to Address Comprehensive Transportation Funding.

The League of Cities and Towns has requested that member cities and towns adopt a resolution that encourages the State of Utah to address comprehensive transportation funding. Utah's population is expected to grow by 1 million residents by 2040 and there is a need to develop transportation options to include bike lanes, multi-use paths, off-road trails and transit in addition to roads. Comprehensive transportation will reduce private vehicle use which will improve air quality. Alternative transportation options and investing in trails, bike lanes, sidewalks and multi-use paths will improve personal and community health. A transportation funding option would allow for a statewide implementation of a quarter cent ($0.0025) local options sales tax to be used for transportation to satisfy current and future transportation needs.

MOTION: ***Councilmember Bradley moved to table a Resolution of Eagle Mountain City, Utah, encouraging the State of Utah to address comprehensive transportation funding. Councilmember Westmoreland seconded the motion.***

Councilmember Bradley stated that he saw this as agreeing with a lobbyist organization that the Legislature should raise taxes. He'd only had the resolution for a week and had more research to do and numbers to verify before he put his name on it.

Councilmember Burnham stated that the League had approved the draft resolution last September at their confernce. She asked whether Councilmember Bradley wanted to table the resolution until the next meeting or indefinitely. Councilmember Bradley said he could decide in two weeks.

AMENDED MOTION: ***Councilmember Bradley moved to table a Resolution of Eagle Mountain City, Utah, encouraging the State of Utah to address comprehensive transportation funding, until the next meeting. Councilmember Westmoreland accepted the amendment.***

Councilmember Ireland felt that the Council already had the tools to fund transportation at a higher level if it wanted to. The Council could already raise property taxes by going through the truth in taxation process. Most of the money in a 50/50 State sales tax split wouldn't come to the City. He doesn't have any problem with use fees, which is how he sees the motor fuel tax. He didn't like the idea of another sales tax. He sees it as a hidden tax, because people don't think about funding municipal government when they're making purchases.

Councilmember Westmoreland said he was uncomfortable with this proposal. Of all the messages cities could send to the Legislature, he didn't think this should be a priority. He felt there were issues with it that should be worked out. He was willing to look into it further, but he couldn't support it at this point.

Councilmember Burnham appreciated the comments that were made. She felt that municipal transportation is a local problem. Municipalities have been critical of the Legislature for not raising taxes and doing what needed to be done, but Councilmember Ireland's comments made her think that perhaps that needs to be done by the Council, as painful as that may be.

Councilmember Steinkopf said he wasn't in favor of an increase in the gas tax.

Mayor Pengra wasn't entirely sure where he stood on this issue. He felt that future transportation needs will be very different than what is needed now. He is on the Active Transportation Committee of the Wasatch Front Regional Council, which works on alternative transportation issues. The expense of adding bike lanes to already-congested roads is astronomical. Eagle Mountain is uniquely positioned to be ahead of the curve for much less effort. The recreational trails the City has now will be able to be used for commuting in the future when there are more businesses in Eagle Mountain. In developing the Master Bike and Pedestrian Plan, the City is deciding what it wants to have built and then codifying it. It would be wonderful if people could pay taxes on the exact services they use, but taxes don't work that way. He's not sure he wants this resolution to be adopted, but he's leaning towards it.

Those voting aye: Adam Bradley, Donna Burnham, Ryan Ireland, Richard Steinkopf and Tom Westmoreland. The motion passed with a unanimous vote.

Fionnuala Kofoed, City Recorder, said that Councilmembers who have specific questions can send them to Mr. Diehl. She can send them his email address.

12. RESOLUTION – Consideration of a Resolution of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Water Conservation and Management Plan Update.

This item was presented by Dave Norman, Public Works Director. In accordance with the State Water Conservation Plan Act, Eagle Mountain City is required to implement a Water Conservation & Management Plan and update it every five years. The City's last update was adopted in 2010. The overall goal of the legislation requiring this plan is to reduce water usage in the state of Utah. This update does not modify any existing City policy as it relates to water conservation.

There is one correction that needs to be made, which is found on pages 8 and 13. It's a reference to City Ordinance O-15-2004, which needs to be removed.

Councilmember Ireland found it interesting that the conservation plan from five years ago is exactly the same as the list in this update. He asked how Mr. Norman plans to find time to do

something other than update the numbers. Mr. Norman said he has an Assistant Public Works Director who can research the issue and discuss the areas that can be improved.

