



Cedar City

10 North Main Street • Cedar City, UT 84720
435-586-2950 • FAX 435-586-4362
www.cedarcityut.gov

CITY COUNCIL MEETING

July 22, 2026

5:30 P.M.

Mayor
Steve Nelson

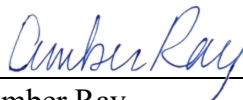
Council Members
Robert Cox
Waldo D. Galan
R. Scott Phillips
Phil E. Schmidt
Carter Wilkey

City Manager
Paul Bittmenn

The City Council meeting will be held in the Council Chambers at the City Office, 10 North Main Street, Cedar City, Utah. The City Council Chambers may be an anchor location for participation by electronic means. The agenda will consist of the following items:

- I. Call to Order
- II. Agenda Order Approval
- III. Administration Agenda
 - Mayor and Council Business
 - Staff Comment
 - Economic Development End of Fiscal Year Recap. David Johnson
 - Presentation of 2025 Water Report. Jonathan Stathis
- IV. Consent Agenda
 1. Approve minutes dated July 1st and 8th, 2026
 2. Approve bills dated July 15th and 16th, 2026
 3. Approve purchase of Toro Reelmaster Fairway Mower in the amount of \$100,277. Steve Carter
 4. Approve lease agreement with Highland Golf in the amount of \$5,198.27 per month. Steve Carter
- V. Action Agenda
 5. Consider contract renewal with Flock Safety in the amount of \$157,500.01 per year. Darin Adams
 6. Consider a resolution to approve a replacement board member for the Trails at Shurtz Canyon PID. J Tyler King/Randall McUne
 7. Consider a resolution approving the Heritage Center fees and contracts. Jason Clark/Randall McUne
- VI. Public Comments

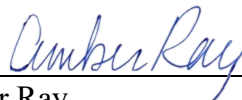
Dated this 17th day of July, 2026.



Amber Ray
City Recorder

CERTIFICATE OF DELIVERY:

The undersigned duly appointed and acting recorder for the municipality of Cedar City, Utah, hereby certifies that a copy of the foregoing Notice of Agenda was delivered to the Daily News, and each member of the governing body this 17th day of July, 2026.



Amber Ray
City Recorder

Cedar City Corporation does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or the provision of services. If you are planning to attend this public meeting and, due to a disability, need assistance in accessing, understanding or participating in the meeting, please notify the city not later than the day before the meeting and we will try to provide whatever assistance may be required.

Steve Nelson
(435)590-5586

Robert Cox
(435)559-0785
rcrobert@cedarcityut.gov

Waldo Galan
(435)592-4116
gwaldo@cedarcityut.gov

Scott Phillips
435-701-7884
sphillips@cedarcityut.gov

Phil Schmidt
435-559-2522
sphil@cedarcityut.gov

Carter Wilkey
801-688-2992
wcarter@cedarcityut.gov

COUNCIL WORK MINUTES

July 1, 2026

The City Council held a meeting on Wednesday, July 1, 2026, at 5:30 p.m. in the City Council Chambers, 10 North Main Street, Cedar City, Utah.

MEMBERS PRESENT: Mayor Steve Nelson; Councilmembers: Robert Cox; Waldo D. Galan; R. Scott Phillips; Phil E. Schmidt; Carter Wilkey.

STAFF PRESENT: City Manager Paul Bittmenn; City Attorney Randall McUne; Finance Director Terri Marsh; City Recorder Amber Ray; City Engineer Kent Fugal; Police Chief Darin Adams; Fire Chief Mike Phillips; Leisure Services Director Ken Nielson; Senior Engineer Jonathan Stathis; Water Superintendent Matt Baker.

OTHERS PRESENT: Scotty Harville, Joe Sandberg, Kenneth B. Williams, Shalon Shaver, Tom Jett, Joanne Brattain

CALL TO ORDER: Chaplain Paul Erickson, Iron County Sheriff's Dept. gave the invocation; the pledge was led by Mayor Nelson.

AGENDA ORDER APPROVAL: Councilmember Phillips moved to approve the agenda order; second by Councilmember Cox; vote unanimous.

ADMINISTRATION AGENDA – MAYOR AND COUNCIL BUSINESS; STAFF

COMMENTS: ■ America 250 Events. **Councilmember Phillips.** Mayor, I appreciate all of your help in our America 250 activities. I'm here to let the citizens know that we are at the halfway point in our 13-day celebration. We have 6 days down, 6 and 7 more to go. We'll end next Wednesday, July the 8th. We had a wonderful program today at 12 noon, where we placed a time capsule in our Main Street Park. We had 50 or 60 items that went in that time capsule. I think it was fairly representative of our community. We put some change in there. We put half dollars, quarters, dimes, nickels, and pennies, because in 2076, 50 years from now, maybe there won't even be coins. Photographs of our Main Street, some art objects from arts organizations. We had a lot of really good stuff. I want to remind everybody, we're very blessed with our 4th of July celebration. Our fireworks that are controlled at our airport are going on. This year we have contracted and have a wonderful support of businesses to have the fireworks synchronized with music. If our citizens will listen to any of the four radio stations in Cedar City, Star 98.1, KSUB, B92, or Kat Country 94.9, at 10 o'clock, music will be synchronized with the fireworks. Turn to your radios and you can listen to great patriotic music while you're watching the fireworks display. We have America's Potluck on Sunday. Monday we're rededicating and ribbon-cutting our Industrial Road Trail. Tuesday we have swimming throughout the county at the swimming pools, at the aquatic center, paralympic, Lake on the Hills, and treats for the kids. We close it all out Wednesday night, a week from tonight, with the symphony. We're going to have a short meeting next week. A lot of good things happening. A concern- We've had some issues with Cross Hollow Event Center again. I don't know how we get the word out. I had several Sunset Canyon neighbors reach out. The lights were on until 3:00 a.m., Saturday night, Sunday. I guess it was cleaning up the carnival. We've got to do something about how we control the lights there, whether they go off at midnight, I don't know what we do. We had a concert last Sunday and Councilman Schmidt was in attendance to that. We had our very own orator yesterday in yourself and in Councilman Cox who read for us for Echoes of Freedom and did a great job for us. And then our very own Councilman Galan is going to be the keynote speaker this Friday evening for the Cedar Area Interfaith Alliance program, a

sacred celebration of America 250. And Councilman Wilkie is our float hauler and moving. So everybody on this council has been involved. ■ Just Serve Recognition. **Mayor Nelson.** A little while ago, we did a Just Serve City proclamation. They are officially recognizing Cedar City as a Just Serve City. They just wanted to give us the thank you and official recognition of being a Just Serve City. I'm meeting this week on Friday with Cleve Weaver. He kind of spearheaded that cleanup along Highway 56. We are going to keep brainstorming some ideas of creating a service volunteer group that the city kind of supports, inspired by the VIPs program of the police department. Having a place where people can come and officially join and be a part of something that we help support, to facilitate some service opportunities in the city. We live in a great place with great people that want to give back and contribute to our community.

CONSIDER REMOVING A SPEED BUMP ON SOUTH MOUNTAIN DRIVE. KENT FUGAL/PAUL BITTMENN:

Kent: The council should have all seen the memo that I had put together on this. I did just today add one little thing to that. I wanted to point that out to you. One of the things I neglected to mention in the conditions that are different now from when the construction of that speed bump was approved is that we haven't always controlled the intersection right there within a couple hundred feet of the speed bump, which is not a good place for a speed bump to be that close to that intersection. That was the one addition I had there. I don't know if the council members have any questions for me on this. My recommendation from an engineering standpoint is that the speed bump should be removed. The design of it is not appropriate for use on a public street. There are speed hump designs that are industry standard to a degree, industry accepted, that are appropriate ways to control speed that do not require traffic to slow down so much below the speed limit. That's really what differentiates a speed bump from a speed hump. This is not a speed hump. It's a speed bump. Not really something we should have on the public street. I've tried to outline in my memo the reasons why I feel that to be the case, that we should not have that on the public street. But that's an issue for your consideration. **Cox:** Has the city as a general rule, kind of gone away from speed bumps and humps. It's not used like it used to be for traffic. Am I correct in that assumption? **Kent:** There are some cities that use the speed humps fairly extensively. Those are primarily, though not strictly, in areas that have warm climate without snow. Even regardless of the climate, whether you're snowplowing or not, there's always a big concern about emergency vehicle response times. Whether we have something that slows emergency vehicles down below what they feel like they need to be traveling to address an emergency. I know the speed humps have gone out of favor in a lot of cities because of that, but there are plenty of cities that do use them very regularly. **Phillips:** I heard from a lot of citizens who were not involved in the survey, who are neighbors of that area, and feel very much like the speed bump is important to them. I understand and respect what you're saying. I just don't think it's that big an issue. I know that it is more difficult for our street department, but for those seven or eight days a year that we have snow, last year none. I would be in favor of just leaving it as is and studying it. I would ask the question: What are the major differences between a speed bump and a speed hump? **Kent:** A speed hump is designed to allow traffic to travel at or near the speed limit. The whole objective of speed humps is to try to keep traffic from going too fast. We define too fast by how fast you can legally drive on that roadway. Same thing with speed tables, you're trying to keep that traffic within a range that is at or near what the speed limit is. With a speed bump, you're forcing people to slow down well below what the speed limit is or risk damage to vehicle or losing control of your vehicle when you hit it. When you have devices that artificially slow people down too much, what it results in is a lot higher speeds between those devices because people feel like they need to make up for lost time. That's a very common problem with any of these traffic calming measures. If they're too aggressive, then between devices, people tend to go much faster

than they would have otherwise. They're kind of counterproductive. If they're designed where people can travel through at a reasonable speed that is near the speed limit, you don't see that jackrabbit effect with people's speed. You don't see the really high speeds in between. **Galan:** On Cove Dr, by the temple a speed hump? Or is that just a water channel? **Kent:** That is really there for drainage purposes. The attempt in how that was designed was to not make it any more impactful than it needed to be on the speeds. It does function very much like a speed hump would. It doesn't penalize you if you're going 10, 15 miles an hour. If you're going 30, you're going to pay the price for it. **Ryan Marshall:** Kent had the justification on the plowing of the roads. That would be our only concern. It does cause a nuisance for us when we're out there plowing. They have to slow down for that. If they're not aware of it, sometimes they can start to rip that up and they'll have to go maintenance on it. For us, it would be more convenient if that speed bump was removed and we didn't have that when we're doing our snowplowing system there. The streets department is willing to, if you decide to go that way, go out and do that work on that. We could take care of that with our operational budgets.

Vickie Graham: The speed bump is doing what it's supposed to do. There's no way to deter traffic from coming on our street. We need to slow it down. CCPD has been out there all week. If they're still quotas, they probably made it this week because there's a lot of speeders out there. We just want to slow them down. It's a residential neighborhood and it is only a block and a half between four-way stops. Slow down, but they still don't. They just speed right over it. We really want that speed bump to stay. The signage says 15 miles an hour over the speed bump and the neighborhood is 25. If you got a high enough truck, you can go over it a little faster than that if you want to. But it's working for us and it keeps people slowed down. **Mayor:** This is the first time I've of heard the rabbit effect concept. Living right there, do you feel like there's any validity to that idea. **Vickie:** There may be some validity to that, am I willing to let go of that hump to find out- no. Leave it. After retirement, we ended up in Cedar City because it's beautiful. We ended up in that neighborhood because it's quiet. At least it used to be before they started building 400 houses out there. But it's quiet. It's beautiful. It's close enough. If I need a gallon of milk in the snow, I can go get one. But it's far enough out to be quiet. And we put everything we had into living there. At least once a week, I see somebody run that four-way stop down there, and I'm only out from 7:00 to 8:00 in the morning. We can't deter them from coming through the neighborhood because there's no bypass road yet. And we could start a GoFundMe thing for building that road if you want. Go ahead, design it and we'll just start a GoFundMe for it. I'll make the first deposit.

Hugo Ramos: I wanted to propose a scenario, which is the only way that I can think our current situation developed. My scenario is this. At some point in the past, we must have had a meeting between the current mayor and the city planners. And the problem was, the mayor must have said to the planners, "Tell me how I can get the residents of Eagle Ridge to be more engaged in city government to where they want to attend city council meetings over and over again." And one of the planners must have said, "Let's take that quiet residential neighborhood with a 25-mile-an-hour speed limit, let's develop more houses on one end so that the residents now have heavy commercial traffic coming down a narrow street at all hours of the day, beginning at 7:30 in the morning and going all day long. We did it on 1045 North. We did it on 600 South. By golly, we can do it again." And they all cheered. And it worked. Then the next planner spoke up and said, "Hey, I have a better idea. Let's take that scenario and let's not put a single speed limit sign for anyone going from South Mountain all the way to Talon Drive and Scenic Drive. There's not a single speed limit sign that tells them after the 20-mph hill, nothing tells them that within the space of one city block, the speed limit goes from 45 mph to 20 mph for the hill, then 25 again for the four-way stop, then 15 miles an hour for the bump, and that is not marked, by the way, going from that direction. Then 25 again. No one really knows what the speed limit is going from that direction.

Going the other direction from Walmart or the liquor store back towards South Mountain Drive, there is one speed limit sign on Talon Drive that says 25 mph, and then nothing else all the way to the bump. Going that direction, it does say bump 15 mph, it does say hill 20 miles an hour, but that's it. No one really knows what the speed limit is because of inadequate signage. Then they all cheered again. Then the third planner spoke up and said, "Hey, I have a better idea. Let's take all the signs on that street and take Eagle Ridge Loop and South Mountain Drive, and let's make the street signs say 2125 South so all the delivery people will get lost as they try to deliver something to those homes. Let's do that all through Cedar City so that depending on which website you go to, if you want to go to the Shakespearean Festival, two websites say turn on Center Street, but let's make Center Street on the sign really small and put University Avenue real big on there so that people with older people who can't see can get lost. Really, I think the problem is inadequate signage. I am willing to propose a compromise where we take the bump, maybe turn it into a hump, but mark the speed limit so that drivers know what speed we should be going.

Kenneth B. Williams: Do any of the snowplow people know how to read a sign where it says 15 mph and there's a speed bump ahead? Because there is a sign there coming down. I would be more than happy to take that speed bump and make six of them on my street because people are going up and down that street all day long, going at least 50 or 60 miles an hour. Many of us have called, nothing has happened. There's going to be some children killed because of the speed and what's going on up in that area. It's totally ridiculous. I'd also like to know who wants that speed bump removed because I can guarantee it's probably those construction people because they're going 90 miles an hour. One guy just lost his boat on that speed bump because he was going too fast, not paying any attention. I think the speed bump ought to stay there. If you want to put some speed bumps on Eagle Ridge Drive, I could get everybody on that street to sign the okay on that. We would maybe even help pay for it because it's just ridiculous how fast they're going. We've called the police. They're so busy, they don't have enough time to come out and bother with it. I called them on the motorcycles for doing wheelies up and down the street, and they did catch them and then did nothing to them, turned them loose. They should have compounded their motorcycles and so forth. These construction workers that are coming in, they're there before 7 o'clock. Some of them start at 5:30, 5 o'clock up and down that street. As far as I'm concerned, we keep the speed bump, but one thing that does need to be done is it needs to be painted again from the city. I'd come out and put some yellow paint on there or something so that you can see it a little bit better. There is a sign there, and we need to teach our drivers, the snowplow people, how to read signs.

DJ Bettage: My property is directly adjacent to the speed hump. From an engineer standpoint, I respect what you say. I understand jackrabbit, heard of it before. Understand the difference between a speed bump and a speed hump. I understand that it might be a little bit narrow to classify as a speed hump. When I moved into that house, it was a dirt UTV trail behind me. There was nothing behind me, and it was fine. As we built behind us, and the city's built behind us, and everybody's built behind us, I think it's absolutely essential. I do agree. Yellow paint, eight inches wide, border, cross-hatching, throw crystalline on it so it bounces off the headlights when people see it. Add another sign. The traffic increase that we have seen in the last five years is madness. It's absolutely madness. There are little kids, my neighbors that play on the sidewalk constantly. When it was still a dirt road behind us, we had a little girl hit in the neighborhood. It was still dirt and people were using it. I respect Public Works, he's got to operate the blade and go over it. I completely respect his position and what he has to do as an operator. But if you look at that speed hump, the gouges are not from a snowplow. They're from frames that are hitting it too hard and the undercarriage. I hear it all night. There has not been any maintenance on that speed hump. It hasn't been painted in seven years that I've been there. I think it should absolutely stay. It protects the kids in our neighborhood. If you take it out, it'll be a drag strip. The other thing is, nobody can read

no free-way access. Everybody leaving Walmart, heading south, or anywhere, they end up coming down the frontage road in front of that new development, and then they figure out, "Oh, I can't get to the freeway." Google Maps redirects them through the neighborhood, and they're trying to make up time to get back on the freeway to head back to California. They haul through our neighborhood on. It's not just city traffic. Looking at future, we're going to have a school back there. I understand there's going to be a lot more, but we absolutely have to control the traffic flow and the speed in that neighborhood because it's bad. I would encourage you guys to come out on a Friday afternoon and just park on the corner. I live right on the corner, park in my driveway, and just watch how fast these people are driving. It's scary.

Shalon Shaver: We've been out there before there was basically the freeway that goes through there. When I moved out there, there was crosswalks. I did get my four-way stop, and I'm very grateful for that. I'm very grateful for the police department that has come out in the last week. We've been seeing tons of them. I sent Chief Adams a text to tell him how grateful I am. We had crosswalks and four-way stops and all sorts of stuff. We literally are an island out there where it's 45, then slow down, then 45. We really do need to keep the bump.

Police Chief Darin Adams: I went out there with Officer Shumway last week and witnessed the speeds that occur there in both directions. Him and Officer Wilson have been out there and have written a lot of citations the last several days. As I sat there with him, it was almost every vehicle coming up over there. You go from 45 to 25 to 20 and then to 15 for the hump. We got cars coming up over the top both directions exceeding the speed limit. **Schmidt:** What's your thought?

Chief Adams: I don't know that I have an opinion. I do tend to lean toward Mr. Fugal's recommendation. He is the expert as far as an engineering standpoint. Those can create issues if people aren't going over them the right speed. Traffic calming devices in our world is always a good thing if we can slow people down because signs don't always do that. **Schmidt:** How far is it between the two four-way stops? **Kent:** 850 feet. **Wilkey:** What does it cost to get one of those signs that shows your speed with flashing and blue and red? **Chief Adams:** Right around \$5,000.

Wilkey: Is that something that you think we should look at in this area? **Chief Adams:** We talked about that. You approved five of those in our budget, so our intention would be to put one out there as soon as we get one of those. This is actually one of the biggest items all over the city that I get emails about, is people worrying about speeding. It's not isolated to just one street. It happens all over the community. That's part of why in our budget, we have another traffic officer now, to try to get a couple officers that that's all they're focused on so that hopefully the enforcement piece can help all over the city. **Mayor:** Every time the police department get calls they recognize that that's an area that needs additional policing. We definitely don't want this to be confrontational. We're here today trying to figure out how to actually find solutions to help our citizens. That's why we exist. We're not here to try to make your life miserable. We're trying to hear to help and serve. That's everyone in this room's goal. The comment of how police officers have been so busy is true. We haven't had a lot of traffic enforcement in the city because of the just normal volume of calls. One of the areas we're hoping that we're improving in that area is having dedicated officers that don't take those other calls. When we have these areas that are highlighted as places that people are consistently breaking the speed limit, we now are trying to give tools to help that. If those same people are driving the road and they get tickets on that road, the behavior starts to curb over time. That's an effort we're trying to make to help. **Cox:** In regard to the snowplow. I know that they know how to read. The concern isn't whether they know how to read or not. It's the damage that's done to the snowplows when they go over those. It damages the trucks, and it's just hard on them. I wanted to put that out there publicly.

Councilmember Phillips moved to put this item on the consent agenda; seconded by Councilmember Schmidt; vote unanimous.

