

*Please note: These minutes have been prepared with a timestamp linking the agenda items to the video discussion.*



## **PROVO MUNICIPAL COUNCIL**

### **Work Meeting Minutes**

11:00 AM | March 10, 2026

Provo Peak Room

Hybrid meeting: 445 W. Center Street, Provo, UT 84601 or

<https://www.youtube.com/provocitycouncil>

## **Agenda**

### **Roll Call**

Council Chair Katrice MacKay, conducting  
Council Vice-Chair Craig Christensen (Excused)  
Councilor Gary Garrett  
Councilor Jeff Whitlock  
Councilor Becky Bogdin  
Councilor Travis Hoban  
Councilor Rachel Whipple  
Mayor Marsha Judkins

### **Approval of Minutes**

- February 10, 2026 Work Meeting

Approved by unanimous consent.

### **Closed Meeting**

Brian Jones, Provo City Attorney, presented the rationale for holding a closed session during the March 10, 2026 Work Meeting. He explained that there were four qualifying topics for the closed meeting:

1. discussions related to real property,
2. pending or imminent litigation,
3. deployment of security devices and/or personnel, and the
4. character or professional competence of an individual.

Councilor Whipple Moved to Close the meeting.

Councilor Bogdin seconded.

The motion passed: 5-0 (Councilors Hoban and Christensen excused)

## **Business**

### **1. A presentation regarding Flock Safety license plate readers (26-018)**

Police Chief Troy Beebe introduced the presentation team, which included Captain Robert Patrick and Captain Brian Taylor. Captain Patrick served as the department's manager and auditor for the automated license plate reader (ALPR) system.

Lily Ho, Flock Safety's public affairs manager covering western states, presented via remote connection. She explained that Flock Safety began in 2017 when founder and CEO Garrett Langley created license plate reader technology to address crime in his neighborhood. Ho noted that 70 percent of crimes involve a vehicle, making their technology effective for various crime types.

Ho described the Flock cameras as fixed devices mounted on municipal poles 12 to 14 feet high, facing public roadways. The cameras capture time and place information for vehicle rears, including license plates, state information, and make/model details. The system includes a "vehicle fingerprint" feature that captures vehicle characteristics for cases where only partial license plate information is available.

Regarding privacy and security, Ho emphasized that all data is stored on AWS GovCloud servers with end-to-end encryption and various certifications including FBI CJIS, SOC 2, NDAA, and FERPA. She stated that customers maintain full control over their data, including retention periods and sharing permissions, and that Flock does not sell or share data with others.

Ho addressed constitutional concerns, noting that approximately 60 case laws have consistently upheld license plate readers as constitutional since license plates are government documentation meant to be viewed publicly. The clusters of cameras do not constitute tracking of personal habits or locations.

Captain Taylor explained the AI search feature's benefits, sharing an example of a serial suspect case where the system helped identify a specific white truck with a stainless steel toolbox from victim descriptions. This allowed police to focus on one vehicle rather than making numerous investigative stops on similar vehicles.

Captain Patrick demonstrated the transparency portal on the Provo City website, showing that within the last 30 days, officers had conducted 84 searches, each requiring a case number and reason. The department conducts monthly audits to ensure proper usage according to Provo City policy.

Chief Beebe presented several case examples where the system proved valuable:

- A hit-and-run fatality at 500 West and Center Street was solved by 11:00 AM after a 4:27 AM incident using grocery store footage and ALPR data to identify a white van
- A sexual assault case involving an officer impersonator from Utah County was solved using the system to identify the suspect vehicle following the victim

- Multiple vehicle theft cases were resolved using ALPR alerts
- A kidnapping case involving a stolen vehicle where the passenger wanted out was solved using the system

Chief Beebe made an emotional appeal to the Council, asking them to consider which family member they would not want protected if the system were removed. He emphasized that this is about serving real victims, not government surveillance.