Councilmember Westmoreland asked if there have been any notable violations of the irrigation ordinance. Mr. Norman said the most common violation is watering between the hours of 10:00 a.m. and 6:00 p.m. He felt that the biggest offender is The Ranches HOA. Mr. Norman has personally brought it to their attention several times. He believed that, if it continues, the Code Enforcement Officer ought to write them a formal letter and move forward with some action. The HOA is a huge water user and sets a bad precedent for the residents living in the area.

Mayor Pengra felt the staff should have some additional conversations about the next step for that problem. Staff met with the HOA and they made improvements for a while. Then people were making adjustments to the timers and the gains were lost. Mayor Pengra had additional conversations with them, but only saw brief improvements. Mr. Norman said the landscaping manager recently left the HOA.

MOTION: ***Councilmember Bradley moved to adopt a Resolution of Eagle Mountain City, Utah, adopting the Eagle Mountain City Water Conservation and Management Plan Update, removing the reference to O-15-2004 on pages 8 and 13. Councilmember Burnham seconded the motion. Those voting aye: Adam Bradley, Donna Burnham, Ryan Ireland, Richard Steinkopf and Tom Westmoreland. The motion passed with a unanimous vote.***

13. RESOLUTION – Consideration of a Resolution of Eagle Mountain City, Utah, Renaming Mid-Valley Park to Cory B. Wride Memorial Park.

This item was presented by Mayor Pengra. On January 30, 2014, Sgt. Cory B. Wride of the Utah County Sheriff's Office – Eagle Mountain Division, was shot and killed in the line of duty. The City feels it appropriate to rename the Mid Valley Park to Cory B. Wride Memorial Park in honor of the service of Sgt. Wride, so that as the park and the City continue to grow, his sacrifice will be remembered by the community.

There will be a renaming procession and event on January 30. Linda Peterson, Public Information Director, has notified the schools. Those on the procession route have been invited to have the students go outside and be part of the procession. Frontier Middle School will help with the event. Black Ridge Elementary 6th grade students will write notes to put on balloons that will be released at the end of the event. Ms. Peterson has requested Frontier Middle School to allow parking in their parking lot, so people can be shuttled to the event in City vehicles.

Mrs. Wride and Sheriff Tracy will speak, and Lt. Governor Cox may attend. The event will be brief because the weather will be cold.

MOTION: ***Councilmember Westmoreland moved to adopt a Resolution of Eagle Mountain City, Utah, renaming Mid Valley Park to Cory B. Wride Memorial Park. Councilmember Burnham seconded the motion. Those voting aye: Adam Bradley, Donna Burnham, Ryan Ireland, Richard Steinkopf and Tom Westmoreland. The motion passed with a unanimous vote.***

14. MOTION – Consideration and Approval of Appointment of a City Councilmember as Mayor Pro Tempore.

This item was presented by Mayor Pengra. The City Council will appoint a Councilmember as Mayor Pro Tempore to cover for the Mayor in the event of his absence. Mayor Pengra asked Councilmember Ireland to serve as Mayor Pro Tempore.

MOTION: ***Councilmember Burnham moved to approve the appointment of Councilmember Ireland as the Mayor Pro Tempore of Eagle Mountain City. Councilmember Westmoreland seconded the motion. Those voting aye: Adam Bradley, Donna Burnham, Ryan Ireland, Richard Steinkopf and Tom Westmoreland. The motion passed with a unanimous vote.***

15. CITY COUNCIL/MAYOR'S BUSINESS – This time is set aside for the City Council's and Mayor's comments on City business.

None.

16. CITY COUNCIL BOARD LIAISON REPORTS – This time is set aside for Councilmembers to report on the boards they are assigned to as liaisons to the City Council.
    A. Board Liaison Assignments

Councilmember Bradley: Parks and Recreation Board, Public Works Board, Library Board, Senior Council
Councilmember Burnham: Economic Development Board, Military and Veterans Board
Councilmember Ireland: Youth Council
Councilmember Steinkopf: Cemetery Board
Councilmember Westmoreland: Planning Commission

Mayor Pengra stated that he didn't want City staff going to board meetings unless there are meaningful items on the agenda. He recommended quarterly meetings, with additional meetings scheduled as needed.

17. COMMUNICATION ITEMS
    A. Upcoming Agenda Items

18. ADJOURNMENT

MOTION: ***Councilmember Bradley moved to adjourn the meeting at 8:51 p.m. Councilmember Ireland seconded the motion. Those voting aye: Adam Bradley, Donna Burnham, Ryan Ireland, Richard Steinkopf and Tom Westmoreland. The motion passed with a unanimous vote.***

APPROVED BY THE CITY COUNCIL ON FEBRUARY 3, 2015.

Fionnuala B. Kofoed, City Recorder