PUBLIC HEARING TO CONSIDER AN ORDINANCE APPROVING A DEVELOPMENT/DEFERRAL AGREEMENT FOR A PROPERTY LOCATED AT APPROXIMATELY 2411 W 580 N BENTLEY HUGIE/RANDALL MCUNE Bentley Hugie:

I am fine with it as written. **Randall:** I wish I could say all triggers the same. This is the best staff and Planning Commission could come up with. **Schmidt:** I would hate to see this pieced together. It doesn't make sense until we have the fully designed road.

Public Hearing Opened

Tom Jett: This has been a standard for the last 25 years when there's been building on that street. Until we get our state legislature to bring the SID back, Horse Alley is never going to get developed. So, we might as well allow people to do what they want with their property.

Public Hearing Closed

Councilmember Schmidt moved to put this item on the action agenda; seconded by Councilmember Wilkey; vote unanimous.

CONSIDER A RESOLUTION APPROVING THE ALLOTMENT OF RAP TAX FUNDS AS RECOMMENDED BY THE PARKS AND RECREATION ADVISORY BOARD. CHAD WESTWOOD/ RANDALL MCUNE

Chad Westwood: I first wanted to express my thanks. I've been on this RAP Tax committee for many years. I was appointed by Miley Wilson. Not once have we not seen Mr. Phillips there. You've been to all of our meetings. I appreciate you being there. He shows up every time. And he's not the councilman assigned to the committee. He sits out here and listens. He's really good. Every time we have a meeting, he comes which is amazing. I wanted to express my thanks to all the councilmen for their time, their efforts, mayor, for your efforts, and all the city staff and all their efforts. Randall McCune was there, and he helped us. Natasha was there; she was great. I appreciate all the time and effort and service and time that you give to your time and services. We had two people apply for the RAP Tax committee. Leisure Services, as you can see on your agenda items, what they needed for the play structure, the pool, and the sound panels inside the aquatic center. The Black Widow Drag for the Cross Hollow Event Center, and the electrical upgrade for the new addition that is there as well. The preservation fund, all these different things that we wanted to fund. With the rotary, they are continuing with their plans there at the Canyon Parks. They need some additional funding to help them with their next phase with that development. The city staff and the rotary have been working great. Both of them working together to help both achieve their goals. The War Memorial Restoration by Veterans Park. They just need some help repolishing and re-staining and everything there to help make that look beautiful. That's what that War Memorial Restoration is to help those be preserved. With all the leftover and the preservation funds, we had enough to pay for everything this year. It was our recommendation as a committee that they fully be funded. **Phillips:** The repaving of Cross Hollow Trail, that does fall under preservation as the law states? **Schmidt:** These funds for Canyon Park, does any of that go for the parking lot on the west side? That needs to be fixed? **Paul:** No. That project has no budget. These funds are to finish the amenities that would go into the park. **Wilkey:** With the \$200,000 grant that's coming in, somebody had told me this is kind of bridging while we wait for that grant to come in, but maybe that's not the case. **Randall:** If all of their grant funding comes through in time, they won't need about \$200,000 of that \$212,000. The idea being is that it was recommended that you guys provide that \$212,000, but

if they were able to get the federal funding before they have to pay Big T. Then we wouldn't have to give it to them at all, or they would essentially refund it to us. **Paul:** If the rotary doesn't spend that \$200,000, the council can reallocate it within the parks framework to fix the parking lot.

Wilkey: What happens if they don't get the grant money in time, we put ours up, and then they get the grant money. **Randall:** Then they would pay that back to us. **Wilkey:** So either way, we should be getting back the \$200,000 of the \$212,000 if they get the grant. **Randall:** Correct. We wanted to proceed forward regardless. We have high hopes that the grant will go through, but understand you might not get it back. So if the grant doesn't happen, we're kind of, semi-guaranteeing our funding instead. **Wilkey:** I thought that was the case, but I just wanted to confirm. **Randall:** If that money either doesn't go to them or it gets paid back to us, it'll roll forward to next year. **Ken:** This will complete the project for West Canyon. The reason the city is involved in this is because Big T deals with the city for different reasons rather than rotary. As long as that grant comes in, they think it'll be in before December. We won't need to pay rotary until then. That's the beauty of working with the city. They don't require us to do deposits. The play structure will go in in September. They won't require us to pay until the end of the year. So, there is a window to get that grant in.

Councilmember Phillips moved to put this item on the action agenda; seconded by Councilmember Wilkey; vote unanimous.

CONSIDER A RESOLUTION APPROVING THE ALLOTMENT OF RAP TAX FUNDS AS RECOMMENDED BY THE ARTS ADVISORY BOARD. JOANNE

BRATTAIN/RANDALL MCUNE **Joanne Brattain:** I'm going to read the cover letter that I sent to you guys because I think there's information that the public would like to hear. First off, thank you for considering our recommendations. Special thanks to Waldo for being on our panel. He was new this year. We had four new members. And also to Scott, who, as the other gentleman said, is always there, which is fabulous. This year, we had a budget of \$427,452 and requests from 23 groups totaling \$513,700. We have a few more groups to listen to than the parks group does. Since the ordinance specifies that there can only be one request per each 501(c)(3), just like last year, SUU combined their requests between the Shakespeare Festival, SUMA, and the Signature Series. However, we evaluate those separately because we feel like they are very distinct entities, and we request that the communication, as was done last year to SUU, is specific about the final numbers for each group. There were four new groups requesting funds: Festival City Ballet, Pioneer Legacy - they were here in 2024, but not last year, Signature Series, and the Utah Symphony. We're recommending \$0 for the symphony, not because we don't value it, but because, as Waldo suggested, we had such a small amount we could recommend for them based on the needs of the local groups that we felt like it wouldn't make that much difference for them and it would make a big difference for the local organizations. For the other three, we erred on the conservative side, as we always do with new groups, until we see a solid track record. Eight of those groups use their RAP funds to pay their rent at the Heritage Center. All groups are seeking alternate funds from grants, sponsors, and other donations. We've encouraged them to do that. Even the groups that have free admission, we ask them to put out a donation box. These RAP dollars are continuing to foster a robust artistic and cultural environment in our city. Thank you very much. **Phillips:** Relative to all the organizations, did they all see some small increase? **Joanne:** I think American Crossroads Theater was the only one we put \$1,000 less than last year, but everybody else got a little bit more. **Cox:** Did everyone that requested get something? **Joanne:** No. The Utah Symphony didn't get any.

Councilmember Phillips moved to put this item on the action agenda; seconded by Councilmember Wilkey; vote unanimous.

BOARD APPOINTMENTS: ACTIVE TRANSPORTATION COMMITTEE-RELEASE BRITANNIA HOWE; AIRPORT-REAPPOINT JOHN APPEL; BOARD OF ADJUSTMENTS-REAPPOINT BRITTANY FISHER; HISTORIC DOWNTOWN ECONOMIC COMMITTEE-RELEASE BRENT DREW, APPOINT TYLER ROMERIL; LEISURE SERVICES ADVISORY BOARD-RELEASE CRAIG ANDERSEN, REAPPOINT BRAD ANDERSON; PLANNING COMMISSION- REAPPOINT JIM LUNT

Mayor: This is the time of year where we have terms that expire on most of our boards. And so these are people that have been serving, and we're just reappointing that they're still willing to. They're doing a good job, and we're just reappointing. Brent Drew, that one has a limit of how many terms you can serve. Brent was an expiration based on the number of terms he's already served. In these places where we are releasing people, we will bring names back at a later point for appointment.

Councilmember Wilkey moved to put this item on the action agenda; seconded by Councilmember Phillips; vote unanimous.

CONSIDER A CONTRACT RENEWAL WITH FLOCK SAFETY IN THE AMOUNT OF \$157,500 PER YEAR. DARIN ADAMS

Darin Adams: As you recall, the money for this was approved in the budget. This is just to get the contract alignment taken care of. When we started this last year, they put the first piece of hardware in the ground end of February, and gave us the 90-day PPI trial. The person that we dealt with has since left, and some new people have moved into those different positions with Flock, and they wanted to go back and charge us from February of this year to July, even though we told them last year our fiscal year is in July. Through some conversations, they were really good to give us a concession of \$65,625, which would have covered February to July of this year. This just gets the contract to where it should be from February of this year to July of 2028. It's a two-year contract. It'll auto-renew unless we decide to change that. And then the first payment, which is in the budget, would be due towards the end of July. **Wilkey:** Is this something we have to approve every year, every two years, or is the idea going forward that once it's in the budget, it's just to read? **Chief Adams:** You approved it last year. The only reason we're coming now is because of that hiccup between February and July. Otherwise, it wouldn't be here. **Wilkey:** I'm full in support of the Flock. I think we've had the proof and you've been able to solve crimes that have been directly related to success of Flock. I hope that people can educate themselves on what it really can and can't do and what we do with it. I'm not going to sit here and say that everything that I hear is unfounded, I don't know all of its capabilities, but I trust in you, and I trust in our police department, and I hope we're using it the way that we're supposed to and nothing more. **Mayor:** Chief and I have talked about that because I've had a lot of emails. There are citizens that are genuinely concerned about the technology. I've tried to really dive in and understand it and had a lot of conversations with Chief. I think some of it's just different cities may use it differently. I feel very comfortable with the way that our city is using it. Chief's starting to try to do some more public outreach, explaining what it can and can't do to try to help with some of those concerns. **Chief Adams:** We just released a video today with some links, which you could go onto our website and look at the transparency portal. It tells people what it can and can't do, how many vehicles have gone through the system. It's very informative. But we do see the criticism. In fact, we've had three damaged in the last 30 days, wires cut or pulled out that we're trying to fix right now. It's hyped up right now across the country. I just wish

people would get educated. In the video, I leave my number and my email. If people want to contact me, I can answer questions and educate even more. **Mayor:** I had one of the critics just send me a text after seeing your video today that thanked me for it, that it was good. **Wilkey:** I think we would be ignorant to not realize that Big Brother does exist. I do get it. It's a real thing. There are ways that people can watch us and learn and do things about us these days that they've never been able to before. I'm not trying to downplay what people's thoughts are. It's 100% real. I just don't think this is one of those scenarios. We looked into this extensively when we first put them in, and so I continue to support it. I just hope that people can educate themselves. I just hope that people can really learn what these things do and don't do. **Cox:** I appreciated the video that you had done and also appreciate that you're willing to talk to people. I can respect people who are anti-logging if they don't use toilet paper. If people don't want to be followed, they need to get rid of their cell phones and everything else that tracks us. **Schmidt:** I had an opportunity to visit with a district judge the other day. I don't think people realize the amount of challenges, problems that are here. We had a very good conversation. We want people to think Cedar City is a great place. We want people to think it's very good. But there's a lot of junk that goes on here that probably 90% of the public has no idea. I'm 100% for these if it can help reduce crime, catch crime. But there's always going to be those that are conspiracy people. I can't help that. But I appreciate your efforts because I knew you'd take heat for doing this, but this is something that needs to be done. If you ever go to London, there's a camera on every corner. And other towns, it's the same way. Cedar's just kind of catching up. But if we can catch one person, then it was worth it. I just want to say thank you for bringing this technology. It's the same with drones, I appreciate the technology is here. We need to use it. Thank you for staying on top of it because one person caught or one crime stopped or one thing that we can control, it was worth it. So thank you. **Mayor:** I don't think it's going to go away. I think we're going to continue to have people that are concerned about it. I had a really good discussion with somebody that came into my office last week on the constitutional principle of it, because that's where a lot of the discussion goes towards –It's an invasion of privacy. I love the principles and the protections that are guaranteed to us in the Constitution. As I've tried to analyze it and grapple with it myself, because of my tie to those same principles, this is the way that I have come to be comfortable with it, is when the founders wrote those protections to privacy, they were protecting private property, and your ability to be on your own property, in your own house, and not have government be able to just come at any time and invade that privacy. They could at that time have placed a constable on every corner, and the Constitution would have protected the government to be able to do that and monitor when someone came by in their carriage and rode their horse by. They could have taken notes of that person as they were on the public street coming and going. That was not something that they were trying to prohibit the government from doing under the protections of the Constitution. So technology is just allowing that same thing that was allowed then to be allowed now on public streets. I think it's actually very solid constitutionally, if people will just take a step back and really think about that argument. The biggest question that I still am curious to get a little more information on is who else has that data and what else can that data be used for. That one I still am interested in understanding. I think the way we're using it is appropriate and safe. We've got checks in place that we know who logged on, what they searched. You can't have an officer that's using it for personal purposes. It will catch them and they're going to get in trouble. **Chief Adams:** Flock went one step further, which I appreciate. As of six months ago, there's a case number required now. I was helping Ken out with a reckless driver at the arena a couple of weeks ago and had to go in there, and I had to write a report on the incident, even though it was minor, so I could query the Flock system. You can't just go on there without having a legitimate case number that it's tied to. So that's even strengthened that even more. **Cox:** You do random audits on seeing who logged on. **Chief Adams:** Yes, I just

did one last week just to see who's checking and what they're checking on. And we have that data there. **Galan:** On the issue of privacy and how we interpret this equipment. I think sometimes we forget that we buy these phones and we pay for being able to use them. We're being tracked all the time. And we sign away. That's the technology. We're signing away our privacy every time we upgrade or update our Googles and all of that. So I'm with you, Mayor. This is an incredible tool to mitigate some real terrible things that could happen in our community. **Mayor:** I do get the idea that that's private. They were choosing to allow Google to do that, and we're making a choice versus the government tracking. I get the argument of where people come from. I just don't think it's founded in the Constitution. **Chief Adams:** Randall caught some things in there that we need to have changed, and he's been in contact with Flock. If you could put this on action, we'll have this modified slightly just so we have specific dates for payment and when that's due. So there's no ambiguity there.

Hugo Ramos: I understand the data is periodically purged, and I'd just be interested in knowing how often it's purged. I think 30 days is what you said, right? **Chief Adams:** Yes.

Councilmember Phillips moved to put this item on the action agenda; seconded by Councilmember Cox; vote unanimous.

CONSIDER AN ORDINANCE AMENDMENT TO 35-10(B) TO ESTABLISH NO PARKING ZONES IN THE VICINITY OF 600 SOUTH AND 1100 WEST. -KENT

FUGAL/RANDALL MCUNE **Wilkey:** I personally don't want to see the left-hand turn lane on 1100. I fully support the one on 600. But the one on 1100, would it be weird to have the left-hand turn lane headed south but not have it headed north? If you're going to have it, do you have to have it on both, or can you have it going just one direction? **Kent:** It's certainly possible to have it going one direction, but when you do that, you introduce a situation where the lanes don't line up. If you were to put the left turn bay in on the southbound approach, that north leg, and not on the northbound approach on that south leg, then a vehicle on that northbound approach who's trying to make a left turn, if there's a vehicle waiting in the left turn bay opposing him waiting for a gap in traffic, you can't see past them because of that offset between the two vehicles. It makes that left turn for the northbound vehicle more dangerous when you do that. There's good reason for trying to line the lanes up. When you do the turn bay on one side and not the other, it prohibits getting things lined up the way they should be. **Wilkey:** So in your professional opinion, is you either do them both or you do none? **Kent:** Correct. **Phillips:** I have a similar concern. When we met with the neighbors, one of the things we did talk about is not that people can't make a left-hand turn, but we don't have a designated left-hand turn lane available. I realize that it may create some stacking issues there. On 1100, having a designated left-hand turn lane and how it will impact those neighbors on that street. I really struggle with that. **Galan:** How long is the left turn lane designed to be in terms of feet? **Kent:** In both cases, those left turn lanes are approximately 100 feet long. That's a pretty minimal left turn bay length for a signalized intersection. **Schmidt:** If we took the left turn lanes off, but we used the light and we kept an arrow green and a green light so that the let's say we're going west on 600, they could turn left or they could turn if we had an arrow, but the westbound traffic would be held, then that would switch and we could turn the other arrow and have a green light plus an arrow, but it would eliminate moving those over and taking out those parking areas by the house. **Kent:** What you're describing is the split phasing that we were talking about earlier when we brought the construction contract award to you. We had Kimley Horn analyze that to see with the split phasing how much that would increase the average delay per vehicle, what that means in terms of the level of service provided by the traffic signal. What we found was, that it puts us into a situation where some of the movements during some of the peak

periods of the day end up being a failing traffic movement in terms of the average delay per vehicle. It puts the intersection as a whole on that borderline of going into a failing status in terms of that A, B, C, D, E level of service. When we met with the residents here, we talked about a lot of things. They brought up all their concerns. One of the things we talked about was, would it make sense to open this initially without the left turn bays on 1100 West and with the idea that as traffic volumes increased, we could add those when they were justified? What the analysis we got from Kimley Horn is telling me is that those left turn bays is justified from day one. That's why we're recommending that rather than operating with the signal heads positioned where they would be without the left turn bays, and doing the striping without the left turn bays, only to find that with the complaints we would be getting that we're back in a few months wanting to change it. We felt like it made more sense to just do what we know is going to have to be the case as we move forward, and do that now. **Schmidt:** That's going to totally take any offsite parking away from those two houses. Is there something we could allow so that they could get off the road? This will take all of their offsite parking away? **Kent:** The two homes on the east side of the street, I can't remember, so I can't comment on that. The two homes on the west side of the street already have fairly wide driveways. I don't know how practical it would be to widen those beyond what they are now. If someone had a proposal of something they thought they needed to do to address a particular issue, I don't know why we wouldn't look at that. **Cox:** For the study, did it do a study that showed the turns that were happening in that intersection? There was obviously more turns on two of the T than the other two. **Kent:** Correct. They actually did full traffic counts every 15-minute period with what the number of vehicles were making all of those turning movements. They did that twice. The first time they did it, we had the construction going on at Center Street and 1100 West with the roundabout construction. We knew traffic patterns weren't normal, so we had them redo those counts once the roundabout had been opened for a week or two so the traffic had an opportunity to normalize again. What we found was that those volumes were still high. **Cox:** It was justified both times, right? **Kent:** Correct. It was those numbers from the second time after the other intersection was opened up that they used then to do this traffic analysis that they report on in their report. **Wilkey:** What if we were to hold off on the 1100 ones for now, and they got added later, it would be re-striping? Would it be actually physically adding another light to the pole, or would it just be repositioning the signal heads? **Kent:** In the split phasing scenario, I think we would still have the same number of heads that we would have under the with the flashing yellow arrow display. The left turn head would be different because what we would have with the flashing yellow arrow display, you have your red, and then you have your yellow arrow that flashes, and you have your yellow arrow that's solid, and you have your green arrow. With the split phasing, we would have a three-section head there that's just red, yellow, and green. We would have one head that would need to be modified. You can add another section to the head. But the position of the heads would have to be changed. We'd have to be moving the heads, repulling wire through the poles and match that, and re-striping. Not a large cost, but there would be some cost associated. **Galan:** If we were to recommend that we not put that left turn lane initially in there, we would have to redesign the light. At the end of the day, according to the study, we will end up having to put that lane in there and then put the right lights to accommodate traffic. **Kent:** That is correct. And really, what it comes down to is if we don't put the left turn bays in, then we need to run the split phasing. Running the split phasing means that those north-south movements have to consume a higher percentage of the green time in the cycle than they would otherwise, meaning we have less time to be able to allocate to that heavy east-west traffic, and the heaviest is the east-west.

Roger Kunz: I live at the corner there at 608 South 1100 West. The only real traffic time is when school starts and when school ends. Other than that, we have very little or no traffic on 1100 West.