Councilor Whitlock asked about data protection policies and processes. Captain Patrick explained the multi-factor authentication requirements and various encryption protocols used by Flock. He described the National Lookup Program, which allows participating agencies to search license plate data nationwide while maintaining audit trails. The system has a 30-day retention policy, after which data is automatically expunged.

Councilor Whitlock also asked about the nature of captured data. Captain Patrick compared it to trail cameras, explaining that the system takes photographs when vehicles pass by, attaching metadata including camera location, date, and time before encrypting and sending to cloud storage.

Councilor Bogdin mentioned that the city's cybersecurity team leader wanted independent verification of Flock's security patches and updates. Captain Patrick confirmed that Flock uses third-party auditors and would provide that information for verification.

## **2. A presentation regarding the FY2027 Budget: Police (26-001)**

Captain Taylor, representing Police Chief Beebe, presented the police department's budget priorities for FY2027. He emphasized that the department's mission requires maximizing resources and focusing where needed to work with citizens, improve quality of life, and stop crime.

The department requested two main items: body worn camera and in-car camera systems, and personal protective equipment.

Captain Taylor explained that the current contract with Axon Corporation for body worn cameras expires at the end of June 2027. The department previously had an in-car camera system that was outdated when they moved to the current building, and installing it would have required antiquated equipment in the new facility. They discovered that body worn cameras and in-car cameras serve different purposes and both are needed.

Body worn cameras capture events from an officer's perspective, protecting officers and the city from false claims while supporting criminal investigations and capturing victim statements in chaotic situations. In-car cameras provide an objective third-party view, particularly valuable for DUI investigations and field sobriety tests, and can capture driving behavior during traffic stops.

The preliminary quote from one corporation for both systems showed a \$107,000 increase for a new five-year contract. An active request for proposals was published on the state purchasing network with bids due April 2nd.

For personal protective equipment, Captain Taylor requested \$89,400 for ballistic inserts, explaining that the department had 90 expired rifle-rated flexible panels. The request would equip 60 officers this year, focusing on patrol division first, with the remainder covered over the next two years through normal armor budget. The new products are thinner, lighter, more flexible, and last 10 years instead of 5, but are more expensive than older systems.

Chair MacKay asked whether these requests would be in the budget or require appropriation. Captain Taylor confirmed the camera system would be a budget increase while the armor would be an appropriation.

Councilor Whipple asked about scheduling for armor replacements. Captain Taylor confirmed they maintain a replacement schedule and are trying to distribute purchases so they don't all come due simultaneously. He explained they're replacing 12 standard vest systems on a scheduled five-year cycle and expect to buy 10 more for new hires.

Heather Perkins, Manager of the Provo City 911 Center, presented on the 911 Metro Communications component of the police budget. The 911 center is a consolidated dispatch center providing services for three police departments (Provo, Orem, Lindon) and two fire departments (Provo, Orem), under a cooperative agreement. The center handles a high call volume, including 227,747 phone calls last year, with specialized radio channels for various departments. Funding is derived roughly 34% from state 911 surcharge taxes, with the remainder split between Provo and Orem cities based on population and call volume. Perkins requested an addition of two full-time staff positions to enable a secondary fire response radio channel during peak hours, improving dispatch capacity for fire incidents that rapidly generate heavy radio traffic. The cost of these positions (~\$186,000) is shared proportionally by participating cities. The presentation emphasized improved service capabilities, operational challenges, and cooperation between municipalities served by the center.

### **3. A presentation regarding the FY2027 Budget: Mayor's Office (26-001)**

Chief Administrative Officer Scott Henderson presented the Mayor's Office budget, noting it includes the same staffing as the previous year and represents continued efforts to operate lean and efficiently. The department had previously reduced staff by eliminating an assistant CAO position, part-time staff, and marketing/social media positions while reassigning duties.

Henderson reported one change: converting one office assistant position to an analyst position to better match the staff member's actual work, accomplished on a revenue-neutral basis by repositioning existing staff according to skills and departmental needs. The budget includes media services under new Communications Director Barb Smith.