My biggest concerns are safety. With that left turn lane, we're moving the distance where cars can park and the lane is outside of the car. That's going to be right up against the curb, right up against the gutter. With that lessened buffer, it's going to be a lot less safe for pedestrians. We're talking about a neighborhood where there's a lot of people that walk through this intersection. Kids sell stuff on the other corner. I think in the winter, it's even more dangerous. Cars parking in front, it kind of shields and protects pedestrians. With rain and stuff, my gutter gets pretty full, and those cars are going to be in that deep water. It gets pretty deep. It gets above my curb and comes up my lawn. It's happened at least a few dozen times. It makes it less safe. I would think that speed humps should be put in with this light system because people speed down our street with a light they want to catch, and they're going to speed even more. With a turn lane and a straight lane, you got more going on. That's a safety thing. There's predominantly been a lot of accidents in this intersection, especially when it was a two-way stop. I'm really concerned. When I bought this house, I didn't realize how it would compromise my safety being this close to that intersection. I have to be honest, I removed the junipers because I couldn't see the cars coming around the corner. There's the drain right at the corner. They're going to be running across that now with all the dirt and debris getting kicked up to pedestrians. I see it as a big problem. For me, the safety is bad enough now for me getting in and out that I park backwards there just to get out so that I can see everything. With the light and the left turn lane and everything else, it's going to be a lot harder, less safe for me. As I've mentioned, we have an eight-year-old autistic boy that lives with us. Across the street neighbor has a 15-year-old autistic boy. I have a 50-year-old female partner that's got multiple sclerosis. And then the lady next door to me is 93, and lives by herself. I think safety is a reasonable request. I'm really concerned about safety more than anything else, to be honest with you. **Cox:** Did the traffic studies consider pedestrian safety when they make a recommendation? **Kent:** The pedestrian demand, that they did count that as well, it certainly factors into the traffic analysis that was done. In terms of from a safety standpoint, where we are providing the crosswalks, the ped ramps, the ped signals, and the signal timing is such that it doesn't conflict with the ped signals, that's all figured into how that signal would operate. **Cox:** Theoretically, it's going to be safer for pedestrians if we follow that recommended study of what they proposed. **Kent:** I would say so just because when you're talking about the pedestrians being able to cross the street, if those movements, east and west, for example, don't get as much green time, that means there's also not as much green time available for the pedestrians that are crossing east and west. It impacts both vehicles and pedestrians on that. I think from that standpoint, anything that reduces the available green time to 600 South is impactful to both vehicles and pedestrians. **Roger:** What I was talking about was being closer to the sidewalk. I understand it may make the crosswalk safer, but the snow's going to be right up on the sidewalk. Normally, the snow goes where the parking is. **Mayor:** We thought going into it the study would only show the need during the busy times, but it actually showed that it's justified all the time. **Kent:** It was interesting as we had Kimley Horn doing that additional traffic analysis, we were actually finding that the worst-case scenario wasn't during the before and after-school time. It was more of the midday is where we had the worst traffic operations with the traffic demand. When we looked at the traffic signal warrants in the manual on uniform traffic control devices to see whether this signal would even be justified, it didn't surprise us at all that we would meet the peak-hour warrant. The peak-hour warrant has the highest threshold, but only for one hour. We thought we would for sure meet that. The four-hour warrant we thought was reasonably likely, I honestly didn't think we would meet the eight-hour warrant. This intersection met that volume threshold for eight different hours throughout the day. In fact, I think it may have even been more than eight, but it met the minimum eight, which was kind of a surprise. This is a busy area throughout the day, not just at the before and after-school time. **Phillips:** I can't imagine there's got to be as many students that leave and go

to the east from the high school as they I as they do from the west. The four way stop on 300 S and 600 W seems to function well. I don't know if we've done a study there, but I can't imagine why that intersection is so dramatically different than the other section on the other end. **Wilkey:** That one involves Walmart, that one involves the hill, it's the only way you get over the freeway. **Kent:** We did not analyze the 300 West 600 South intersection. **Roger:** This wasn't during the school time, but I counted 20 cars, and not one of them turned left. I can honestly say that. I don't know what's going to happen during the school year, during the peak traffic in the morning, and especially in the afternoon where I'm more affected. I haven't been able to actually look at that and count that. But I've never heard a count of how many cars go straight and how many go left. When the snowplow comes, it's also going to plow now it's going to plow the snow directly into my driveway. It's really a bad corner for me. **Kent:** The Kimley Horn report that was included in the packet that's on the website, that does include those numbers that he's asking for. There are considerable left-turn volumes on all four approaches based on the counts that were done.

Ben Hulet: I've been there for 17 years. When it was a two-way stop, it was horrible and dangerous. The four-way stop has been amazing. We've been counting traffic the last few days. Every time we get a chance, we'll sit there and count cars. We're doing our own survey. On 1100 W, north of 600 S, 12% turn left, 58% turn right, and 30% go straight. If we have a turning lane to the left, and a straight, and a turn lane, the straight and turn lanes can get backed up with almost 60% turning right. In peak hours in the mornings, it's tough to get out of our driveway. We typically back out and try to hug the curb to go either direction because it's easier that way. Our biggest concern is that it is tough to get out of the driveway. But if traffic's backed up for right turns because they're waiting for a light because someone's going straight, it's going to be a lot because we get a lot of Walmart traffic, the hill traffic coming right past our house. Aside from 600, I'll bet we have three to four times the amount of traffic on the north side of 600 as they do on the south. If we don't put in the left turn, going straight is going to share a lane, the right would be able to technically hug the corner. **Kent:** There's not really room there to have that be two separate lanes. All three movements would use the same lane if we don't have the left turn bay. **Ben:** I sit there and count every time I go there. I'm yet to sit there for 30 seconds to get through the intersection the way it is now. Even when I've come up Sage Drive and turned on 600 to go home. Peak school hours to where people coming off the hill have to let you in, you're there for maybe two minutes with the four-way stop. It moves. I can see why everyone's frustrated with it, but at the same time, it does move. We restructured how we get our kid to school by three minutes, and we avoid the whole thing by three minutes. Three minutes earlier is amazing. **Galan:** I don't remember all the statistics that went to back up the study, but I'm assuming that they went through the trouble of observing and counting so that their samples that recommend every single action that we've discussed on this thing is statistically correct. **Kent:** They followed the typical procedures that are outlined with the various traffic engineering publications out there. What you typically do on a traffic signal warrant study is you take a full day from early in the morning to late at night where you're counting all of the movements during that entire period. You try to make sure you're picking a day that is typical. You don't pick a Friday or Saturday. You don't pick a Monday. You don't pick a holiday. You don't pick a day when there's a storm. You try to make sure you have a Tuesday, Wednesday, Thursday, which is your more typical days, and it avoids the extremes. You try to pick those days and make sure that there isn't anything that would make that day atypical, and you count that day. That's the standard for how these studies are done, and that's what our consultant did on this.

Tom Jett: If he ever wants to subdivide this, will this light in any way limit his access into the two lots that he would make if you base it by this potential size of the lot? **Kent:** They would be held to what our ordinance says on their access points, which is the same with or without a stoplight.

Tom: I support the light. I drive that intersection quite frequently because I have some other rentals in that neighborhood. I take my life into my hands every time I try to turn.

Belinda Schriver: Of the people who live in this area, that's not the living experience of this intersection for the people that live there. I know this is based on complaints, but I really question whether people's complaints about traffic justifies changing the tenor of this neighborhood completely. You can't go back after you turn this into what amounts to an intersection like Main and 600 South. It changes the neighborhood. I don't think that is what should be done with this neighborhood. I think there should be alternatives, although I think that's going to fall on deaf ears because we have the traffic study. We're going to put the lights in. I think we should eliminate the left-hand turn lanes. That's my request as being part of that home in that area so that the impact is as low as it can be on the people that actually live there versus the people that are complaining because they can't organize their lives to get somewhere earlier than the last minute and cause all these problems. I want to thank the City Council. Thank the Engineering Department. It's been a really good learning experience. So thank you.

MaryAnn Morris: When was this last study done? **Kent:** I don't remember the exact date of the counts, but it was last year after the roundabout had opened up, and I believe it was when school was in session. **MaryAnn:** Did it take into consideration that the church across the street on 1100 West from my house was being used as the seminary, which means all that traffic from the high school kids, they were going down that street. I think that you need to maybe do another traffic study because that increased the traffic a lot. Just having the seminary in the church, there were kids coming and going all day long. When on the year before, there was no one at the church. That traffic study, I think, is flawed. I think it needs to be done again. Also, when you put this light in, I would like to make a request for one of those speed light things in front of that church for the northbound traffic. You said you had a few of them on the budget. I would love one of those because they come down that street really fast. Most of them aren't even looking up. They're looking at their phones. So I would appreciate one.

Councilmember Wilkey moved to put this item on the action agenda; seconded by Councilmember Schmidt; vote unanimous.

Wilkey: How hard would it be to have both drawings of what it would look like with the left lane and without. **Kent:** We could put something together. **Wilkey:** I'd still want to see what it would look like without the left lane if we're going to approve it. Could you show the distance that the outside line, how close that's going to be to the curb? **Kent:** We were not planning on a fog line or whatever you want to refer to it as along that stretch where we have the lane going between the left turn bay and the gutter. But that's something we can certainly take a look at. We actually have the bicycles and the vehicles sharing the lane through that short stretch until we get past the left turn bay. **Cox:** The turns were similar off-school time. Did it have times on that if you go back up to that? I'm just wondering because that is a good point on the seminary. I'm just wondering if there's data outside of those hours if you can see. **Kent:** The hours that we looked at, we had the AM peak time, which the AM commuter time corresponds with the AM school time as well. The data went throughout the full day, the consultant identified what the midday peak would be. And then there was an afternoon school peak, and then the commuter peak that came later than the school peak. So you see all four of those. There's similar data all the way through. **Cox:** So it'd be the middle or the middle one is the one that could be potentially influenced by the seminary traffic, right? The midday peak. **Kent:** It could potentially have been.

CONSIDER A BACKUP GENERATOR FOR THE QUICHAPA WELL. PHIL SCHMIDT

Schmidt: We have backup generators on our sewer lift stations, but we have zero backup generators on our wells. **Matt Baker:** This has been talked about for a while in the water department, backup generators at our wells. It took a while before it got onto a budget last year. Two years ago, we were almost there. We were two weeks out from having this generator come out of Quichapa. It got canceled, moved somewhere else. Now, everybody has seen what the power company is going to be doing now for safety reasons, and we have no water to get into Cedar City right now at this moment within an instant of a flip of a switch. We have two backup diesel motors that take anywhere between 8 hours to 24 hours to get set up depending on if we can get the crew there to do it. Everything has to be lined up. Us, pump guys, electricians, the cranes, if they're all in town, maybe 8 hours. If not, who knows. By the time we get it set up, power's on, and then we just wasted all that time doing that. Then we got to switch it back. This bid I have right now for a 650K generator that'll run our 600-horsepower motor at Quichapa is \$401,000. That's for one well. That's everything. That's running. It's ready to turn on. **Wilkey:** Having one well is better than having no wells. But is this something that we should be doing now, or is this something we should be doing in conjunction? Because we're going to be lowering the amount of power we have to use out of there once we complete the project at the Y. The new pumps are going to use less electricity, because we're not going to be pumping at 300 PSI anymore. If we were to buy this generator now, is that something that now it covers one well, but once we lower, it could be used to cover multiple wells? **Matt:** We can move it. Enoch 3 well has the same 600-horsepower motor. **Wilkey:** Is this something you think we should be doing now, or should we wait and buy a smaller one and possibly buy two or three to cover multiple wells once we are using less electricity? **Matt:** My recommendation would be buy six generators right now. Two at our Enoch wells, two at our South Quichapa wells, our golf course booster, and our south booster. Some of the other wells would be less because they're smaller pumps. The ones I just mentioned are not in the package. **Ryan Marshall:** We will be having a meeting next week with the engineering firm that we've hired to develop and design that system. They do have backup generation in all of them. We've talked about that. Probably a third of the total cost of the project is just going to be in backup generation. This meeting next week is to find out, do we want to put one on everything? Are we going to look at emergency situations that we could reduce some of that down? How we want to approach that as a city. I think it was between 5 and 6 million of that roughly 20 million they were saying, is built into that project for just backup generators and things like that. We also talked about how we're going to fund that. We talked a little bit about the brick grant that we just went through for our storm drain. We found out that Colorado, a lot of the water providers are using that grant funding to do backup generation on their pumps. It's something that we're going to look into. I don't know if we can make this year's deadline because I think that was last week. **Schmidt:** I don't think you can make the BRIC grant that they're currently working on for the storm drain, but Jones and Demille is very familiar with that, though. **Ryan:** We can look at that. That may be a possible solution to fund some of those, and maybe throw some of these others in as well. That whole BRIC grant is to try to avoid a hazardous situation before it happens. And so they were able to justify it in Colorado for it. I think we can maybe put that in for Utah. I know last week or the week before was the deadline for the state. The federal deadline for these brick grants is July 21st. I don't know if the state would still consider it or not. **Schmidt:** These wells that Matt's talking about are different. If we were to do these wells, we might not have to do the backup wells right at this time. But right now, we have zero. The part that concerns me is that we don't have anything for backup at all. Then this project's coming, but it's a year out at least. Chief, what are your thoughts on the water situation? **Fire Chief Mike Phillips:** We use a lot of water to fight fires. Most of it comes out of the fire hydrants, but we have the capability to draft. We can go to the lake

on the hills and fill everything off of it and drain that down with our trucks and fill from there. But we have to transport it with our water tenders. So we have some contingencies in place for fires, but our primary way we get water is through the fire hydrants. **Schmidt:** Do you think we need backup generators? **Chief Phillips:** Yeah, we need water. **Paul:** Which wells are these wells when you're talking about put it on these wells but not those wells? We have a well field in Quichapa, and we have two wells out by Enoch. That's it. **Matt:** The ones I just brought up today are Enoch one and Enoch three wells out in Enoch and Quichapa one and Quichapa three. Those feed our south system. Those are separate from the four on the pressure reduction system. The other two are boosters at the golf course and by the Maverick on South End of town. **Phillips:** So they would have nothing to do with this reduction thing that we're doing? **Matt:** No. **Wilkey:** Quichapa one and three are not part of the whole Y project at all? **Paul:** No. They pump into that steel south line that goes to the south. **Wilkey:** So they're not ones pumping at 300 PSI, so those are the two at Quichapa that you want to try and get covered by these generators. The other four will get covered under that project. **Matt:** Correct. **Paul:** Four wells and two booster stations. **Phillips:** Phil was talking and we keep talking about the package. What package are we talking about? **Mayor:** The pressure reduction one, the 17 million. **Wilkey:** That covers four of our six wells. **Phillips:** My understanding, we were going to have to probably bond for that. I think that we have to look at a way to include some of this into that bond. If we're talking about 17 to 20 million, I don't know how else we do it. **Schmidt:** We could buy these six wells where there's generators, but we just have to change a couple of things. **Paul:** What's your lead time on them? **Matt:** Generators. 55 weeks. They are 650 kilowatt. Maybe like a V10 diesel motor with big twin turbos. They sit outside. **Schmidt:** The ones you guys saw last time was a portable one that was in a van trailer, and that was the one that was over a million dollars. I talked with Tony today. We talked with Matt. Tony Barney was the one that put that bid together. Tony's the one that's talking to Wheeler about these generators. It's something I think that we need to start thinking about because of the lead times and everything else. I told Tony, I said, "We don't want a portable because they're way expensive, three or four times as much." These are permanent-based generators. **Paul:** With the 55-week lead time, you might as well roll that into your bond, and that would be your funding source, and you could still have them. They would still be here in approximately a year. **Wilkey:** Can we order them without having to put up a bunch of money? **Schmidt:** I think Wheeler can do a rental purchase option. They work with a lot of municipalities. You wouldn't have to pay for all of this right up front. Their head guy is on vacation right now, but if he got back and we just have a meeting with them, they'd be pretty easy to work with. It's not a lot of out cash that you'd have to do right up front. **Paul:** We could explore that option to figure out what the fiscal impact's going to be. If you have a multi-million dollar capital improvement, you're probably going to give authorization or be asked to give authorization for the larger bond for the pressure reduction project this fall when we have enough- **Schmidt:** If we're going to have these, if they're going to be in there, then it's probably something that we need to say now. Because if the contractor waits until they have the contract, then you're 55 weeks from then. So at one point in time, I think if we're going to do this, we need to say, "Okay, we're ordering the generator so that we can..." **Mayor:** I think it's a bigger discussion. Do we feel like we need to have the full system function at max capacity for the emergency time. You're also going to factor in a four-million-gallon tank of extra storage that comes into our system once we connect the Y into the Conservancy District. So that doubles our current storage capacity? **Schmidt:** No. **Matt:** Maybe. That's what they gave us. I don't know. **Cox:** But we have access to it. **Mayor:** For an emergency standpoint, you'd have access to the whole amount, right? **Matt:** That's their water tank. But if they don't have power either, how are they pumping water? **Mayor:** It's got full of storage. **Matt:** If it's full. **Mayor:** There's extra factors here. To just jump into an extreme of, "Let's put it on every tank

for the emergency situation." Should we really have a plan more focused on how to be cost-sensitive to the taxpayer dollars to make sure we're covered and we can keep water flowing to their toilets and drinking, but not necessarily our full capacity? **Schmidt:** I wanted to bring it up today. We're not going to figure it out today. There's something that we do need to get the discussion going. **Cox:** If it's 55 weeks, we need to order them sooner rather than later, at least some.

Phillips: We've been talking about this pressure reduction process for months, now we're saying that's probably going to be early fall or fall. Why? **Paul:** You need to have your engineering done to a point where you have enough of the engineering done and a cost estimate so you can go to the finance guys and say, "This is how big of a bond we're going to need." **Phillips:** That's the process we're in right now. **Paul:** The engineering for that project has to be done by November. The full engineering's got to be done by November. We would ask short of that for some cost estimates that we could start the bonding process. We would probably come and ask you to authorize bonding higher than that engineering estimate so that you can free up that capacity. It doesn't mean you have to use all the capacity. But we'd probably ask for a higher bond limit at that point. If we need to roll these backup generators into it, then that's something we could consider. **Phillips:** I think that's what we should consider. But 55 weeks is a long lead time. **Wilkey:** If we were to look at doing two generators for now to get things moving, would it make sense to put one in Enoch and one out of Quichapa so that way both areas have.... I do think us rolling it into the bond is where we're going to ultimately have to end up. But I would also like to see us, if we can keep it to maybe just a couple of the generators, we did just move money over unallocated into our capital, if we wanted to go out and buy two of these, we could whether or not we can roll it over into the bond, we could absorb buying two of these right now. **Paul:** You need to go back into your discussion about enterprise funds versus general funds. That's part of the discussion you're going to need to have for that thought process. The other thing is, if you put it on the two wells, you still need to put it on the booster pumps. There's the booster pump at the golf course and the booster pump on South Main. If you have it on the wells, it doesn't maximize our capacity if you don't put them on the booster pumps. **Wilkey:** I want a plan for us putting it on the bond, but for some reason, could be something we could absorb? Do we have possible funding if we said we need to buy two or three or four of these in the near future? **Paul:** You need to look at your capital reserves and your water enterprise. **Wilkey:** Is that something we can do? **Mayor:** Right now, this is to start to talk and get data. **Schmidt:** I'll visit with Wheeler too and see what all our options are, whether rental purchase or whatever, what kind of things we'd be looking at even if it comes in the bond, the lead time is so long that the generators are going to need to be ordered pretty quick. **Mayor:** You could always approach it with the worst-case scenario of using capital funds. And then by that time, we get the bond in place and can potentially end up buying them with the other funds. **Matt:** It comes with the diesel tank underneath, and they start whatever day you program to exercise them.