The budget covers intergovernmental relationships including memberships in League of Cities and Towns, Mountain Land Association of Governments, Utah Valley Chamber of Commerce,

and District Court Fee Program. Henderson noted they don't yet know if there will be fee increases but are prepared to absorb them or find other opportunities if needed.

Councilor Bogdin asked about MAG fees appearing in both the Mayor's Office budget and CIP. Henderson explained that the Mayor's Office covers organizational membership while CIP likely shows MAG as a funding source. Henderson said that he hoped that these intergovernmental organizations don't hold to the same budget standards as the cities they represent, often increasing fees when member cities maintain status quo budgets.

Early accomplishments include community outreach improvements, refining Provology to create more experience-based learning with better educational flow and implementing office hours where the Mayor meets with citizens every Thursday. Henderson compared this to professor office hours, providing consistent contact opportunities that are more efficient than extended conversations throughout the day.

The department has no unfunded needs, no supplemental or appropriation requests for 2027, and no major changes to fees and charges. Henderson reported the 2026 budget was approximately \$2.1 million, with three-quarters being staffing costs and approximately \$250,000 for intergovernmental organization memberships.

#### **4. A presentation regarding the FY 2027 Capital Improvement Plan Report (26-019)**

Budget Analyst Andrea Wright provided the introduction, explaining the CIP is divided into funded projects and partially funded/unfunded projects. She noted that departments would present in order: Airport, Energy, Library, Parks & Recreation, and Public Works.

##### **Airport**

Airport Director Brian Torgersen explained that many airport projects are attached to grants and FAA funding, so projects aren't shown as funded until grants are approved and signed. This prevents premature budget authority while allowing expense budget additions later when funding is secured.

For the partially and unfunded projects, Torgersen detailed the status:

- Preventative runway maintenance and runway lighting projects have FAA grants that will be issued shortly, with projects beginning within the next month
- Phase 2 terminal expansion is ongoing under construction with received FAA, county, and state funding
- Phase 3 and 4 design is in progress, funded through county tax dollars, with bids opening April 18th for subcontractors
- Solar removal equipment building is under construction, partially funded by FAA grants and an interfund loan from the energy department
- Tower equipment is aspirational, awaiting potential FAA grant award
- Future projects like reconstructing and expanding north apron depend on grant awards

The \$3 million airport facility improvement item in funded projects serves as a repository for surplus revenue to cover local match requirements for FAA grants. As the FAA reduces acceptance of land purchases for matches on competitive grants, the airport needs cash available for approximately 10 percent local matches on larger projects.

Councilor Whitlock asked about the funding mechanism. Torgersen explained that surplus revenue above budget automatically flows into CIP, building over time to pay local matches without requiring individual Council appropriations.

## **Energy**

Councilor Bogdin, serving on the energy board, explained that the department had been saving for years to fund current projects. Interim Director Tad Smallcomb noted they save for large projects that can't be funded in any single budget year.

The major budget item of \$35 million for transmission construction represents years of set-aside funds for projects like the Gillespie substation and Draper substation changes. After these projects complete, the budget will drop significantly and build back up for future large projects, avoiding cramming multiple major projects into single years.

## **Library**

Library Services Director Carla Gordon presented the library's CIP, focusing on elevator replacements. The library has elevators that are 25 years old, with parts no longer manufactured and increasing repair difficulties. They're replacing elevators strategically: first, one where people regularly get stuck, and second, the academy building elevator that provides the only access to the attic and ballroom spaces.

The elevator in the academy building replacement must be scheduled a year in advance because replacement takes 4-6 weeks, during which they must stop renting the ballroom and attic spaces. Other elevators are being phased over future years as they're not currently problematic.

Ms. Gordon also explained the boiler replacement, noting the 25-year-old system requires significant maintenance and could fail catastrophically in winter. While the payback period is 9-18 years based purely on energy savings, the replacement provides reliability and eliminates maintenance issues.

Councilor Whitlock asked about emergency replacement risks. Ms. Gordon confirmed this risk exists for elevators not yet scheduled for replacement, though they're prioritizing based on current condition and necessity.

## **Parks & Recreation**

Parks & Recreation Director Doug Robins and Project Manager John Bunderson presented their CIP items. Bunderson announced two significant grant awards: \$750,000 from the state office of

outdoor recreation for Fort Utah Hills Park, and \$805,000 from the Land and Water Conservation Fund (40% of their \$2 million request) for restroom and playground replacements.

The grants create challenges because partial funding throws off overall project planning. The Fort Utah Hills Park parking expansion alone needs approximately \$1.2 million initially with potential additional \$800,000 for full build-out, but they're missing funding for this critical component. Parking problems on Geneva Road create safety concerns and resident complaints.

For the Memorial Park restroom project, the department decided against comprehensive studies in favor of directly installing a needed restroom, with project managers fine-tuning cost estimates. Community feedback will be gathered during the process, with potential future master planning when funding becomes available.

Robins explained that this approach represents "meet expectations" endeavors rather than pursuing unfunded comprehensive projects that might not match available resources.

Councilor Whitlock asked about the master plan update. Robins explained they're moving to more consistent annual impact fee analysis, which requires updated level of service analysis from the master plan. This creates better sequencing where master plan updates inform impact fee facility plans, with both scheduled for next fiscal year and annual updates thereafter.

Regarding upper Bicentennial Park, Robins noted they moved the project one year to allow proper public feedback and neighborhood design committee processes, followed by seeking outside funding sources before construction begins.

Mayor Judkins recognized that this was Robins' last meeting, with his final day the following Thursday, and thanked him for his service.

## **Public Works**

Public Works Director Gordon Haight presented various division budgets.

For roads, most items were similar to previous years with overlays moving through the system. The 2026 street overlay was removed because it represents current year funding, while 2031 street overlay was added.

For engineering projects, Haight confirmed that MAG fees appearing here make sense because the department receives funding from MAG and uses it to pay annual fees, providing clear approval and understanding of the payment process.

For school sidewalks, specific project details weren't listed in the CIP but were provided in a separate capital project list update emailed to Council.

Councilor Bogdin asked about West Side Sewer. Public Works Business Manager Jimmy McKnight explained this covers the trunk line on Lakeview Parkway from 620 North to the Northwest Loop Station, broken into two phases: the first getting to just south of the high school

for about \$4 million, and the second completing the route to the Northwest substation for \$5 million.

The project addresses the area where they haven't finished full-width Lakeview Parkway due to the missing sewer trunk line. After installation, they'll consider timing for completing the five-lane road, though this may wait until capacity demands require it.

## **Stormwater**

Public Works Division Director Shane Winters explained that Franklin area improvements represent a shift in approach based on updated master plan analysis. Instead of flowing stormwater south across the railroad with large detention basins in parks and school areas, they're now planning to flow west with a linear detention basin along already-owned railroad property. This approach is less expensive and can be completed more quickly.

For the Quail Orchard Park infrastructure, Mr. Winters explained that the northeast area remains problematic as everything flows to Canyon Road, which is at capacity. New development and annexation in the northeast area moved this project up in priority. The solution involves pushing stormwater down Foothill to the river instead of south, utilizing previously installed large pipes.

For Buckley Draw, the \$250,000 covers bringing flow underneath Slate Canyon Road into the park temporarily through a pipe system, with coordination with park development plans for permanent routing through the park to the stormwater system.

The \$60 million levy project in unfunded items represents a far-future solution for FEMA compliance issues causing some homes to require flood insurance due to uncertified levies. Haight noted they're aggressively seeking grants for this project, as it won't be city-funded if pursued. There are homeowners along the river who would prefer to pay flood insurance rather than remove vegetation through levy reconstruction.