It does it automatically. If you put them on the north system, our Enoch three and one wells only feed the north tank and the 3200 north tank. There's no way to get the water to the other system without a generator at the golf course booster. If you put them on the Quichapa one wells and three wells, it only feeds the south tank, and that's it because it's the lowest, and there's no way to get it from there to any other outlet. **Mayor:** Matt, could you do a little bit of data calculation for us as part of this discussion, looking at it from your preference. You're the one that would want to have it function at peak capacity, and not have to stress at all about telling public that we have to shut water off and restrict water use for a little while until we get Rocky Mountain to turn power back on. Would you run some data on helping us just understand if you have two of those wells with generators on them and they're pumping, how many gallons a minute is that going to give us? How much does that mean we've got to restrict flows in the city in order to not run out of water? Just help us understand what those levels would be as a worst-case scenario and an emergency for a

few days or a week rather than the full capacity. **Matt:** During the winter, we're running two wells. That's all it takes to run our system. Right now, I'm running every single well we have to barely keep up. In eight hours, we lost a foot an hour in our cross hollow tank. The only way we're going to run off two wells if everybody shuts their water down. Thursday afternoon, when I walked out here at 3:30, I texted the Parks Department, SUU, and Iron County to tell them to shut their water down to help us out, and they applied. No problem. They didn't even question. **Mayor:** And that ends up saving us how much of that peak use. You can track some of that, especially with our equipment now, to know if the big water users shut down, that drops our need for pumps down to X. Just some of that data would be valuable. **Ryan:** I think some of that was like 20 to 30 percent. That's what this meeting next week is going to be with the engineers is during your peak time in an emergency situation, if you were able to cut some flows down, can you get by with just one or two or three wells on a backup generator or not? That's what the analysis that Jonathan and the engineers are going to be doing next week on this. **Matt:** Another thing I look at, if one of those has a generator on it and that motor's down, we're out **Mayor:** I still think it's a balanced approach. When you talk about emergencies, you can spend all the money you want to protect against every emergency, but there's still got to be some calculated risk, that is a reality of life. **Phillips:** We'll get some information from our finance director, and we'll go from there. **Matt:** Before this weekend we were at 11 million, but our peak is 12.4 million gallons. Saturday and Sunday, we were just over 8 million gallons water usage. We only saved 3 million gallons a day. That shut off two wells, that's it. That's including the tanker base running also. **Wilkey:** Which ones did we lose to the power being turned off? **Matt:** Everything. We lost all six at Quichapa. We lost Enoch three. That was running, and then that shut off, and we luckily had Enoch one running, it was only pumping 800 gallons a minute, and that kept pretty much that tank level with the tanker base. **Tom Jett:** I hope we consider the United States military's systems that they have. They surplus these. They don't wear them out. They just do a rotation every X number of years. Some of these things have very minimal hours on them. We also have FEMA that rotates theirs on a regular. These are not small generators. These are large enough to run extremely large communities. Some of these agencies have programs where they sell to the cities and the states before they even put it on the surplus, to provide public services that those taxpayer paid for to begin with. **Phillips:** What is our action then relative to next week? **Mayor:** I don't think anything at this stage. It's really just more of a discussion. We need to get some information back from our finance director. Just get a report on where we are at. We'll bring if there's an actual action we need to do, then we'll bring it.

CLOSED MEETING- REASONABLY IMMINENT LITIGATION: Councilmember Phillips moved to go onto closed meeting at 7:36 pm; second by Councilmember Wilkey; roll call as follows:

Robert Cox - aye
Waldo Galan - aye
Scott Phillips - aye
Phil Schmidt - aye
Carter Wilkey - aye

ADJOURN: Councilmember Phillips moved to adjourn at 7:49 p.m.; second by Councilmember Cox; vote unanimous.

Amber Ray
City Recorder

COUNCIL MINUTES

July 8, 2026

The City Council held a meeting on Wednesday, July 8, 2026, at 5:30 p.m. in the City Council Chambers, 10 North Main Street, Cedar City, Utah.

MEMBERS PRESENT: Mayor Steve Nelson; Councilmembers: Waldo D. Galan; R. Scott Phillips; Phil E. Schmidt; Carter Wilkey.

MEMBERS ABSENT: Councilmember Robert Cox

STAFF PRESENT: City Manager Paul Bittmenn; City Attorney Randall McUne; City Recorder Amber Ray; City Engineer Kent Fugal; Police Chief Darin Adams; Fire Chief Mike Phillips; Public Works Director Ryan Marshall

OTHERS PRESENT: Scotty Harville, Tom Jett, Brad Green, Bill Payne, Tonya Payne, Richard Genck, Kami Merrill, Milton McLelland

CALL TO ORDER: Director Greg Powell, The Church of Jesus Christ of Latter-Day Saints, Canyon Country Communication Council gave the invocation; the pledge was led by Councilman Wilkey.

AGENDA ORDER APPROVAL: Councilmember Phillips moved to approve the agenda order; seconded by Councilmember Wilkey; vote unanimous.

ADMINISTRATION AGENDA – MAYOR AND COUNCIL BUSINESS; STAFF

COMMENTS: ■ America 250 Events. **Councilmember Phillips:** We've had a busy week. Everything from an outdoor movie at Brian Head Thursday night to a wonderful celebration and sacred program at Christ the King Catholic Church on Friday. Saturday, we had independence activities all over the county. Maria and I went to Kanarraville, Parowan, and Cedar City on 4th of July and caught as many as we could. On Sunday we had a wonderful series of potluck picnics around the county where people gathered with friends and family and reflected on what was important in their lives and in America. Monday, we dedicated the Fort Cedar Railroad Trail, we appreciate everyone who was there. We had fabulous fireworks. Yesterday we had swim parties at Parowan pool, the Cedar City Aquatic Center, and Lake at the Hills. Tonight we conclude our series of 13-day celebration with the Utah Symphony doing an outdoor concert in our Main Street Park. It's been a wonderful celebration. I appreciate all of staff's support, the city's support. We've had great turnout at these events. I think it just was a wonderful way to renew our love for this country, and I appreciate that. I'd just like to remind everybody, as we talk about first responders, tomorrow from 11:00 to 1:00 in the Cedar City Main Street Park, the Iron County Home Builders, Cedar City Chamber of Commerce, and the Board of Realtors is sponsoring a first responders' lunch. It is free and open to all to come to it and support our first responders. **Wilkey:** Before we move on from America 250, we should publicly thank Councilman Phillips for all of his hard work and representing us. He's taken a lot of this on his shoulders. I asked him at one point, have you done enough? He said- We'll never do enough. That's just Councilman Phillips in his way. If you could please join me in publicly thanking Councilman Phillips. I think you'd be hard-pressed to find a community anywhere that has done as many different things as this one. ■ **Schmidt:** As many of you might have noticed, we have a new parking place over by the park. There's about 158 parking stalls now. It's all completed. VSS International is a company that donated the micro-sealing on the parking lot. Parrish Bolls, who works for them, was instrumental in getting that. I'd

like to thank Straight Stripe. They striped late into the night to make sure that it was ready for the next day, which was the 4th of July. I'd like to thank the engineering department. Troy got the model built, Clay got the surveying done. Eric Witzke from the Street Department and his crew were instrumental. The blanket contract for concrete, those guys really put it together, and they got it all done. I would like to really recognize all of them. They did a superb job.

■ **Fireworks Report. Fire Chief Mike Phillips:** We allowed fireworks to be shot on the 3rd and 4th of July. The 3rd of July, there were no fireworks caused fires. We had four vehicle accidents, and we had one call for a fire up the canyon that ended up being a propane-fed fire, so they were okay. The 4th of July started out with a structure fire early in the morning, and then we had some fire alarms, smoke alarms. We had an illegal burning at Canyon Park area, which ended up being a barbecue outside cooking. It's still okay. You can have your barbecue. But as far as the fireworks, we had three dumpster fires, one at the Canyon View, Aquatic Center and Bicentennial Park. We put out our buckets from TNT, and it stopped a lot of our dumpster fires. People were putting those fires out, so we had a lot less dumpster fires this year. We had five outside fires, only three of them within the city, the largest one being there by Johnny Macs, which ended up being a one-acre fire. Overall, it was a pretty uneventful 4th of July. We started more fires on the fireworks area and the big fireball than anywhere else in the city. **Phillips:** Chief, I have to say you were very instrumental in the whole fireworks situation. For the first time ever, we had a soundtrack that accompanied the fireworks. You and your staff were instrumental in putting that together. So I thank you. We got some sponsors to support it on the radio station. I hope if you were watching the fireworks, you had it tuned to one of our radio stations because it worked with the fireworks. **Mayor:** Chief, I just have to publicly thank you also. It was probably my first heavy, stressful thing as a mayor. Having the governor put that on you and I to make that decision, just the attitude that you took towards that. I really respect working with you, and the principle of people being able to do what we have always done. I do believe the advice that you gave: if we allow it, people will use it and have a better chance of being responsible. I know of a couple of cities that didn't allow it, and then people went out to try to hide, and did start fires outside the city limits. I am really grateful for your interaction there and the wisdom and data-driven approach that you helped us take there. So thank you. **Wilkey:** I think we should also thank our citizens for being smart.

CONSENT AGENDA: (1) APPROVAL OF MINUTES DATED JUNE 17 AND 24, 2026
(2) APPROVE BILLS DATED JUNE 30 AND JULY 1, 2026. (3) APPROVE BOARD
APPOINTMENTS: ACTIVE TRANSPORTATION COMMITTEE-RELEASE
BRITANNIA HOWE; AIRPORT-REAPPOINT JOHN APPEL; BOARD OF
ADJUSTMENTS-REAPPOINT BRITTANY FISHER; HISTORIC DOWNTOWN
ECONOMIC COMMITTEE-RELEASE BRENT DREW, APPOINT TYLER ROMERIL;
LEISURE SERVICES ADVISORY BOARD-RELEASE CRAIG ANDERSEN,
REAPPOINT BRAD ANDERSON; PLANNING COMMISSION- REAPPOINT JIM LUNT:

Councilmember Phillips moved to approve the consent agenda as written above; seconded by Councilmember Wilkey; vote unanimous.

CONSIDER REMOVAL OF SPEED BUMP ON SOUTH MOUNTAIN DRIVE. KENT
FUGAL/PAUL BITTMENN Kent: We have another speed bump in town that is essentially the same design as the one on South Mountain Drive, and that's over by Canyon View High School. We did have an incident on 4th of July with a fire truck responding to a call. That road had recently been resurfaced, not yet repainted. That speed bump was not very visible, and the fire truck hit that at much too high a speed. Likely damage there. I don't know if we know the full

extent of it yet. But it was an example of things that can go wrong when we have those speed bumps on public roadways, especially when they're on some of those primary routes through those different parts of town. **Phillips:** That crosswalk, speed bump there between the schools has been very helpful. I think it's been made much safer for the students going back and forth across those two campuses. **Kent:** I would agree. That one is in a location that's very visible. And with markings being restored and everything, it'll function safely. The one on South Mountain Drive is difficult to see when you approach it, especially from the east, and it has a tendency to catch people by surprise even when it is marked. I point out that incident with the fire truck because it points out the danger of those if someone doesn't notice them. **Galan:** I spent quite a bit of time driving all those streets in the last few days and taking a look at the shape of that bump. There is quite a bit of damage on it from equipment, what kind of trucks, or whatever. My observation in terms of the speed of the individuals that were going either west from the east side or east from the west side was, it does slow individuals quite a bit when they come up to that bump. **Schmidt:** I got to sit out there for 45 minutes or so, I sat on both sides of the road. The bump is 192 feet from the stop sign. I got out and wheeled it off. Then I watched everybody that was coming from the west going east. We do need to change some of the speed signs on that road. We don't have a lot of great stoppers in the road. Most people just kind of slow roll through the stop sign. They go through the intersection, and then they slow down again. But right after the speed bump, then they pick up their speed. I watched young people, old people. I tried to look at all the drivers. And boys, girls, grandparents, everybody drives a little bit differently. The only one that really had fun with the jump was the motorcycles, and they used it as a jump. But going from west to east, I don't think it makes any difference at all. Where it's located is a terrible location if we wanted to make it a crosswalk. It's kind of at the break of the hill, and that would not be a good crosswalk location for kids. If you're coming from the east going west, I think that's where a lot of speedsters go, and nobody hits their brakes until they get past that intersection just right above the sign. It's maybe a couple hundred feet above the sign. Once they go past that intersection, then they'll either hit the brakes or they hit the bump. I've seen a few people hit the bump pretty good, and it's been there for a long time, so I think they would know it. But they went a little airborne. The only thing I see that speed bump actually doing is slowing down an area that's about maybe 150 feet. A little bit on each side of that bump is where people hit the brakes, and then they have a tendency to speed up. We need to have patrol officers out there that are not worried about educating the people, but start writing tickets and make them as stiff as possible. If we want to control that area, we're going to have to do it with the police officers. Because the speed bump, everybody knows it's there, does not seem to be working the way intended. **Galan:** They do speed up regardless of the bump. You could have the bump or you can take the bump off. The people are going to speed through there because they can get away with it, and we need to enforce the speed limit. **Schmidt:** That's really what we're going to have to do, relocate some of the speed limit signs. We need to put one right at the top of that hill when you're coming to the east. And then the road going west needs to be re-signed a little bit better. **Phillips:** I was out there for about a half hour today. I too went both directions. I sat on the east side, then I drove up and sat on the west side and watched. And for the most part, people went through it very carefully and behaved pretty well. There was two incidents I saw where they went a little too fast and kind of got a little airborne. And interestingly enough, they were both elderly drivers. I thought that was interesting. But yeah, the speed bump maybe is not in the right location, but it seems to be serving somewhat of a purpose because they do slow down. They have to that 150 feet or whatever you say it is. **Schmidt:** I would have to agree with our engineer, Kent Fugal, with the road department. Ryan and Eric talked to me strongly about that. From what I saw and from what I've heard, I think we would be better used if we had better enforcement out there. The speed bump, to me, actually is a hazard, and it is in a terrible location.

It cannot be a crosswalk. It is in a super bad place for the hill and for kids. I really don't want kids to cross there.

Councilmember Schmidt motions to redo the signs, and remove the speed bump; Councilmember Galan seconded; Councilmember Phillips and Wilkey nay.

Mayor: The thought that I had that probably pushed me in this direction is, I don't think that they are a device that we want to continue to use through the city, and I don't like the precedent that it creates. I recognize this community is getting extra traffic currently because of the fact that we don't have that bypass road to be able to continue down on the other side. One of the thoughts I would like to throw out would be if we have it removed once the bypass road is in. Then it allows some degree of protection in the short term, but doesn't create a precedence that we're going to continue to have as something that we have others come and say, "Well, they got to keep their bump. I want a bump," and have it be something that we deal with throughout the city. **Schmidt:** It's interesting that you mentioned that because I talked to Waldo earlier today, and that's what I had told him, but I didn't have him mention it. The bypass could be a couple of different roads. Leavitts are working on a road to tie in, which will probably become sooner than the south bound road. I would say when either of those roads are connected, that's when we pull it out. **Phillips:** I do want to add to that motion that we start monitoring the speed in that area and start enforcing the law in conjunction with the motion that is going to be proposed. But we need to focus on that because the speed bump is not fixing the speeding. I recognize from a peace of mind for the local residents, that's what we're providing for an uncertain period of time. But as soon as that road comes in, that bump comes out, and hopefully, we have taught the citizenship to drive the speed limit.

Councilmember Wilkey moves to defer the removal of the speed bump until a bypass road is installed, also with the understanding that there will be increased patrol in that area, and adjust signs as needed. Councilmember Phillips seconded; vote unanimous.

CONSIDER AN ORDINANCE APPROVING A DEVELOPMENT/DEFERRAL AGREEMENT FOR A PROPERTY LOCATED AT APPROXIMATELY 2411 W 580 N. BENTLEY HUGIE/RANDALL MCUNE

Councilmember Wilkey moved to approve the Development/Deferral Agreement; seconded by Councilmember Schmidt roll call vote as follows:

Waldo Galan	-	aye
Scott Phillips	-	aye
Phil Schmidt	-	aye
Carter Wilkey	-	aye

CONSIDER A RESOLUTION APPROVING THE ALLOTMENT OF RAP TAX FUNDS AS RECOMMENDED BY THE PARKS AND RECREATION ADVISORY BOARD. CHAD WESTWOOD/ RANDALL MCUNE

Councilmember Wilkey moved to approve the resolution; seconded by Councilmember Phillips; vote as follows:

AYE: 4
NAY:

ABSTAINED:

**CONSIDER A RESOLUTION APPROVING THE ALLOTMENT OF RAP TAX FUNDS
AS RECOMMENDED BY THE ARTS ADVISORY BOARD. JOANNE
BRATTAIN/RANDALL MCUNE**

Councilmember Galan moved to approve the resolution; seconded by Councilmember Schmidt;
vote as follows:

AYE: 4

NAY:

ABSTAINED:

**CONSIDER A CONTRACT RENEWAL WITH FLOCK SAFETY IN THE AMOUNT OF
\$157,500 PER YEAR. DARIN ADAMS**

Mayor: I know there are some people here tonight that learned about this agenda item during the week and didn't have an opportunity to come to our work meeting last week about this one. So my thoughts are, we'll let Chief Adams go through a few items, and I would hope that you would entertain allowing this to be an item that has some public comment before we take a vote on it. This is one of those issues that I know there's some very strong feelings on. I've had lots of conversations this week and even from the campaign time period. I've engaged in some research and tried to wrap my head around this concept. I hope that our approach to the discussion that we can have tonight is truly that of a discussion. I am certainly not closed off to what I think is the absolute right way, and I believe that our council is very similar in a desire to really understand all perspectives. I have tried to do some due diligence to wrap my head around what I have been shared and seen online and verify how much of that is factual versus not. I hope that we can have a discussion tonight and be able to ask sincere, genuine questions with open-mindedness. As we do it, to hopefully come to the best conclusion for the community. **Police Chief Darin Adams:** I emailed each of you the slight modification to the contract that I brought up last week with regard to the concession credit and the payment schedule. I appreciate the public being here tonight. Hopefully, I can address some of the concerns that have been brought up throughout social media and in other avenues. When we looked at this, and the council knows this, over a year and a half ago, we were trying to look at a tool that would help us be a force multiplier in our efforts. License plate reader technology has come a long way over the years. I took a lot of time and energy evaluating this over about a year's time in 2024, leading up to 2025, to see how this could help us in our efforts. Just as an example, a few weeks ago we had a red, what we believed to be a Toyota vehicle at the Diamond Z Arena that was flipping donuts in the parking lot, tearing up the gravel, almost hit a couple of the workers there, and then sped off. Ken Nielsen, our Leisure Services Director, contacted me and said, "We don't know who this is, but they've done this before. It's becoming a public safety issue, and we're at a loss." He sent me a picture of the vehicle and a video as the vehicle was doing the donuts and it drove out. I began by instituting a report. As you know, from an accountability piece, it's required that we enter either a CAD ID number or a case number. A report has to be generated before we can query the system. I started with the report to have that basis and foundation there. Then I entered into the system, red Toyota truck, and queried two cameras and immediately got the return here. This was the vehicle that was traveling south on Cross Hollows Road. The timestamp was about four minutes before the vehicle arrived there at the arena and doing its havoc to the parking lot. What then that allowed me to do was see the plate. I had to take an additional step to run the plate to determine registered owner, and then further step to assign that to one of my officers to go out and try to contact that individual and explain to them that that was not allowed behavior and to issue a trespass order. I

want the public to understand, and know, that the system itself is limited on what it can and can't do. By me entering that truck in there, it flashes to me what that vehicle is in that area. Based on the description, from there, I can get the plate. I still have to run the plate. I still have to do an investigation, to follow up before I can take any action. And that means to verify. If this was a vehicle where the registration was revoked or it was a kidnapping suspect or any number of crimes, I still have to obtain probable cause after I get the information from the camera to follow up on my case. At the mayor's request, we collaborated on the video that was put together and produced two weeks ago. The intent was to try, in as short a time as possible, with social media and attention spans, what they are, to try to get the information out in a concise way to talk about the transparency portal, which is on our website, and to hopefully educate people on what the system can and can't do. When we do that, which is rare, my intent was to put out a public service announcement to let people know what this can and can't do with the hope that if there were concerns or questions, that they would contact me directly. On the post itself, I didn't turn the comments on. The main reason for that was because we do that often. We'll put out a suspect description, and we'll ask for input. You can imagine the flow of comments that come in. We simply do not have the personnel to monitor that and to respond to every person, which is also not good either. We use that as a conduit of communication. I knew that I was not going to be able to do that, and hence the reason that I left my work email and my phone number in the video and urged people to please consider contacting me with questions and concerns, and received none. Received no emails, no phone calls from anybody. An article was written this morning by the Zion Times, specifically about a case where Flock was used and the case was dismissed. I just wanted to touch on that to give some more detail so that everybody understood. Last year, two individuals were assaulted up the canyon at a homeless encampment by two other individuals. They were struck in the head and the face. A knife was used to cut one of the individuals. Officers arrived, and the victim told officers that the suspects fled in an early 2000 model red Chevy pickup. The report states that a Flock camera was checked to determine if the suspect vehicle had been captured on the system. It further states that a red pickup was captured in the area. However, the vehicle was not located by officers. The next evening, one of the victims approached an officer at the back door of the police department and told the officer that they had determined who the suspect, at least one of the suspects was and that their name was identified to that victim. The victim handed the officer a piece of paper with the suspect's name and said, "Please follow up on this." The officer acknowledged in the report that the suspect had a red pickup truck registered to him, but it was a Ford and not a Chevy, as indicated by the victim. The officer acknowledged further that the truck captured on Flock that day had a white canopy, as the officer stated, which also doesn't match the description the victim gave officers. There was still some discrepancy on what kind of truck that really was. The officers didn't really have much to go on at that point. The case sat, and five days later, a disorderly conduct call came in wherein the reporting person stated that the suspect in question was present. Officers responded to that. They made contact with this suspect, whose name was on the piece of paper, and tried to get an interview with him. He didn't want to talk. He said, "I plead the fifth." The officer noted that he did have a red vehicle that was there at the scene with him. Based largely on the victim's statement that this was the suspect, the officers made an arrest. The county attorney's office took the report. They prosecuted the case, and the judge dismissed the assault charge due to a lack of evidence. I think that was largely in part because the victim identification was not to the court's standard. I bring that up to make sure everybody understands that it wasn't the Flock camera and the identification of this red vehicle that was the basis for the arrest. Like anything with Flock, it's one piece of our entire investigative puzzle that we use. Then there's so much work that goes beyond that as we look to make arrests or to continue our criminal investigation. I know that there's been concerns about data sharing, and I

just want the public to know that we do not share with federal agencies, specifically ICE or FBI. You can see on our website there down in the middle where it says, "Filter out immigration searches, filter out reproductive care searches." Those have been disabled. That is not something that we can even do. We have not, since we've implemented Flock, received any requests from FBI or ICE to share data. I wanted to go one step further. As you'll see at the top there, even just today, I disabled that to where they can't even request it. They haven't requested it in the past. They could. We wouldn't condone that request. But now I've made it to where they can't even request it to just give a further peace of mind and restriction there to where they can't request it even if they want to.