## **5. A resolution amending the 2026 Provo standard drawing details and 2026 Provo City public works department development design standards due to changes in the minimum street width requirements (26-020)**

Public Works Director Haight presented three options for street width standards, noting extensive previous discussion. The Council had previously discussed Option 2, which keeps 24-foot sections for infill and hillside properties under 400 feet with fire marshal approval, though "infill" needed better definition.

Option 3, which Public Works staff recommends, adds fire marshal approval to the design process while maintaining flexibility for different subdivision types. Haight argued this provides developers flexibility to serve different markets and helps residents find neighborhoods they'll enjoy, rather than enforcing cookie-cutter development patterns.

Development Services Director Bill Peperone noted that in hillside environments, narrower roads can substantially minimize environmental impact compared to wider roads requiring more extreme cuts and fills.

Councilor Bogdin questioned whether 24-foot roads might permit development further up hillsides. Haight and Peperone clarified that development boundaries are set by property ownership, service areas, and 30 percent slope requirements regardless of road width. Narrower roads simply reduce cuts and fills for reaching developable areas that would be developed anyway.

Councilor Whitlock asked about staff's preference for Option 3. Haight explained this provides maximum flexibility for subdivision design while maintaining fire marshal oversight, allowing accommodation of different housing types and buyer preferences.

Councilor Hoban expressed concern about enforcement viability for parking restrictions on narrow streets, noting the challenge of patrolling numerous streets to ensure one-side parking compliance and citing examples where other cities abandoned enforcement.

Councilor Whipple confirmed that staff didn't believe the 24-foot width had been abused in implementation.

City Attorney Jones noted that an ordinance draft with all three options was prepared, allowing Council to delete unwanted options through motion.

**6. An ordinance amending the zone map classification of real property, generally located at 1507 S 180 E, from the planned industrial commercial (PIC) zone to the planned industrial commercial data center overlay (PICDC) zone (PLRZ20250622)**

City Planner Dustin Wright presented the data center overlay zone application for property currently zoned planned industrial commercial. The applicant originally considered on-site power generation but moved away from that approach, now planning to use Provo City grid power and proffering this limitation in a development agreement.

The applicant also proffered a closed-loop water system to address water usage concerns typical of data centers. Planning Commission raised concerns about potential sludge discharge when the closed-loop system requires periodic water changes. Mr. Wright noted the applicant would use a third party for this service rather than discharging into the city system, and this provision could be added to the development agreement.

Mr. Wright provided a quick overview of the project and site plan, noting the shift away from on-site power generation as a key change through the process.

**7. A presentation regarding the FY2027 Budget: Fire (26-001)**

Fire Chief Jeremy Headman presented the fire department's budget, highlighting several accomplishments and requests.

Department accomplishments included the WUI (Wildland Urban Interface) program cleaning 281 cubic yards of debris throughout the city, and successful fire suppression along the Bonneville Shoreline Trail where clearing work helped stop two fires this year. The fire prevention office conducted numerous business inspections, investigated 57 fires, and tested 80 percent of hydrants. The department acquired two new engines and a new FAA-funded airport rescue firefighting truck and ambulance.

The department is conducting a heavy rescue school starting in late March, teaching technical rescue skills including confined space, trench rescue, and high angle rescue to a county-wide team of about 30 participants with seven from Provo.

Eight firefighters were sent to paramedic school using successful budget appropriations from the previous year. The department deploys wildland teams throughout the country for 14-day assignments, which helps prepare local firefighters for Wasatch Front wildland fires.

For budget requests, Mr. Headman noted that nine firefighters hired with the SAFER grant will see that grant expire in March, with roughly \$600,000-650,000 remaining to reapply for funding through fiscal year 2027 and potentially into fiscal year 2028.

The department requested hiring three new firefighters to reduce overtime costs by the equivalent amount. These positions would provide depth on each shift to handle paramedic school time off and sick leave without requiring overtime backfill.