Wilkey: That's a request they would make through the system? **Chief Adams:** Yes, it has to come to us, and then I have to review that whether or not. **Wilkey:** But it doesn't even show it as an option if you click that toggle, correct? **Chief Adams:** Correct. **Mayor:** Just to be clear, if that toggle was flipped, other agencies that use the Flock system, if they had a reason to believe that there would be something, a crime that is somebody coming through our area, if that was clicked, they still couldn't access the data just because that was clicked, right? **Chief Adams:** You can see there, the access to statewide and nationwide network is disabled. So they cannot. **Wilkey:** But they could have requested it had you not disabled them. **Chief Adams:** Correct. **Mayor:** Then that request comes to you, you evaluate the request and whether you feel like it is a valid thing for us to help with or not. And then you would be the one that would authorize it if that was even an option. **Chief Adams:** For example, if Flagstaff has a kidnapping suspect and they know it goes north, they can query certain cameras on the system as long as we approve that. If Flagstaff wanted to contact us and say, "Would you please allow sharing for our cameras? We had a kidnapped suspect that went north. We believe it's headed through Utah." We could approve that. They could query it and determine if that vehicle had passed through Cedar City. So they at least know where that vehicle is going in their investigative efforts. **Wilkey:** In that type of a situation, instead of giving them access, could they not give you the vehicle description and you or one of your officers do that search instead of giving them the access? Then if something does pop up, then you could collaborate on getting them the information. **Chief Adams:** We would just have to have an agency assist report created or a CAD ID, and then we could search that. **Mayor:** From what I understand, the data is proprietary to us. It's not on some server that Flock has access to. It's a cloud-based server that we own the data. And therefore, we can control who gets access to it or not and how that's done. Part of that process of how we allow that is an internal decision that I think is a valuable discussion for us to have, of is this something that we want to allow others to have access to, or to not have access to, and what's that process if we do? **Galan:** Correct me if I'm wrong. I think that data, the stuff that we have on the cloud, also has a time limit before it's deleted completely, right? So would you address that as well? **Chief Adams:** In our policy and in the contract, it's 30 days. When things are recorded in the system, after 30 days, they're erased or overwritten on. That is the most conservative timeframe you can do. Agencies surrounding us are at 90 days. I talked to Chief Whitehead in St. George just last week. They're looking at nine months. I hope the public understands we did that purposefully. We don't need that data to be retained for any longer than it needs to be. It has hampered us before, not in a major way, where we had a crime occur, and we go back two months to try to figure out, it was reported late, and that's gone, but nothing that's compromised us or caused any major issue. That's always the trade-off as well. I wanted to touch again on the immigration enforcement. I want the public to also know that we have a strict policy that we will not engage in civil immigration enforcement in any way, shape, or form. That dovetails with the policy. We have audit logs that are very complete, very thorough, and those don't go away. I audit regularly to make sure officers are using the platform and the system in the manner it's intended. The policy, it's very specific to what they can use it for. I have access as the chief administrator to audit those and to make sure that they are

following the guidelines. **Mayor:** For clarification, the policy of us not participating in immigration. We don't hinder that, but we're not using our officers out there saying, look for people that could potentially be illegal. **Chief Adams:** It doesn't matter if they're a citizen or not. If they've committed a crime, we treat them the same, but we're not enforcing civil immigration. We're not working to deport. We're not working in that capacity whatsoever, but we're not hindering either. **Galan:** To clarify the auditing process as well. You as the administrator have access to everything that goes in and out of that system. But you also get very much the detail of the officers that have touched the data, when they did and what they did with it. You have a clear picture if by any chance there was a misuse of the information. **Chief Adams:** Yes. We would address that. To your point, it shows when they queried it, and then the case number or the CAD number directs me to where I need to go to find out why they used that. Officers know that misuse of that is a class B misdemeanor. That's state law. **Galan:** They have to not only identify themselves, but they also have to put the case number in before they can even access the data, right? **Chief Adams:** The query. Yes. **Wilkey:** There's quite a paper trail. **Mayor:** One of the things that I'm naturally inclined to is a skepticism of power and of government. But the reality is that they need to exist, and the restraints that we put on them to protect, and have checks, is a really important part in any of these kinds of discussions. Those were key things that I was grateful to learn is that it's a tool, but it's a tool that we have tried to make sure we're restricting and can audit and see if somebody misuses it, then we punish them for misuse. I think that's an important piece too of the process. The success we've had with this system is immeasurable. Our first success was a business burglary at Tropical Smoothie on the south end of town where somebody in the middle of the night showed up, broke the window, walked in, and was seen on Pizza Cart surveillance video carrying a safe out and putting it into the car. We didn't have anything. We had the side profile of this vehicle. We had nothing else. We had no leads to go on whatsoever. An officer put this red sedan into the system. The camera by the Lighthouse at Providence caught the vehicle that was also shown in Pizza Cart surveillance video. They gave us the plate. We were able to run the plate, determine who the suspect was. Then the work began where we contacted St. George, found out that the suspect was on probation, had traveled from St. George to West Valley. Two detectives went to West Valley and two went to St. George and wrote search warrants on his house and his car and found evidence of two previous burglaries. One at IHOP and one at Pawn Plus here in Cedar that had occurred weeks earlier that were not solved. Think about man-hours to solve those cases without that one piece of technology. That was the only thing that created success in that case. Otherwise, it's in the wind. We don't know who it is, and three victims who are out thousands and thousands of dollars and property. We've had numerous hit-and-run accidents. That's quite common where people will hit somebody and then take off and head home. Now we have a victim who's got property damage and no insurance on the other side to cover that. We've been able to check the cameras and run registrations, find out who those people are, find them, interview them, look at evidence of the car, and make arrests. We had a massive structure fire. It was actually an arson where a suspect lit a house on fire. He claimed to the detectives that he was not in town, had been gone for three days. We simply ran his vehicle through Flock and found that he had been driving around Cedar for the previous three days. It hit on the camera out north of town. Officers went out hoping that Maverick would have some video of him, found video of him in the store buying a gas can and some other stuff. Once he was presented with that, the interview was quite easy after that, and he confessed. It's a major crime, obviously a first-degree felony of an arson of a habitable structure that would likely not have been solved without that. We had a stolen vehicle with four juveniles out of Arizona that came into town. They had committed crimes in St. George, had ran from St. George Police Department in Washington County. We ran their vehicle through the system. It pinged out by Maverick by the bowling alley. Officers went out

there, found them at Maverick. They fled from the officers out toward the Hitch'n Post in Enoch. They were able to get them stopped, and the vehicle returned back to the owner. We assisted with a homicide out of Ogden with suspects who came down, and all they had was a vehicle description. So again, we ran that description through the Flock system, determined that they had stopped at that same Maverick. And we're able to get at least some identities from the plate that was ran and Maverick video as well. We've had stolen firearm arrests; the success stories go on and on. I've heard complaints where people have said, "Well, it's going to detect me or what I'm doing in town." The cameras are motion-activated. If I were to walk in front of one, the camera would kick on, but the camera is specifically designed to look at vehicles. The learning system within the camera is specific to vehicle plates and vehicle details. If an animal runs across the street, if I run across, if a basketball is thrown, the camera picks it up. It immediately erases those images. If it determines it's not a vehicle, those images are erased immediately. There's no way for us to search for an individual, for an animal, for anything other than a vehicle. **Mayor:** The system doesn't even have ownership of vehicles. You keep saying how you then run the plate. If you get a plate, it still doesn't tie that to who it is. **Chief Adams:** No, it doesn't tell us that the insurance is bad. It doesn't tell us that it ran the stop sign. It doesn't tell us who it belongs to. As I mentioned in my previous example when I began, I had to do work after. I was able to tell the vehicle was there, so I knew it was the one that was in the area. It gave me the plate. Then I have to go contact the suspect, I have to interview and confirm that that person is engaged in that behavior. If I have evidence, then I can move forward with it separate from a confession. The work really begins after the Flock image returns. **Wilkey:** I think the trust is not questioned locally. Trust is maybe questioned with Flock and just hackers and those types of things. Anytime you get computers involved, there's some crazy smart people out in this world. What do we have in our contract as far as that? If Flock somehow misused the data, or can Flock even access the pictures? **Mayor:** The Chief asked a representative from Flock to be available here. As part of the discussion, we could ask them directly and have them speak to questions directly. As questions come, I'd love it to be more of a discussion format to try to really understand the best we all can of the realities and what's real and what's not and where that trust level is we're comfortable with. **Bia Campbell, Public Affairs Manager:** Utah is one of my territories. I want to reiterate our commitment to keeping you all safe both from a public safety perspective as well as a data retention perspective. Flock really cares. We have been over the past few years accumulating our knowledge on the area, and we are committed to honoring the community values. We want to make sure that our system has all these leverages and all these audit systems and the framework that allows for the communities to create a policy that works for them, a program that works for them, and something that the population can trust. **Max, Director of Public Trust and Technology:** I have been with the company for about three years. Prior to that, my entire career was in public safety. I actually worked in a police department. I was a homicide investigator for most of my career, working major crimes in metro Atlanta. I was one of the first Flock users out there. I go way back with the company, and I got to see how transformative of a technology it really was. To reiterate what you said, Chief, this is a really game-changing technology for law enforcement, but there is a plethora of misinformation and fallacies that are floating around on the internet. I'd love to clear any up for the council tonight or for the public who are there and answer questions and continue to be as transparent as possible. **Wilkey:** The question is not as much of the trust with our department and our officers here locally, but it's more just how exactly does the system work? What fail-safes are in place? What protections are in place on your end? What access does Flock have to the photos and those types of things? And how could it possibly be misused in that way? **Max:** How exactly does it work? Our hardware, which is owned by Flock, is on the side of the road. That hardware takes pictures of the rear end of a car. When that vehicle is processed by our machine learning

algorithm, it is pushed into our cloud environment, which is managed by Amazon Web Services. It is a CJIS-compliant encrypted cloud. Anytime you're talking about data transit, it is encrypted in transit. It is encrypted from the second that image is taken. It's taken on that device. It's sent into that cloud. It's processed by our machine learning. Our machine learning is able to distinguish, is it a Ford? Is it a Chevy? What color is it? Are there any distinguishing features? Then we have a separate model that runs what's called OCR or optical character recognition. It's able to recognize, this is a Utah tag. This is Utah tag ABC123. Then what it does is it cross-references that license plate with the National Crime Information Center database. That is a federally maintained CJIS-controlled database that is in all 50 states. There are CJIS and NCIC administrators in every state. So there's one for Utah. That database is uploaded to our system as well as any other LPR vendor out there. It's uploaded every four hours, specifically to Flock. So every four hours, stolen vehicles are put on there. If a vehicle is attached to a violent crime, let's say a homicide, that's put on there. Things that are not put on there, traffic infractions, low-level misdemeanors are not put on there. It has to be attached to a vehicle. When those are cross-referenced, it gives an alert to officers. But if not, that vehicle is stored for that 30-day retention period, and it's able to be queried by the data owner. In this case, the data is both the metadata that's generated off of that image. Where it was taken, the vehicle license plate, the vehicle characteristics, and the image itself, that is what we refer to contractually and what we talk about colloquially as the data. That data is owned entirely by the end user, in this case, the city. So you control what happens with that data, when it's deleted, and who it's shared with. At no point in time is that data shared on behalf of Flock unless you authorize us to do so through the system, be it with another customer, with another law enforcement customer, or within Flock. To answer the question about what Flock employees have access to. **Mayor:** The way you just described that, does actually have that data being accessed in a national database before it becomes our data? **Max:** I was going to answer what was accessed by Flock. The data is not uploaded to the National Crime Information Center. What happens is that list is cross-referenced with the plate itself. That happens in the cloud. It doesn't have to be queried for that to happen. That actual data is not uploaded anywhere. **Mayor:** But it sends a notification to federal agencies? **Max:** No, not to federal agencies. It sends a notification to the end user, in this case, your police department. **Wilkey:** So let's say an FBI agency in Chicago had put in a license plate as a potential suspect, and a camera here, when it cross-referenced it, it saw that that license plate came through Cedar. Chicago wouldn't be notified. Only our officers would be notified that a license plate that was flagged by somebody in Chicago has come through Cedar. Is that what you're saying? **Max:** That's correct. Nobody else would be notified except for your officers. NCIC is the actual system that your officer is querying. When he or she is sitting at that traffic light and decides to run a license plate for a vehicle sitting next to them, they are querying that system. It's the same thing that happens when they query that system. So let's say that exact scenario that happened with the Chicago license plate traveling across to Utah. Let's say that same thing happened, but Flock was taken out of the picture, and an officer runs that and gets an alert through their MDT. The person who entered that, the Chicago police officer, would never know that that license plate hit here. So no, that originating officer or originating agency would not be notified. **Chief Adams:** NCIC is the National Crime Information Center. So anytime we have stolen vehicles, we have wanted persons, we have felonies that we're looking for, we enter that through dispatch into NCIC. Any officer in the country, if they run into that person, can call their dispatch. Is this person wanted? Dispatch will come back, yes, he's got a hit on NCIC. Then the MDT, he referred to as the mobile data terminal. That's our in-car computer system. **Max:** Moving on to the last part of your question, who at Flock has access? This is a question we get all the time. We have a certain set of engineers and people who fix the system. These are not people who will ever log in to query the data. The reason that they are specifically certified through CJIS to look at the data is

because when you call and say, "Hey, we have a camera that's down," or, "We have something that's not working," just like your cable company, just like Apple, they're going to see one or two images if you screen share with them, but they are at no point logging into your system. That data is completely owned by the city and only shared with those people you want to share with through the levers that your chief was talking about earlier. **Mayor:** One of the ones that I've had sent to me that freaked me out when I watched it was a video saying that they'd hacked into the Flock cameras. Basically, that idea that people can hack in and access and then sit there and view whatever that camera's seeing. **Max:** What you're referring to is specifically what we call our Condor camera. It's our pan-tilt zoom. It has nothing to do with our license plate readers. That being said, we had a specific subset of 80 cameras out of the thousands of devices that we have nationwide that were issued the incorrect SIM card by our cellular provider, who has taken the onus of responsibility for this publicly, although that doesn't get reported. Those 80 cameras received the incorrect SIM card, which placed them on the public IOT or Internet over tether server. Meaning that it's the same internet that you get on your phone if you have this cellular provider. That is how that was able to be manipulated by this person who made the YouTube video. As soon as we found out about it, those SIM cards were switched out. And we now have a process internally. What we do is called wet testing our hardware before it's deployed to the field. The hardware comes in, and we wet test it to ensure that it does have the correct SIM card, among other things with batteries, so on and so forth. That vulnerability was actually discovered before that video was released. Flock has never actually been hacked. Those 80 cameras were a single vulnerability that was repaired within weeks of finding it. **Mayor:** How do you prove that we've never been hacked? **Max:** We have two resources. First of all, we have a new CISO that we've hired. We are really stepping up all cybersecurity efforts across the company. Having said that, we have two third-party people who have done penetration testing. One is the Miami-Dade Sheriff's Office. I believe that BS shared that with the chief. The other one is we contract with a vendor called Bishop Fox. They're a well-known authority in cybersecurity. They perform penetration testing annually throughout the year on our systems. We have a report coming out, I believe, at the end of this summer that will detail that. Bishop Fox has affirmed that there are no vulnerabilities in the system today. So beyond proving that it's very difficult to prove the existence of something that doesn't exist. We've never been hacked. We had the 80 cameras vulnerability, and then we had one other person who made a YouTube video saying that he hacked 80,000 cameras. The instance with that is he was able to gain access to an older camera that had never been connected to our network, and he hacked that one individual camera. That's essentially the equivalent of ordering an iPhone 6 off of eBay that had never been turned on, taking it to your house, turning it on, and hacking it and saying Apple has bad security. Apple performs security updates. You get security updates on your phone. Same with Android, same with Google, same with Flock. We push security updates to all of our hardware continuously. We also have several new programs that we've introduced to ensure that our cybersecurity is the best in the industry. **Wilkey:** We do have a few cameras around town that are video, but they don't identify vehicles. They don't do any of that. They're literally just cameras that record, like a UDOT camera would or any security camera would. And if there happens to be an accident, you can say, "Hey, I need to look at this intersection at 5:30 PM on a Monday," and you could see what had happened. It doesn't identify vehicles. It doesn't record any of the stuff that. **Chief Adams:** It's a surveillance camera, and that's been as equally valuable. We have three Condors, one at Cross Hollow and Royal Hunt on the corner there by Cafe Rio. We have one at 1925 North Main/Fiddlers and Main, and one at 3000 North Main. The intent of those were to put those in the high accident vulnerability intersections. We have six live view cameras. They don't pan. They don't tilt. They don't zoom. They're a camera that looks directly at the intersection. Those are at 600 South, two at Center and Main, Airport Road, and 200 North Main.

We had an accident at 200 North Main last night. This captured it. It's able to tell us through our investigative efforts who's at fault. I shared with the council one where a motorcycle went through and hit a car, ran the red light, and it was so quick that sometimes that's hard to determine. Those are separate and have no LPR capabilities. They are surveillance security cameras. **Wilkey:** They just happen to be part of the contract. **Chief Adams:** Correct. They're similar, like you said, to UDOT cameras that are on the cantilevers at intersections.

Wesley Curtis: Thank you guys for allowing us to speak on this. It seems we are in this technological keeping up with the Joneses, these Flock cameras are kind of linked to other things. The Condor cameras are a different thing than the LPRs. If we just continue with this drive towards technological monitoring, we're not too far from George Orwell's 1984 surveillance. Max Weinstein, could maybe talk a little more about the safe cities that Flock are trying to establish? Could you talk a little more on the Flock 911, and the drone tracking? I believe that these Flock cameras are kind of like the Trojan horse, to deeper and further implementation of technological things that are going to potentially be put into our county. Multiple jurisdiction collaborations- I know that you said that we are able to turn this off, but for how long? Once the county and the council changes, then we're subject to whatever they decide. On their website, it states that Flock maintains a limited license to access the customer's data, does not maintain recordings longer than the 30 days that we discussed. If Flock decides to change those terms with technology, there are terms, agreements, and updates that change. Then we're subjected with this already implemented technology. **Mayor:** That's a fair concern. Whatever starts here, then they come and sell us on something else later is kind of the concern there. **Max:** One thing that concerned me in your statement was that we would change the terms of a contract. We can't. The contract is a legally binding agreement. We would never try to and certainly would not legally be able to change terms of an active contract that was enforced. Safe city is a different way of thinking about the way we're charging for our services. Flock is a SaaS company or "software as a service." Traditionally, that has meant where we'll sell something, then we'll come out with something else that's different. What you end up with is multiple contracts. It makes it very confusing for a city. What a safe city is, is a longer-term contract, and the pricing is different. It's on a per-citizen basis, and it includes a number of our services that are bundled together. It's truthfully just a different way of bundling our services. In terms of Flock 911, there is a number of different products on the market that are similar to Flock 911. What Flock 911 is, is it allows the end user, being the police officer generally, it's not the police officer, just because it's a lot of information in a patrol car. It is like a real-time crime center or a dispatch center who is not a call-taking center - to be able to hear 911 calls as they come in. The goal of Flock 911 is to shorten the response gap. I'm sure in Cedar City, your response is fantastic, but I can tell you that in the city of Atlanta, we did not experience that. We were 30 or 40 minutes to a 911 call, and that's on a good day. The idea here is that you decrease that really long waiting period for help to come to you because the first responders can hear it as it's actively coming in and can triage that information, start heading in that direction before you go through the laborious effort of entering the call into a ticketing system, which is then pushed out to patrol cars, fire trucks, or ambulances. **Mayor:** I appreciate the thought behind that, though. It's like the idea of we do something now that maybe seems a benefit to the city and that risk of just what does it lead to. We get comfortable with this, and then as something else, that is a creep idea. It's kind of that concern. **Wilkey:** Just one last thing to his comment, it could be the opposite. You could get a different council up here in a couple of years that say, "We don't want Flock at all," and they might choose to remove it. That's just how contracts and different elected officials work. I get your point. You're right. As a new council comes in or anytime you have elected officials that change out, they could say, "We want more surveillance. We want more of

this," but you could also have some that say, "We want less." And so it goes both ways on that front.

Brad Green: There's a lot of people that think that these cameras execute a general warrant. As a result, they think that they are unconstitutional. There are currently several lawsuits going on around the country, there's passion on both sides of the public debate. These lawsuits will be several magnitudes more expensive than the annual service cost that you are considering today. If one case succeeds anywhere, there will be copycat lawsuits, and they will be going after everybody that has them. The technology is new, and we're kind of a guinea pig. I recognize that for at least three years, it has been ongoing. There are a lot of lawsuits currently, and the public is aware. I'm especially concerned about the part where the system automatically checks the NCIC federal database for the license plate numbers. While the other jurisdictions may not be notified about the NCIC database, I guarantee, it logs that the check came through. Anywhere that is logged can be checked. As a data manager, I have built systems that are secure. I guarantee the NCIC database knows when it's being queried and who's querying it. Whether or not Chicago can reach out to the NCIC to find that, I don't know. But those rules can change based upon the vote of people just like you. Contracts can change when both parties agree. I'm with the mayor about skepticism of advanced tools used by government because I'm a student of history, and I've seen that nobody causes more harm and mayhem than government in the hands of authoritarians. Authoritarians will abuse the tools given them. This is a very powerful tool that we're very afraid of. I want to suggest some ways to help or be constructive. They say auditing happens, but it's for police only. The chief can see the logs. I suggest we have an elected committee of citizens that can audit that log also so that the public has better confidence that it's being audited, that the right people are accessing it, and only them and only in appropriate times. I recommend we create a local framework of restrictions for transparency, accountability, and precaution. Make it the most restrictive in existence. Make sure it's updated and strengthened every year. Tie that requirement to an annual sunset. If it isn't updated, the service is declined upon renewal. As for the security given to us by the Flock representative, I know how encryption works. I've written my own, and I've used the best available to me in the public sector. I think it'd be useful to have a list of everybody that has a copy or access to the encryption keys. I think that should be something that Cedar City can report. Maybe not who has it because that could create for a problem, but who has it in title so that we can audit and be transparent about who actually can decrypt the data and access it. As for penetration testing, I run an e-commerce website, and the only secure thing we have is addresses and phone numbers and credit card numbers. We have penetration testing required every quarter by our credit card merchant. Once a year doesn't seem frequent enough for penetration testing on people's privacy. I would recommend that they have that monthly or ongoing.

Mitt McLelland: I sit on the Board of Adjustments. I try every which way possible to make the law work for the citizens, which means I don't really care what the law says for us because I ultimately want citizens to be free. We have to start with what's the purpose of the law. The purpose of the law was never to constrain the citizens. The purpose of the law was to constrain government at every level, and then to give proper recourse when harm was established and done. I hear that what's going to happen, they're going to take information which is completely publicly accessible. If you are out in public, there is no expectation to privacy. You have none. If you are doing something in public, it's public knowledge. Flock has every right to set up cameras wherever they are legally allowed and record whatever they want, the same way that I can and the same way that you can. That's not the problem. The problem is what they do with it. The current system that they just explained is that they get that information, then they run it against a crime bank system. The problem is that in order for the police to do anything, they have to have probable cause. So now we're running willy-nilly without establishing probable cause because being out in public is

not probable cause. I have to be doing something to violate, or look like I'm violating the law, to establish probable cause. So now we're preemptively ignoring probable cause altogether. That's one of the citizens' first protections against law enforcement. The next is, they don't have a right as the person, to talk to the person who accused them. Flock's a system. There's no one to talk to. You can't just erase rights because it benefits safety. We have to be able to go out as citizens and believe that we are not going to be constantly watched and looked and assumed we are going to be criminals. That's what this is doing. We now are all just potential criminals waiting for the crime to happen. That's not how the law is written, and that's not how it should be upheld. I just did 1776, and we just fought against that at the Crown. Carter, I would encourage you to go and read some of those documents because if you're already leaning towards voting for Flock, individual liberty matters. It is the most important thing that we established in this country. If we start treating us as criminals preemptively, we don't have individual liberty. **Chief Adams:** I want to make sure it's clear that we're not preemptively treating people like criminals. I can put an officer on any street corner with a notebook, and they can take down plates and sketch who's driving or any of that if they're in public. All I need is reasonable suspicion to begin an investigation. I don't need probable cause. I need probable cause for an arrest. If dispatch is telling me that we have a suspect who's committed a kidnapping, and this is the vehicle description, and I put it into the system to find out where that person may be, it's no different than if an officer on the corner is stationed and can see that as well. This enhances our ability. I just want to make sure that that's clear in the differentiation between reasonable suspicion and probable cause. **Wilkey:** Let's say I'm just sitting and officers just driving, and they want to run a plate. What do they have to have to be able to run a plate? Do they have to have anything, or are they legally allowed to just run a plate? **Chief Adams:** No. There has to be reasonable suspicion. If I see a vehicle and the tag's expired, then I'm going to run it to confirm. If it's somebody that's been in an area of suspicion or I believe that based on what I know about that vehicle, it's in a high-crime drug area, I have to have that reasonable suspicion that there may be a crime committed or someone's in the process of committing a crime. It can't be for no reason whatsoever. **Wilkey:** The bar is pretty low for reasonable suspicion. **Chief Adams:** I wouldn't say it's low, but it's lower than probable cause. **Richard Genck:** I am an AI engineer and data systems manager. My primary concerns with the Flock camera is mission creep. That's twofold. That is both the digital or the artificial we can call it machine learning. It is what everyone else would call artificial intelligence. The other is hardware. Now, we can say, "Well, future city council might say that we're going to get rid of it." Okay. But these systems are significantly harder to remove than they are to add back in because you start having the sunk cost fallacy. "Well, we already have them in here. We'll just change things up a little bit." The restoration of liberty is never as easy as it is to just slowly creep those things away. Whether that's the cameras being installed or right now, we have a toggle. That was the silliest thing I think I've seen because I use toggles every day, and they're very easy to toggle on and off. The other thing was the digital creep. Right now, we're just doing license plates on the back of the cars. Four years, maybe everybody in the city council could be replaced. And in four years, the next group says, "Well, we're going to just add faces. Just faces, guys." And it's only in these specific circumstances. And this scope creep is going to continue unless we have specific safeguards. Everything in the best parts of our government, 1776 style, is checks and balances. I do not see enough checks and balances in play here. Another issue that I see in line with scope creep is that Flock has a private business is motivated by money. They are going to be pushing for more services and more cameras to be installed because the more services they provide and the more cameras that they install, the more money they're going to receive. Can't blame them for making their bread, but I don't like it. So again, there's also the current and future city councils. I think that a very good way to put in those checks and balances is to justify every single camera that we

currently have in here. When I originally heard about this, it was kind of sold as, "Well, it's on the interstate," and the interstate because of the equipment that's being stolen or human trafficking or whatever. And I said, "You know what? I don't like constant surveillance, but we're not spying on our own citizens here in Cedar City." Lo and behold, there's one right outside the Smith's intersection where I am. I didn't do anything wrong. So why are we spying on our own citizens? I think that every single camera in this city should be justified, much less any future ones that we add before we do any kind of a renewal. My last thing is I think that a very good checks and balances would be citizens' review.

Jacob Pettit: I'd like to agree with everyone else's statements so far, and I'd like to thank the Chief for pointing out that you can have an officer out there with a notebook standing at a street corner recording everything. That officer owns that notebook. With Flock, yes, we own that data. Their computers, their cameras. We don't own that. From what I've seen, cities cannot take down those cameras. Cities that cancel their contracts or wish to cancel their contracts have to bag them because they have no right to take it down. If you don't own tech, then it's not yours. Someone else can push those buttons. Someone else can. I'm not saying they will. But you have to worry about that. The most secure device I have is a two-terabyte hard drive. It stores my photos on it. It is secure because it cannot connect to Wi-Fi. I know when I plug it into something, that's it. These can access Wi-Fi. They have Bluetooth capability. They are vulnerable devices just like anything else that could connect to Wi-Fi. Unless we connect cameras exclusively through Ethernet to our own computers stored in city buildings, someone else can access it. I don't know if we want to go through the cost of connecting every camera in the city to an Ethernet cable that leads to computers here in the city. I would caution against renewing these contracts. If we do need a system like this, we should look at building our own because this is a lot of money, ultimately, for a service. We should question if we truly need this service as a city because it's not only costing money, it's costing our privacy, and it's putting us all at risk. The risk may not be gigantic now, but like people have said, it could develop. Those cameras are right now only tracking vehicles and plates. Like it was mentioned, it's not looking at the ball across the street, the person crossing the street. Software updates could change that instantly. These are cameras. They have the same capabilities. I'd like to caution against renewing this contract just to keep us all a little more at ease and not sell our data to large companies. We're already doing that every day with our phones. We might as well not do that wherever we go in our cars.

Kami Merrill: I don't have a whole lot to add to what everyone else has said because they've said exactly what I've wanted to say. I think I personally am not as concerned who's looking at all of this. It's more along the lines of personal liberty and that freedom isn't safe. We can sell our freedom for safety, and ultimately, we'll have neither because we don't know who's coming to fill your seats next. That's the main thing we don't know. I know some of you. I know you're not malicious with the intent with these Flock cameras. I know our chief here is not. I trust you guys, but I don't know who's coming in behind you. None of us know who's coming in behind you. I think that's a big concern. We can't sell our liberty for a perceived notion of safety. I like what the gentleman here just said. This is a huge company that's pushing this technology nationwide, maybe worldwide. We trust this. We're just blindly trusting this. If we feel that we need this in our community, let's take those tax dollars, form some committees, decide where's some high accident zones in our town or crime zones. I really like what the gentleman before me said. I hadn't thought of that. I think that's something to look into, getting our own system set up if we feel we need that and only internally here in our city, only for us. We don't want to be looked at everywhere we go. All the outskirts of town, you feel like you're being watched coming in and out. That may not be the intent, but that's what it feels like as a citizen, that I'm being tracked on my movements. Every time I drive through town, there's a new one up. Hopefully, you can sense how it feels as citizens

to feel like we're being watched everywhere. **Wilkey:** As far as cameras, what did we start with compared to what we have now? When was the last time we put up new ones? **Chief Adams:** We've not put up any new ones. The ones we put up were last year. **Mayor:** There are other entities that have. They're a company trying to make money. There's other stores that have them. There's private businesses that have put up additional ones. **Chief Adams:** I noticed that Home Depot has two up in their parking lot. We don't have anything to do with those. I don't know where those came from or when. **Wilkey:** Do private entities also hire you guys to do surveillance or just municipalities and police departments? **Chief Adams:** Before you answer that, Max, I want to answer this young lady's question. State law restricts us from accessing private. We can't do that, and they can't access ours. There's a clear delineation. **Max:** Utah Law has a bifurcation between private entities with ALPRs and public entities with ALPRs. We do have a portion of our business that caters to private businesses. We have a number of private customers. Their data is completely bifurcated from law enforcement and vice versa. They can only share with law enforcement if both parties opt in, meaning that the private entity says, "Hey, we want to share with our local PD." And the local PD says, "Hey, yes, we want to receive it." It cannot go the other way. That does not exist within the state of Utah because of laws that forbid that.

Gavin: I have a question about the contract. Is it \$150,000 a year, or is it how long is the contract? **Chief Adams:** It's a year. **Gavin:** I do want to thank Chief Adams for his work with explaining the intricacies of the system. That did help clarify a couple of my questions. I know he mentioned that this has been an invaluable service. Not to split hairs, but have we ever conducted a report evaluating the crime rates in Cedar before the cameras came in versus after? **Paul:** We do run crime statistics every year. It would probably take a couple of years to get a good feel for any impact. There's also a difference between the crime rate and then the crimes that have been resolved because of the technology. Those are two different questions. You might not see a drop in the crime rate. **Mayor:** That is an interesting idea. Should we look at some kind of reporting to kind of validate how big of a difference they are making in a data-driven way? That's a valid thought. **Gavin:** A way to see if we're getting our money's worth. I do have some questions about the values of the Flock company itself. Obviously, people will say anything on the internet, but I do recall seeing an article where CCO, Josh Thomas, suggested that Flock cameras do not have the capability for tracking. Rather, they use data points. However, training material provided by Flock contradicted this by saying that the cameras can be used for tracking. Max, or Bia, do you have anything to say about that? I'm happy to be wrong. **Max:** I appreciate you bringing that up. You are correct in that exact statement. We do have older tracking materials that reference what the Condor cameras can do as people tracking. But what it's actually doing is looking for movements of people. What we refer to as tracking would be to track a person between two disparate points. These cameras are stationary, meaning that if you were to put it in the middle of a park, what it's trained to do is respond to certain stimulus that allow that camera to create an alert to the end user, being the police department, when certain parameters are met. For example, there's a park in the city that closes at 7:00 PM, you want those cameras to tell me anytime there is a person that is in that park after 7:00 PM, that camera can do that. That is what is historically referenced in internal training material as people tracking, but it is not what in the surveillance industry we reference as actual people tracking. **Gavin:** Some questions regarding the comments of CEO Garrett Langley. In an interview, he was purported to say that those who are against ALPRs, specifically those in de-Flock, are terroristic, which I think is a very heavy accusation. There were purported emails sent to law enforcement clients being a bit hyperbolic about coordinated attacks against law enforcement or working to let murders go free. What would be a response to that? **Max:** Are you asking me to comment on the CEO's comments? **Gavin:** Yes. **Max:** I'm not going to do that.

Steve Trause: Two points I want to make. Once you put something in the cloud, it is not secure. I appreciate the sales representatives from Flock. I worked in the SAS industry for seven years, eight years in Silicon Valley. I worked at a company called ComTouch, which at the time was the largest Microsoft server-based email system in the world. You remember Yahoo Mail and all those things got real big. We did private label Hotmail and Yahoo Mail for companies and businesses. At our peak, we had about 25 million active email boxes in our network. Even Microsoft, who bought Hotmail, could not port Hotmail over to their stations. They invested 20 million in us to learn how we did it with their own equipment. We were pretty good at it. The federal government showed up at one point and said, "You will give us back-end access to your system or you will be out of business." So we did. A very good friend of mine who worked at a company called Viak, about the same time frame, about 2001, 2002, who's a CTO. It was encrypted at the time. It was a new company, encrypted Webex. Before Webex became the big thing that it was, it was an encrypted so it was very invested in by companies who were wanting to have encrypted communications between their businesses and remote offices. The CTO said, "Oh, yeah. I had the same experience." The federal government came in and said, "You will give us backdoor access to this or you're out of business." I appreciate that our sales representatives here would have no knowledge of this because that's not their part of the company. And they wouldn't comment if it would. But I can guarantee you AWS works with the federal agencies. Their information is stored on AWS servers. They give backdoor access to the federal government. All data, once it's scanned into the cloud, you pick your three-letter agency of your choice, they have access to it. Now, is that going to be public? Is that going to be told to you and I? No, it's not. That's national security. But don't ever think that once my license plate has been scanned, that that data is gone after 30 days. Now, that may be gone to our access, but it's not gone. My last point-how do you think our founding fathers would have reacted to this? What you are doing and have done is anathema to the American system, anathema to us. I urge you, turn back. Turn back from what you have done over the last year and what you are already in your minds have set yourself to do. Turn back while you can.

Chris Sorenson: I want to thank you all for proving my point tonight that you guys can have a discussion and a vote and then reverse and go back and fix something. I appreciate seeing that earlier. I am a retired law enforcement officer. I don't believe you come to a meeting with a problem or an opinion without possible solution. So I have a couple. Two things I want to talk about. The NCIC, I've used it a lot. I know how it works. I've been certified in that system as a deputy, and I know how it works. But here's the problem with one of the issues. That vehicle comes through Cedar. We get a ping. So now an officer or somebody is directed to go and pull that footage. They get it. Now, they have to do something with it. So now what do they call Chicago and say, "Hey, we found your vehicle"? But what gave them the authority to do it in the first place? A ping? Who's responsible for telling us when we're going to pull it? That's one issue. The second one is the Cross Hollow. Cross Hollow, private property. Some guy does wheelies, calls the police, whoever. It's private property. **Mayor:** It's city property. It's owned by us. **Chris:** I'm corrected on that. That takes care of that. The Flock administrator is Darin. No disrespect, but if he's the one that's doing the auditing, isn't that kind of like the fox guarding the henhouse? Don't we have to have somebody else somewhere that has to do that? I get it. He has to authorize the use of that. I think that's the only way. There's got to be somebody responsible. My other comment, we don't need the lawsuits because what's going to happen, you guys are going to go into closed session. You're going to hire some outside attorney's office that's going to do it for \$500 an hour. Three, four years later, \$12 million in attorney's fees. There's going to be a lawsuit settled or something. We don't need that. Here's the thing. If we have an administrator or you guys who are going to vote for this, are you willing to sign an affidavit giving up your sovereign immunity,

giving up the right to your house, your mortgage, your business? Is Darin willing to sign an immunity thing that says if somebody in his department uses it wrongly, violates a Fourth Amendment violation of somebody's constitutional rights? Right now, what happens? They've got sovereign immunity. They're covered. Doesn't matter. My suggestion and my fix to all of this is let's have somebody in the police department sign an affidavit. If they want to use it, great. But they better have probable cause. They better know what they're doing. And they better be willing to put their signature on a piece of paper that says they're willing to lose their house. And if they do that, then they shouldn't have any problem using the system. I love the system. I wish I had it 20 years ago when I was a cop because it would have saved me a lot of time. Safeguards.