For equipment, the department requested \$36,000 for one-time PPE purchases for new employees, \$9,000 for iSimulate cardiac training software, \$115,000 for five ventilators to replace 15-year-old units difficult to service, and \$4,800 for new airway bags to ensure consistency across all stations.

For training, they requested \$11,000 total: \$8,000 for two Connex storage containers for training props at Station 3, and \$3,000 for training mannequins.

The department generates revenue through EMS standbys for BYU events, marathons, and other city events, plus deployment billing. Current fiscal year revenue totals \$293,000, though they've billed closer to \$500,000. This revenue funds the WUI program along with covering deployment costs including overtime for 14-day assignments plus travel time.

Mr. Headman emphasized the department's strong employee retention due to competitive pay, merit steps, COLA raises, and positive culture that attracts experienced firefighters from other departments.

Councilor Whitlock asked about deployment revenue and costs. Headman confirmed the \$293,000 was lower than the previous year and represents typical revenue levels, with associated overtime costs for extended deployment periods.

## **8. A presentation regarding the FY2027 Budget: Human Resources (26-001)**

Human Resources Director Daniel Softley reported that the department is making do with its current budget without unfunded needs, supplemental requests, or budget constraints. While third-party vendor costs for services like drug testing and background checks periodically increase, the department offsets these through efficiency improvements.

As an internal service fund, Human Resources focuses on maximum efficiency since revenue collection opportunities are limited. Softley highlighted several efficiency strategies, including regularly bidding service renewals. A workers' compensation renewal saved \$160,000 last year by switching vendors based on competitive bidding.

Benefits renewal rates are beating national trends, with the Millman Index showing 6.1 percent increases nationally while Provo's renewal is trending below that level, reflecting employees' smart medical decisions. This performance contrasts positively with other agencies experiencing above-index increases.

A decreasing line item helps the budget: employees hired before 1987 who carried medical insurance coverage until age 65 for themselves and spouses are aging out of the program as time passes since 1987.

The department signed with an AI vendor for Workday support, allowing staff to input configuration questions and receive education on solutions, significantly reducing traditional support staff needs.

Key performance indicators show full-time turnover trending downward, along with turnover for other employment. The department reduced days from position closure to selection by six days and continues conducting executive recruitments in-house, saving \$20,000-25,000 per search compared to consultant costs.

In fiscal year 2026, the department completed the annual grade study, implemented 2.5 percent COLA, and provided annual merit raises. They changed workers' compensation carriers (saving money), reconfigured health insurance to self-funded plans (saving \$80,000 in dental), achieved 0 percent increase on stop loss premium (avoiding potential \$250,000 in additional costs), and enhanced 401k benefits for non-social security participants in public safety.

The wellness program secured an additional \$20,000 in credits from negotiations, allowing expansion of the summer wellness program that doubled participation.

Mr. Softley praised the payroll staff for stellar performance, noting accurate and efficient processing and successful URS audits. The department renewed their Workday contract for three years at less than current costs through configuration changes and implemented AI to reduce tech support costs.

Councilor Whitlock thanked Mr. Softley for finding smart efficiencies as a good example for the organization.

## **9. A presentation Regarding the FY2027 Budget: Legal (25-001)**

City Attorney Brian Jones presented the legal department budget, praising his team for creating a fantastic work atmosphere. The department is divided into three divisions and serves as an internal service department supporting the rest of the city.

The department participates in every major city initiative, working on documents, agreements, and partnerships. Recent accomplishments included a major trial victory in a case that lasted 16 years and success in claims recovery where they file claims against others for city property damage.

Budget-wise, the department is primarily personnel-focused. Mr. Jones showed a 30-year budget graph adjusted for inflation, demonstrating efforts to do more with less. Personnel levels have remained mainly flat except when taking on additional duties.

Mr. Jones raised concerns about AI technology's impact on the legal system. While the department uses AI for legal research efficiency, requiring vetting of results and editing of documents, opposing parties increasingly use AI without similar oversight. This creates dramatically increased workloads as pro se litigants now file hundreds of pages of AI-generated documents that appear credible until researched.

Mr. Jones cited one case with over 100 filings by an unrepresented party in three months, compared to typical 3-4 filings. Criminal appeals have increased six times over previous numbers. The problem affects day-to-day business beyond litigation, as responses to legal answers now generate AI analyses requiring additional research and response.

This nationwide problem affects courts, with every Utah County city attorney reporting similar experiences. Mr. Jones anticipates courts will eventually need to limit filing types to maintain efficiency, though this could reduce rather than increase legal system access despite initial appearances.

Councilor Whitlock asked about AI solutions. Mr. Jones noted they can process AI arguments faster using AI tools, but maintain ethical responsibilities for accurate work while opponents don't face similar constraints. The department uses AI to help but cannot rely on it exclusively.

Mr. Jones expressed concern that after two years of saying AI reduces staffing needs, the trend now suggests potential increased personnel requirements.

## **10. A presentation regarding the FY2027 Budget: Customer Service (26-001)**

Customer Service Director Amanda Ercanbrack presented with Business Analyst Laramie Gonzales. The department is well-aligned with no unmet needs, underfunding, or supplemental requests needed.

Department goals remain consistent with previous years, focusing on maintaining service levels for residents and callers. They've modified community involvement from volunteer work like

trail adoption and Food and Care Coalition to acting as a conduit helping people access services like 2-1-1 and other community resources, inspired by the Mayor's vision.

Accomplishments include software upgrades (hopefully unnoticed, indicating smooth implementation), two new certified business licensing officers, and department recognition.

Mr. Gonzales detailed the budget structure across five divisions: administration, billing, IT, call center, and business licensing. The main challenge involves third-party maintenance and software contracts experiencing 6-8 percent annual increases. Through consolidation and reallocation, they absorbed these increases while maintaining net zero operational budget increase.

The budget breakdown shows billing and IT consuming two-thirds (\$800,000) of the \$1.2 million operating budget, primarily for maintenance contracts including utility bill printing and digital archiving services performed outside customer service. Total customer service budget including chargebacks and personnel approaches \$4.3 million.

The department hasn't requested supplementals for several years, focusing on sustainability by working within available resources and finding internal efficiencies for improvements.

Councilor Whipple asked about budget shifting from IT to administration. Mr. Gonzales explained that a new executive office assistant from another city brought different approaches to expense categorization. They consolidated divided training expenses into single line items and combined maintenance contracts that were unnecessarily split across divisions, moving from cost accounting principles toward standard government philosophy while maintaining efficiency.

## **11. A presentation regarding the FY2027 Budget: Council Office (26-001)**

Council Executive Director Justin Harrison presented the proposed FY2027 council office budget, noting it should be the easiest presentation. The budget breakdown shows 82 percent personnel, 15 percent operating, and 3 percent chargebacks to internal service departments.

The proposed budget contains no new supplemental requests, with operating budget remaining relatively flat and implementing permanent cuts from the previous year's budget. Chargebacks also remained flat.

Personnel budget increases reflect anticipated 2.5 percent performance-based merit increases budgeted citywide for positive employee performance reviews. The budget also reflects compensation adjustments from updated job descriptions creating better position alignment, implemented last year.

The elected official compensation commission, which meets every four years, implemented compensation changes for mayor and council in the first pay period of January. Since this only affected half of the current fiscal year, the coming fiscal year shows the full implementation effect.

Legislative accomplishments spanned housing, infrastructure, and redevelopment policy areas. The Council adopted the \$319 million FY2026 budget, advanced impact fees, made Title 14 changes through rezones and ongoing zoning rewrite, and strengthened health and safety housing standards.

Looking toward FY2027, the council office is coordinating budget priorities including housing data collection for comprehensive housing stock audits, economic development study RFP assistance, and multi-department external business process review coordination with code enforcement and customer service.

The budget aligns with council goals, with the office focused on bringing council priorities to fruition without proposing supplemental requests for new programs or staffing expansion while continuing to provide required services and research.