David Fiddament: I do want to also express my thanks to everyone here, to Chief Adams as well, especially his transparency portal that I got to take a look at and see some of his thoughts on those. I was, in fact, wanting to take you up on that offer and send you some emails and give you some phone calls. But then I saw that this meeting was taking place, and I figured I'd start here first and then get to talk with him later. I'm still doing my research on a lot of that. Others I knew and have been corroborated here tonight as well. I will say that I'm going to leave here more concerned, actually, than I was to begin with. It seems like even though I don't have the bona fides of some of the others in the tech industry or in law enforcement, I seem to get an email about once a month from one company or another saying, "We're sorry. Your data has been leaked." So I go through and I change my passwords all over again. These companies say that they will care about me, that they are concerned for my privacy, yet still, with more moving parts, things fail. All my family is law enforcement from one end to the other, PDs, sheriffs, highway patrol, corrections. And many of them talk about how when there are more moving parts, there are more opportunities for failure. One of my chief concerns that hasn't been spoken on as much already this evening is that I remember seeing in Chief Adams' report, his transparency, a video that there was no real-time tracking for the videos. And yet we saw that there's metadata on all the cameras, and that metadata can be just very simply pieced together from place to place. You create a de facto tracking network that even though there's not a camera or a drone right now following a car around, you still can piece together events and locations of where this person was from time to time for every citizen that's driving through the town. I was looking up on a map here recently, and today we have 45 cameras in town. Some of those, as been mentioned, are private or possessed by private companies. Others are the city. But what that does is out of the 3,222 counties in the country, that puts us at number 139 as far as cameras per capita. That is a high density of cameras for such a small town as ours. It reminds me of a comment that's been made earlier about our founding. Benjamin Franklin said that those who would give up essential liberty to purchase a little temporary safety deserve neither liberty nor safety.

Patty Phillips: Most of my thoughts and concerns have been spoken. I think this \$357,500 over two years could be used better to do the homework and the work that should be done before we move into this kind of horrible situation for our small town. That's a lot of money. That'll pay for a lot of research. I think just like the data center, which I know is a dirty word, I felt like it snuck in. I feel like you care about us because you're actually letting us comment today, which we weren't allowed to do at the very end for the D word. I really appreciate all of you for allowing us to speak. I've only lived here four years. I came here because of this city and because of this small town and because of the beauty and friendships that I've made in four years. Please, please don't vote for this. Let's do our homework.

Simon Leland: I'm beside myself. This is the trend that I see here. Just celebrated the fourth. 250 years, every society declines over time. Our founders, are rolling over in their graves that we're even having this conversation right now. This is ridiculous. Absolutely ridiculous. I think it's all been said. I don't want to reiterate everything, but the reality is freedom and security do not

coexist. We have a very safe city before Flock, and we can have a safe city after this. Safety is a personal responsibility. It is not Chief Adams' responsibility to keep us safe. That's a fallacy. That's nonsense. He cannot secure me or you. The idea that we should give up our Fourth Amendment and several more that Milt added to that is ridiculous. The cost is too high. And I'm not just talking about the fiscal cost. We're paying \$157,000 for donuts on private property or a red truck that all charges were dropped. This is ridiculous lack of financial stewardship. This is the destruction of the ideals and the principles of our country. You guys get to decide if this is a free city or if this is a perceived safe city. All of you, you run these campaigns and you talk about freedom. Tonight's where you put your money where your mouth is. It's no simpler than that. I reposted Chief Adams' Facebook thing with the comments on. And overwhelmingly, this city does not want to give up our liberty and freedom. Tonight, we have had zero citizens speak in favor of the Flock cameras. We don't need to parse the alternatives. We've been a safe city for a long time. When I moved here 11 years ago, there was less than one murder every two years. The police chief makes it sound like we're in LA or Chicago or Detroit. The numbers aren't there. Paul, maybe we can put those numbers on Facebook in places where people will actually look at them because I know they are published every year. That's things people need to see. We have domestic disturbances, and we have people doing donuts. I urge you to vote for freedom and the freedom of Cedar City.

Vickie Christian: I would like to urge the idea of doing a little more research on these. I think we can band together in our city here and help each other. I have a lot of respect for cameras because I got hit by a car while I was on my bicycle last September. The police showed up, and I was sitting on the curb bleeding and had a separated shoulder. I was out of it. I didn't know what I was doing. They went looking for cameras to see because the person hit me and left. No one in the vicinity had a camera that actually showed the vehicle or the person, but they did have him come to the door because he was a Walmart delivery person and had his picture of the person. That's hard to identify who that is too. But then my other neighbor came to me the next day and said, "I got the whole thing on video." It was just a video camera that they had up in their window that they purchased from Amazon or Walmart. Not a very expensive one. My point here is we can take care of each other in ways that don't have to be big money, big tech. I think there are alternatives. We can keep it more here in our city and not something that's going to keep creeping into creepy things.

Jennifer Hunter: I've lived in the United States my entire life, and I value my freedoms, and I appreciate the safety. I know safety is not free. I've been in Iron County for 25 years. I've known Officer Adams for 20. And the other gentleman is right. It's not Adam's responsibility to keep me safe. But if my business were burglarized, my house burned, hit-and-run, child kidnapped, I need Officer Adams' resources to solve that. I can't do it on my own. \$157,000 is going to give us one and maybe a half extra officers. That's not going to take care of Cedar City. That's not going to help his investigations. You can't build your own system for \$157,000. If we want to take a year and talk about this, what do we do with a year of crime? He gave use examples, but one person did something in St. George and here in West Valley, and this allowed us to catch them. We're getting to things quicker. To me, this is money well spent. Many people have mentioned putting a community group together to research stuff. I volunteer to be on it. I'm a little bit biased one way, but maybe that offsets the other side. \$157,000 to me is money well spent for security to solve crimes quicker and get people the recompense they need.

Roger Kunz: I understand what everybody's saying, but when somebody is the victim of a violent crime, where are your freedoms and liberty when they're taken away from you and your family? Criminals come from other places. They come through town and they leave town. They come from all over the place. We're going to just give the criminals more liberty and freedom to get away with whatever they can. That's what they do. They do it in desperation, and they don't really care. I see

it both ways, but I also see that crime is on the rise in this country overall. There's been violent death crimes and other crimes in this city, maybe not as many as in LA and other places. What happens to your freedom and liberty when somebody takes it away from you? You'll be grateful that they were tracked down and found and put away the way I look at it.

Jessie Stillson: I hope that the rest of the community takes time to come to these meetings and pay more attention. We appreciate you for taking the time to include us, to speak to you, and to analyze the situation more carefully. I have two requests for you. I've grown up in Utah all my life. I've looked at other places that I've considered moving that I dreamed about as a child, seeing things on television, movies like Parent Trap, and seeing the beauty of California and thinking, "Oh, I might want to live there, I might want to move there," or places like Seattle. There's so many beautiful places in America. It's so sad how they've degraded. Now I don't know if I'd even dare visit there. I remember seeing a movie years ago about Seattle, it's so sad to see this documentary of these business owners having to move out of Seattle because of what was happening to their shops. I do appreciate cameras when they're these tools in these systems that are used respectfully and appropriately. I do appreciate them. I want to request, I know you said you don't like repetition, but I think if you hear things enough, I ask you to please hesitate. Please choose not to renew this contract because if we have more control over this ourselves with a private local business. Choose to look over other possibilities that you have more control over, I ask you to please hesitate and look and do more research instead of renewing this contract because of the horrible things I've seen, the level of corruption in every level of government, especially higher level of governments. I know that these upper level of government ask you to do certain things, and I ask you that you would think more of your community before you think more about the money that's behind it and the higher levels of government asking you to make a choice. I think that the large majority of the community would feel much more comfortable and safe if you did not renew this contract.

Tonya Payne: I was totally for Flock. I thought, "Oh, it would be awesome because it really helps a lot of people." We do transportation, we get tickets in the mail with our drivers pictures and their license plates, and that's how they've tracked us. Then toll bills, they go through the toll, and we get pictures, and we pay the bills for our trucks because they can't pay now. It's all computerized, and it's all through the license plates. We deal with that every day. But today, I'm listening to both sides. I am so glad that we have city council people that they get to make that decision. I know it's a hard one. I know that you care about the city. I don't know if I want it or if I don't want it because I deal with it. But listening to both sides, it's going to be a difficult decision for you guys to vote for this. I appreciate your time that you spend with us. You don't get paid enough. I just want you to know that, because you really do take a lot of time for us. I appreciate that because you care for the city. Whatever you guys decide, I will accept it because I know you've done the study, and we do appreciate you.

Mayor: I hope that's the legacy of this council is what you said, that people know we genuinely do care, and we value the conversation, and we believe that better decisions are made when people are involved and engaged in the discussion. We genuinely do thank you for your interest and your willingness to be here and to participate. I think the discussion's been healthy and hopefully highlighted things. Is this an issue that has to be dealt with tonight, or is it something that we can maybe table and spend some more time on? **Chief Adams:** As you may recall, the first contract was signed last year. It was a two-year contract. We're already in the middle of our current contract. This was to address that one-time concession credit, and it extends us an extra year. The contract would start this month and go two years. We're currently in the middle of the contract that would end July of next year. We're going to have to pay them next year's in the next three weeks for the current contract. It's not as critical, but we should deal with it in the next round of meetings. **Wilkey:** Out of respect to Councilman Cox, I think this is a very large item, and he unfortunately

can't be here tonight. **Phillips:** I want the public to know because this came up quite a bit tonight, you have done a lot of research on this. There was a year of research before it even came to council for consideration. Then we looked at it for nearly six months before we did anything to even get us into the initial contract. I don't want the public to think that we didn't study this before we went into it. Now, we've implemented it. We went through a pilot program, and we've seen some successes, and we hear concerns, but it isn't like we went into this blindly. **Galan:** I just want to remind all of us because there was a couple of comments that came through at various times where it said, "You'll have a different council that could vote a different way, and we cannot control that." I want to remind you that the council is up here by the vote of the public, each one of you. You determine the quality, the character, the integrity of the council. I resent the insinuation that the council kind of goes with wherever the wind takes us, which is not the case. I ran on principle. I ran on integrity. I ran on the rule of law and the safety of our community. I'm also one who has a different perspective with regards to infringements of right because I lived under communist Cuba. I've lived in places where kingdoms make the rules, kings and rulers, and they don't have this kind of discussion and conversation. I ran because I am a believer in the Constitution, the Bill of Rights, and the liberties that are ours. Let us remind ourselves that we, the people, determine the quality of the people that sit here.

Councilmember Schmidt moved to table agenda item to July 22, 2026 meeting; seconded by Councilmember Phillips; vote unanimous.

CONSIDER AN ORDINANCE AMENDMENT TO 35-10(B) TO ESTABLISH NO PARKING ZONES IN THE VICINITY OF 600 SOUTH AND 1100 WEST. KENT

FUGAL/RANDALL MCUNE Phillips: I don't think right now it's necessary. I want to wait and see what traffic is like when we get a full sense of not having the seminary building in that stake center, when we get the fact that the roundabout was done and the study came later. I think there's too many unanswered questions right now to move ahead with that no-parking. On 1100 in both directions. It doesn't mean people can't turn left, there's just not a dedicated left-hand turn, they'll have to sit and wait their chance to turn left. That is why I won't support it the way it is right now.

Schmidt: Wasn't there two studies done? **Kent:** Yes, there was. One when the roundabout construction was going on and one when the roundabout was completed. **Phillips:** But the seminary was closed, and the stake center just up the street was where all the kids were going to seminary there. Now they'll be back in their regular building. I want to see what that does to the traffic. **Galan:** Having said that, the seminary traffic was proven wasn't really necessarily part of the equation because it was going elsewhere. **Phillips:** Do we know that? **Galan:** They can go either way. And evidently, according to the study, the traffic was busy all hours of the day.

Mayor: That idea of a pause on the striping of 1100, what cost does the city incur in the way that gets lit, how those get hung if we go to striping it later? **Kent:** If we proceed with construction and have it built to not have the left turn bay, then in the future, when we can't get away any longer without those left turn bays, then there would be some expenditure that would need to be made to move the signal heads to a new position on the mast arms and rewire to that new position. There would be cost for removing striping and restriping at that point. There is some cost. Is it a tremendous cost? No, it's not. But there is cost and disruption to the public and everything else that would be entailed in that. **Wilkey:** The cost of restriping it to a turn lane is either going to happen now or it's going to happen later because it. **Kent:** We're going to need to stripe now regardless. We don't have all of the striping that is needed for the traffic signal to be able to operate. But we'll be needing to remove that and restripe later if we don't put in the left turn lane now. **Schmidt:** Once the south interchange work starts, this is going to become a very busy intersection also

because there's going to be a lot of people that won't be able to get through on the south interchange. I think we need to play a little bit ahead of the game instead of behind it.

Councilmember Schmidt moved to approve the ordinance amendment; seconded by Councilmember Galan; roll call vote as follows:

Waldo Galan	-	aye
Scott Phillips	-	nay
Phil Schmidt	-	aye
Carter Wilkey	-	nay
Mayor Nelson	-	aye

CLOSED MEETING- PROPERTY NEGOTIATIONS: Councilmember Phillips moved to go into closed meeting at 7:46 pm; second by Councilmember Galan; roll call as follows:

Waldo Galan	-	aye
Scott Phillips	-	aye
Phil Schmidt	-	aye
Carter Wilkey	-	aye

ADJOURN: Councilmember Phillips moved to adjourn at 7:53 p.m.; second by Councilmember Schmidt; vote unanimous.

Amber Ray
City Recorder

CITY COUNCIL CLOSED MEETING
July 8, 2026

The City Council held a closed meeting on Wednesday, July 8, 2026, at 7:49 p.m. in the Council Chambers at the City Office, 10 North Main, Cedar City, Utah.

MEMBERS PRESENT: Mayor: Steve Nelson; Councilmembers: Waldo Galan; Scott Phillips; Phil Schmidt; Carter Wilkey.

STAFF PRESENT: City Manager Paul Bittmenn; City Attorney Randall McUne; City Engineer Kent Fugal; City Recorder, Amber Ray.

PROPERTY NEGOTIATIONS: Paul Bittmenn

ADJOURN: Councilmember Phillips moved to adjourn at 7:53 p.m.; second by Councilmember Schmidt; vote unanimous.

Amber Ray
City Recorder

CEDAR CITY CORPORATION

Payment Approval Report - CUSTOM W/GL & DESC.

Page: 1

Report dates: 7/15/2026-7/15/2026

Jul 16, 2026 04:47PM

Report Criteria:

Detail report.
Invoices with totals above \$0 included.
Paid and unpaid invoices included.