## **12. An ordinance enacting anti-idling restrictions for certain commercial trucks (26-021)**

Council Policy Analyst Tanner Taguchi presented the ordinance sponsored by Councilor Bogdin and seconded by Councilor Whipple, designed to address negative effects from increasing heavy commercial trucks parking in commercial spaces.

The ordinance would restrict heavy diesel trucks from idling, applying only to public roads, public property, and private property open to the general public. It includes common-sense exceptions for necessary vehicle idling and applies specifically to combination unit trucks (tractor-trailers) over certain gross vehicle weight ratings.

Mr. Taguchi observed limited commercial truck presence in East Bay commercial areas and other city locations, though not reaching truck stop levels. The main concern involves interface areas between residential and commercial zones where trucks park, with potential for increased problems as development expands.

Benefits include simplifying noise ordinance enforcement (which currently requires decibel measurements) and addressing localized pollution and odors not covered by noise ordinances.

Patrol division leaders expressed willingness to enforce the ordinance, though they would rely primarily on resident complaints rather than active patrol due to high daytime call volumes. State requirements mandate that enforcement be primarily educational with one warning before citations.

Taguchi contacted eight other Utah municipalities with anti-idling ordinances, finding that none provided records of actual fine enforcement, though the ordinances provide tools for addressing nuisance situations when complaints arise.

Enforcement focuses on warnings and education rather than fine revenue generation, with officers typically waiting adequate time before making contact rather than timing violations precisely.

Councilor Whipple confirmed the ordinance's narrow scope, applying only to the largest commercial trucks and not affecting recreational vehicles, school pickup situations, or similar activities.

Councilor Whitlock asked about the one-minute time limit versus alternatives. Taguchi noted that among eight municipalities studied, three used one-minute limits while five used two-minute limits. He expressed no preference between the options since enforcement typically responds to complaints rather than timed observations.

Councilor Bogdin explained the rationale, noting East Bay's evolution into a truck parking center with Walmart advertising availability to truckers. She chose narrow focus on the specific problem area rather than city-wide vehicle restrictions, with potential for future expansion if human waste and other issues develop.

Councilor Bogdin moved to bring the ordinance to the March 24, 2026 Council meeting. Councilor Hoban seconded. The motion passed: 6-0 (Councilor Christensen excused)

### **13. An ordinance requiring payment of civil fines to renew a rental dwelling license (26-022)**

Council Policy Analyst Taguchi presented the ordinance sponsored by Council Chair MacKay and Vice Chair Christensen, adding failure to pay outstanding fines as grounds for rental dwelling license denial, revocation, or suspension.

Current code allows staff to take license action for code violations but not for unpaid fines. The ordinance creates this single additional ground while clarifying that violations themselves constitute grounds for license action.

Mr. Taguchi illustrated the limited scope: property owners who resolve violations without fines face no license risk under current or proposed code. Owners who fail to correct violations and accrue fines currently risk license action for the violation itself. The change adds risk for owners who accrue fines through uncorrected violations but then don't pay those fines even after violation correction.

Benefits include incentivizing prompt fine payment to avoid large outstanding balances and strengthening the city's position in appeals by having both violation and unpaid fine grounds for license decisions.

Councilor Bogdin supported the ordinance but asked about rental companies with multiple properties and violations. Mr. Taguchi noted that LLCs with multiple properties on the same license would see all properties affected by denial or revocation, but companies using separate legal entities for different properties could avoid this consequence.

Code Enforcement Administrator Scott Johnson confirmed that unpaid fines refer to situations where property owners have no payment arrangement with the city, not those making agreed-

upon payment plans. The city works with property owners who cannot pay large amounts upfront by establishing payment agreements.

Councilor Bogdin moved to bring the ordinance to the March 24, 2026 Council meeting. Councilor MacKay seconded. The motion passed: 6-0 (Councilor Christensen excused)

## **Closed Meeting**

## **Adjournment**