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
ADAM RUSSELL HUNT					
LEGAL CLAIM	CCC - 2022 HONDA CIVIC DAMAGE	01/06/2026	51-40-511 LEGAL CLAIMS	823.03	
Total ADAM RUSSELL HUNT:				823.03	
ADVANCED ENGINEERING & ENVIRONMENTAL SV					
112416	CC WWTP - ENG SVC EFFLUENT REU	07/07/2026	53-56-732 CAP OUTLAY-FILTRATION SYSTEM	625.27	
112417	CC WTR - ENG SVC CHLORINATION S	07/07/2026	51-40-740 CAP OUTLAY-EQUIPMENT	20,782.44	
Total ADVANCED ENGINEERING & ENVIRONMENTAL SV:				21,407.71	
ADVANCED LINING, LLC					
3521	CCC - 4500 W MANHOLE REHAB CON	06/30/2026	52-55-731 CAP OUTLAY-LINE REPLACEMENT	305,036.45	
Total ADVANCED LINING, LLC:				305,036.45	
AED EVERYWHERE INC					
32484	CCC-CCUT - CCC DEFIBTECH PADS	04/29/2026	10-42-252 EQUIPMENT MAINTENANCE	65.31	
Total AED EVERYWHERE INC:				65.31	
AEROSIMPLE LLC					
471	CC ARPT - SMS SOFTWARE ADD ON	03/23/2026	24-40-312 COMPUTER & TECH SERVICES	625.00	
Total AEROSIMPLE LLC:				625.00	
ALSCO - AMERICAN LINEN SUPPLY					
LSTG1242630	6051 - FLT UNIFORM SERV	05/20/2026	10-78-451 UNIFORM SERVICE	.90	
Total ALSCO - AMERICAN LINEN SUPPLY:				.90	
ASHDOWN BROTHERS CONSTRUCTION					
10772	CED01 - ASPHALT	05/27/2026	51-40-255 WATER SYSTEM MAINTENANCE	845.82	
10897	CED01 - ASPHALT COAL CREEK TRAIL	06/29/2026	10-83-790 CAP OUTLAY-RAP TAX FUNDS	232,172.30	
10904	CED01 - ASPHALT	06/30/2026	10-79-263 MAINTENANCE-STREETS	146.65	
Total ASHDOWN BROTHERS CONSTRUCTION:				233,164.77	
BEEHIVE COMMERCIAL REPAIRS LLC					
2027	CC HT - ICE MACHINE REPAIR	04/29/2026	10-42-252 EQUIPMENT MAINTENANCE	500.00	
Total BEEHIVE COMMERCIAL REPAIRS LLC:				500.00	
BLACKSTONE PUBLISHING					
2239032	167928 - E MATERIALS	07/02/2026	10-87-481 BOOKS-GENERAL COLLECTION	150.90	
2239257	167928 - E MATERIALS	07/06/2026	10-87-481 BOOKS-GENERAL COLLECTION	70.65	
Total BLACKSTONE PUBLISHING:				221.55	
BLUE CREEK COMMUNICATIONS					
2026-81	CC ARPT - MOTOROLA HAND MICS	06/29/2026	24-40-480 SPECIAL DEPARTMENT SUPPLIES	260.00	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total BLUE CREEK COMMUNICATIONS:				260.00	
BLUE STAKES OF UTAH					
UT202601230	CEDARC - JUN 26 NOTIFICATIONS	06/30/2026	61-40-310 PROF & TECH SERVICES	842.64	
Total BLUE STAKES OF UTAH:				842.64	
BRADY INDUSTRIES					
11339272	176909 - AQUATIC JANITORIAL SUPPL	02/25/2026	10-42-261 JANITORIAL SUPPLIES	177.24	
11393296	176909 - CCC JANITORIAL SUPPLIES	03/06/2026	10-42-261 JANITORIAL SUPPLIES	586.15	
11428122	176909 - AQUATIC JANITORIAL SUPPL	03/13/2026	10-42-261 JANITORIAL SUPPLIES	20.89	
11756791	176909 - AQUATIC JANITORIAL SUPPL	05/22/2026	10-42-261 JANITORIAL SUPPLIES	1,778.75	
11756798	176909 - PARK JANITORIAL SUPPLIES	05/22/2026	10-42-261 JANITORIAL SUPPLIES	1,227.09	
11873452	176909 - PARK JANITORIAL SUPPLIES	06/19/2026	10-42-261 JANITORIAL SUPPLIES	1,554.16	
11873453	176909 - PARK JANITORIAL SUPPLIES	06/19/2026	10-42-261 JANITORIAL SUPPLIES	310.72	
11882017	176909 - AQUATIC JANITORIAL SUPPL	06/22/2026	10-42-261 JANITORIAL SUPPLIES	151.83	
11911167	176909 - PARK JANITORIAL SUPPLIES	06/29/2026	10-42-261 JANITORIAL SUPPLIES	936.06	
11911179	176909 - AQUATIC JANITORIAL SUPPL	06/29/2026	10-42-261 JANITORIAL SUPPLIES	268.44	
Total BRADY INDUSTRIES:				7,011.33	
BUD MAHAS CONSTRUCTION INC					
AIP 049 RETENTIO	CC APT - BIL TERMINAL AIP 049 RETE	11/19/2025	43-40-721 CAP OUTLAY-AIRPORT TERMINAL	9,656.59	
Total BUD MAHAS CONSTRUCTION INC:				9,656.59	
CACHE VALLEY ELECTRIC CO					
22-352478	CCC - KITTY HAWK / ARPT RD TRAFFI	06/30/2026	25-40-730 CAP OUTLAY-STREET WIDENING	133,652.75	
Total CACHE VALLEY ELECTRIC CO:				133,652.75	
CARTER ENTERPRISES, INC.					
8	CCC - FCRT RESTROOM CONSTRUCT	06/29/2026	26-40-739 CAP OUTLAY-TRAIL EXPANSION	21,470.00	
Total CARTER ENTERPRISES, INC.:				21,470.00	
CDS AG SERVICES					
62526	CC ARENA - PINE SHAVINGS	06/25/2026	10-90-480 SPECIAL DEPARTMENT SUPPLIES	1,526.00	
Total CDS AG SERVICES:				1,526.00	
CEDAR VALLEY WATER CONSERVANCY					
JUN 2026 WWTP	4002574 - CC WWTP WATER SERV Y2	06/30/2026	52-55-270 UTILITIES-SEWER COLLECTION	72.50	
Total CEDAR VALLEY WATER CONSERVANCY:				72.50	
CENGAGE GROUP					
999102873393	170454 - LBRY BOOKS	06/27/2026	10-87-481 BOOKS-GENERAL COLLECTION	90.00	
999102873395	170454 - LBRY BOOKS	06/27/2026	10-87-481 BOOKS-GENERAL COLLECTION	52.50	
999102873396	170454 - LBRY BOOKS	06/27/2026	10-87-481 BOOKS-GENERAL COLLECTION	59.40	
Total CENGAGE GROUP:				201.90	
COHNE KINGHORN P C					
368564	CCC - WATER RIGHTS ASSES	07/01/2026	51-40-712 CAP OUTLAY-WATER RIGHTS	504.00	
368564	CCC - EFFLUENT TYPE 1 FILTRATION	07/01/2026	53-56-732 CAP OUTLAY-FILTRATION SYSTEM	350.00	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total COHNE KINGHORN P C:				854.00	
CUES INC					
970072245	84720000- SWR CAMERA REPAIR KIT	06/29/2026	52-55-252 EQUIPMENT MAINTENANCE	621.54	
Total CUES INC:				621.54	
CURTIS & SONS					
INV1069252CR	C29937 - CCFD - CREDIT DUPLICATE	05/14/2026	10-73-252 EQUIPMENT MAINTENANCE	(195.36)	
INV1084183	C4202 - CCPD - PANTS	06/29/2026	10-70-640 LIQUOR ENFORCEMENT	152.58	
INV1084574	C4202 - CCPD - PANEL SET, CARRIER	06/30/2026	10-70-624 BALLISTIC VESTS	1,781.30	
Total CURTIS & SONS:				1,738.52	
DEMCO					
7823680	430024850 - BOOK LAMINATE	06/29/2026	10-87-240 OFFICE SUPPLIES & EXPENSE	2,553.49	
Total DEMCO:				2,553.49	
EMERGENCY VEHICLE SYSTEMS					
6424	CCFD - REPLACEMENT MIC	06/29/2026	10-73-252 EQUIPMENT MAINTENANCE	311.00	
Total EMERGENCY VEHICLE SYSTEMS:				311.00	
EXPERIAN					
1077-20260701	8876612 - JUN 2026 COVERAGE	07/01/2026	11-22560 INS PAYABLE - Theft/ ID	516.00	
Total EXPERIAN:				516.00	
EXPRESS STEEL					
12150357	CC ARPT - HD LOADER SNOW PUSHE	06/30/2026	24-40-263 MAINTENANCE-ASPHALT	9,025.00	
Total EXPRESS STEEL:				9,025.00	
FASTENAL					
UTCED135118	UTCED0554 - FACILITY SUPPLIES	03/16/2026	53-56-480 SPECIAL DEPARTMENT SUPPLIES	(148.54)	
UTCED135809	UTCED0554 - FACILITY SUPPLIES	05/06/2026	53-56-480 SPECIAL DEPARTMENT SUPPLIES	(58.50)	
UTCED136323	UTCED0554 - FACILITY SUPPLIES	06/17/2026	53-56-480 SPECIAL DEPARTMENT SUPPLIES	390.40	
Total FASTENAL:				183.36	
FERGUSON ENTERPRISES, LLC					
1067870	634777 - LUND HWY PRV PARTS	06/23/2026	51-40-255 WATER SYSTEM MAINTENANCE	166.68	
Total FERGUSON ENTERPRISES, LLC:				166.68	
GRADIENT SOUND & ENTERTAINMENT					
1024	CCC - BWR SOUND	06/19/2026	30-40-222 EVENT RECRUITMENT	1,000.00	
1025	CCC - SOUND SUMMER STREET FES	06/19/2026	30-40-222 EVENT RECRUITMENT	2,310.00	
Total GRADIENT SOUND & ENTERTAINMENT:				3,310.00	
GREEN & DEMILLE ENTERPRISES					
2685	CCFD - PERMALITES STATION 3	06/30/2026	10-73-262 BUILDING & GROUND MAINTENANCE	9,435.00	
2686	CCFD - PERMALITES STATION 1	06/30/2026	10-73-262 BUILDING & GROUND MAINTENANCE	8,140.00	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total GREEN & DEMILLE ENTERPRISES:				17,575.00	
HACH COMPANY					
15040810	099302 - LAB SUPPLIES	06/11/2026	53-56-313 TESTING	2,991.86	
15041154	099302 - LAB SUPPLIES	06/11/2026	53-56-313 TESTING	24.28	
15054462	099302 - LAB SUPPLIES	06/23/2026	53-56-313 TESTING	265.88	
15057141	099302 - LAB SUPPLIES	06/24/2026	53-56-313 TESTING	252.08	
15057144	099302 - LAB SUPPLIES	06/24/2026	53-56-313 TESTING	81.69	
Total HACH COMPANY:				3,615.79	
HANSEN ALLEN & LUCE INC					
58115	CCC - GENERAL WATER MODELING	07/03/2026	51-40-310 PROF & TECH SERVICES	563.75	
58116	CCC - ENG SVCS EFFLUENT REUSE S	07/03/2026	53-56-310 PROF & TECH SERVICES	7,120.25	
Total HANSEN ALLEN & LUCE INC:				7,684.00	
HYKO SUPPLY					
933150	CC AQ - JANITORIAL SUPPLIES	06/30/2026	10-42-261 JANITORIAL SUPPLIES	917.67	
Total HYKO SUPPLY:				917.67	
IDAHO WATER SPORTS					
273891	30826 - REPAIR LAKE SLIDE	06/22/2026	20-40-262 BUILDING & GROUND MAINTENANCE	2,485.00	
Total IDAHO WATER SPORTS:				2,485.00	
IMAGE PRO					
157892	433 - CCC AMERICA 250 STICKER	06/24/2026	10-53-672 AMERICA 250	63.00	
158057	433 - CCC AMERICA 250 FLYERS	06/24/2026	10-53-672 AMERICA 250	330.00	
Total IMAGE PRO:				393.00	
INNTELEX LLC					
9	CCC - CONSTRUCTION 100 E	06/30/2026	10-79-731 CAP OUTLAY-100 EAST	190,290.06	
Total INNTELEX LLC:				190,290.06	
INTERMOUNTAIN FARMERS					
1024124823	730181 - ARENA - ROPING BOXES	04/15/2026	10-90-730 CAP OUTLAY-IMPROVEMENTS	4,160.00	
1024124834	730181 - ARENA - ROPING BOXES	04/15/2026	10-90-730 CAP OUTLAY-IMPROVEMENTS	1,880.00	
1024550508	730181 - ARPT - WEED KILLER	06/29/2026	24-40-420 WEED ABATEMENT	2,999.23	
1024552771	730181 - PARK FERTILIZER	06/29/2026	10-83-480 SPECIAL DEPARTMENT SUPPLIES	2,151.87	
Total INTERMOUNTAIN FARMERS:				11,191.10	
INTERWEST SUPPLY COMPANY					
IN0128265	CED01 - CUTTING EDGES	06/30/2026	10-78-930 INVENTORY	254.84	
Total INTERWEST SUPPLY COMPANY:				254.84	
IRON COUNTY AUDITOR					
JUN 2026 LANDFIL	CCC LANDFILL REM - JUN 2026	06/30/2026	55-21312 COUNTY REMITTANCE PAYABLE	42,712.16	
Total IRON COUNTY AUDITOR:				42,712.16	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
IRON COUNTY LANDFILL					
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	10-42-270 UTILITIES	6.63	
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	10-76-270 UTILITIES	6.57	
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	10-87-270 UTILITIES-LIBRARY	13.14	
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	10-90-270 UTILITIES-CROSS HOLLOWES EVENTS	16.42	
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	10-92-270 UTILITIES-HERITAGE CENTER	16.42	
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	24-40-270 UTILITIES-AIRPORT	22.99	
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	28-40-270 UTILITIES	16.42	
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	61-40-270 UTILITIES-PUBLIC WORKS FACILIT	6.57	
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	10-76-270 UTILITIES	5.00	
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	53-56-270 UTILITIES-SEWER PLANT	2,502.28	
JUN 2026	LF-0003-LNDFL,BIOSOLIDS JUN 26	07/02/2026	53-56-270 UTILITIES-SEWER PLANT	162.58	
Total IRON COUNTY LANDFILL:				2,775.02	
ISOLVED INC					
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-41-312 COMPUTER & TECH SERVICES	197.04	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-42-312 COMPUTER & TECH SERVICES	49.26	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-43-312 COMPUTER & TECH SERVICES	344.82	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-44-312 COMPUTER & TECH SERVICES	147.78	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-60-312 COMPUTER & TECH SERVICES	147.78	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-70-312 COMPUTER & TECH SERVICES	2,758.12	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-73-312 COMPUTER & TECH SERVICES	788.16	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-75-312 COMPUTER & TECH SERVICES	246.30	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-76-312 COMPUTER & TECH SERVICES	49.26	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-77-312 COMPUTER & TECH SERVICES	98.52	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-78-312 COMPUTER & TECH SERVICES	246.30	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-79-312 COMPUTER & TECH SERVICES	591.12	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-81-312 COMPUTER & TECH SERVICES	492.60	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-83-312 COMPUTER & TECH SERVICES	492.60	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-84-312 COMPUTER & TECH SERVICES	49.26	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-85-312 COMPUTER & TECH SERVICES	98.52	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-87-312 COMPUTER & TECH SERVICES	197.04	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-90-312 COMPUTER & TECH SERVICE	98.52	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	10-92-312 COMPUTER & TECH SERVICES	147.78	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	20-40-312 COMPUTER & TECH SERVICES	98.52	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	24-40-312 COMPUTER & TECH SERVICES	147.78	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	28-40-312 COMPUTER & TECH SERVICES	295.56	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	30-40-312 COMPUTER & TECH SERVICES	49.26	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	51-40-312 COMPUTER & TECH SERVICES	591.12	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	52-55-312 COMPUTER & TECH SERVICES	246.30	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	53-56-312 COMPUTER & TECH SERVICES	492.60	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	54-40-312 COMPUTER & TECH SERVICES	147.78	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	55-40-312 COMPUTER & TECH SERVICES	197.04	
NTC3680-260	APH425174 - PAYROLL PROCESSING	07/02/2026	61-40-312 COMPUTER & TECH SERVICES	49.26	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-41-312 COMPUTER & TECH SERVICES	1.64	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-42-312 COMPUTER & TECH SERVICES	.41	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-43-312 COMPUTER & TECH SERVICES	2.87	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-44-312 COMPUTER & TECH SERVICES	1.23	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-60-312 COMPUTER & TECH SERVICES	1.23	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-70-312 COMPUTER & TECH SERVICES	23.42	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-73-312 COMPUTER & TECH SERVICES	6.56	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-75-312 COMPUTER & TECH SERVICES	2.05	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-76-312 COMPUTER & TECH SERVICES	.41	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-77-312 COMPUTER & TECH SERVICES	.82	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-78-312 COMPUTER & TECH SERVICES	2.05	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-79-312 COMPUTER & TECH SERVICES	4.92	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-81-312 COMPUTER & TECH SERVICES	4.10	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-83-312 COMPUTER & TECH SERVICES	4.10	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-84-312 COMPUTER & TECH SERVICES	.41	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-85-312 COMPUTER & TECH SERVICES	.82	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-87-312 COMPUTER & TECH SERVICES	1.64	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-90-312 COMPUTER & TECH SERVICE	.82	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	10-92-312 COMPUTER & TECH SERVICES	1.23	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	20-40-312 COMPUTER & TECH SERVICES	.82	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	24-40-312 COMPUTER & TECH SERVICES	1.23	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	28-40-312 COMPUTER & TECH SERVICES	2.46	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	30-40-312 COMPUTER & TECH SERVICES	.41	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	51-40-312 COMPUTER & TECH SERVICES	4.92	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	52-55-312 COMPUTER & TECH SERVICES	2.05	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	53-56-312 COMPUTER & TECH SERVICES	4.10	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	54-40-312 COMPUTER & TECH SERVICES	1.23	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	55-40-312 COMPUTER & TECH SERVICES	1.64	
NTC4549-260	APH425174 - QUARTER END, ACH RE	06/24/2026	61-40-312 COMPUTER & TECH SERVICES	.41	
Total ISOLVED INC:				9,636.00	
JUNIPER POINT DEVELOPMENT					
2525	CCC - PRV VAULT UPSIZING OLD FAR	06/29/2026	51-40-732 CAP OUTLAY-LINE UPSIZING	18,645.49	
Total JUNIPER POINT DEVELOPMENT:				18,645.49	
KIMLEY-HORN AND ASSOC					
193275000-0526	CCC - TRAFFIC SIGNAL 600 S 1100 W	05/31/2026	10-79-730 CAP OUTLAY-IMPROVEMENTS	5,890.00	
Total KIMLEY-HORN AND ASSOC:				5,890.00	
LEXISNEXIS					
1030004772	810019 - ONLINE REPORTING JUN 26	06/30/2026	10-70-312 COMPUTER & TECH SERVICES	988.80	
3096548357	424VCP2H3 - SUBSCRIPTION Y26	06/30/2026	10-44-210 SUBSCRIPTIONS & MEMBERSHIPS	382.00	
Total LEXISNEXIS:				1,370.80	
LINCOLN AQUATICS					
D8925848	951787 - REAGENT, TEST TABS, INDIC	06/26/2026	20-40-254 CHEMICALS	1,145.38	
Total LINCOLN AQUATICS:				1,145.38	
MARSHALL & EVANS ELECTRIC					
10329	CC STR - TRAFFIC SIGNAL SIGN REP	06/30/2026	10-79-260 MAINTENANCE-STREET LIGHTS	739.80	
10330	CC STR - STREET LIGHT REPAIR - MA	06/30/2026	10-79-260 MAINTENANCE-STREET LIGHTS	21,385.00	
Total MARSHALL & EVANS ELECTRIC:				22,124.80	
MEL CLARK CONSTRUCTION INC.					
40889A	UCE01 - CHIP FOR 100 E	06/24/2026	10-79-269 MAINTENANCE-CHIP SEALING	7,382.77	
Total MEL CLARK CONSTRUCTION INC.:				7,382.77	
MICROMARKETING LLC ATTN: AR					
1012662	15980-CHILDREN'S BOOKS	06/30/2026	10-87-483 BOOKS-CHILDREN	31.48	
1013257	15980-CHILDREN'S BOOKS	07/07/2026	10-87-483 BOOKS-CHILDREN	17.09	
1013598	15980-YOUNG ADULT BOOKS	07/09/2026	10-87-482 BOOKS-YOUNG ADULT	74.98	
Total MICROMARKETING LLC ATTN: AR:				123.55	

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MISSY MOSS LCSW					
6.29.26	CCPD - THERAPY SESSIONS 6/3-6/30/	06/29/2026	10-70-310 PROF & TECH SERVICES	1,000.00	
6.30.26	CCPD - THERAPY SESSIONS 6/2-6/23/	06/30/2026	10-70-310 PROF & TECH SERVICES	500.00	
Total MISSY MOSS LCSW:				1,500.00	
MJG INC					
9169	CCC - R/R MAIN JUN 2026	06/30/2026	10-79-265 MAINTENANCE-RAILROAD	825.00	
Total MJG INC:				825.00	
MOUNTAIN WEST COMPUTERS					
90742	CCHT - BOX OFFICE COMPUTER & LA	06/30/2026	10-92-240 OFFICE SUPPLIES & EXPENSE	2,179.00	
90747	CC LBRY - CLASSROOM COMPUTERS	06/30/2026	10-87-954 STATE GRANT-DCC LIBRARY GRANT	3,099.00	
90749	CC ARPT - DESKTOP COMPUTERS	06/30/2026	24-40-240 OFFICE SUPPLIES & EXPENSE	2,200.00	
Total MOUNTAIN WEST COMPUTERS:				7,478.00	
MUNICIPAL EMERGENCY SERVICES INC					
IN2523891	C203685 - SCBA MASKS	06/09/2026	10-73-452 PROTECTIVE CLOTHING	3,299.31	
IN2535483	C203685 - SCBA MASKS	06/25/2026	10-73-452 PROTECTIVE CLOTHING	1,655.76	
Total MUNICIPAL EMERGENCY SERVICES INC:				4,955.07	
NATALIE TOWNSEND CMHC PC					
CCPD2026-3	CCPD - MENTAL HEALTH COUNSELIN	07/06/2026	10-70-310 PROF & TECH SERVICES	1,895.30	
Total NATALIE TOWNSEND CMHC PC:				1,895.30	
NEWBY'S PEST LAWN AND WEED CONTROL					
562531	2679 - CCC PEST CONTROL / QUARTE	03/31/2026	10-42-262 BUILDING & GROUND MAINTENANCE	225.00	
Total NEWBY'S PEST LAWN AND WEED CONTROL:				225.00	
NUCO2					
84060823	446694 - BULK CO2 POOL Y26	06/19/2026	20-40-254 CHEMICALS	702.33	
84153013	446694 - BULK CO2 POOL Y26	06/30/2026	20-40-254 CHEMICALS	422.03	
Total NUCO2:				1,124.36	
OGDEN METRO SWAT TEAM					
1.1	HELL WEEK SWAT TRAINING - MCKER	03/14/2026	76-43-220 SWAT OPERATIONS	635.00	
Total OGDEN METRO SWAT TEAM:				635.00	
PEACE BALANCE AND JOY CONSULTING					
7.6.26	CCPD - MENTAL HEALTH THERAPY	07/06/2026	10-70-310 PROF & TECH SERVICES	920.00	
Total PEACE BALANCE AND JOY CONSULTING:				920.00	
PLAYAWAY PRODUCTS LLC					
540263	CC LBRY - BOOKS	07/02/2026	10-87-481 BOOKS-GENERAL COLLECTION	398.19	
541193	CC LBRY - BOOKS	07/09/2026	10-87-483 BOOKS-CHILDREN	62.99	
Total PLAYAWAY PRODUCTS LLC:				461.18	
RED MOUNTAIN TECHNOLOGY SOLUTIONS					
20823A	CC ARPT - GATE CAMERA INSTALL	03/25/2026	24-40-262 BUILDING & GROUND MAINTENANCE	2,622.54	

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Total RED MOUNTAIN TECHNOLOGY SOLUTIONS:				2,622.54	
REPUBLIC SERVICES INC					
0233-000794417	302332300304 - DUMP SVC AQ Y26	06/30/2026	20-40-262 BUILDING & GROUND MAINTENANCE	200.00	
0233-000794418	302332300305 - DUMP SVC PRK/CMTR	06/30/2026	10-83-262 BUILDING & GROUND MAINTENANCE	1,511.52	
Total REPUBLIC SERVICES INC:				1,711.52	
RHINEHART OIL COMPANY LLC					
IN-268636-26	R10003911 - ARPT DYED DIESEL FUEL	06/25/2026	24-40-251 GAS & OIL	936.69	
Total RHINEHART OIL COMPANY LLC:				936.69	
ROCKY RIDGE					
139290	CC EVENTS - DUMPSTER	04/10/2026	30-40-221 EVENT SPONSORSHIP	380.00	
144344	CC PRK - BALL FIELD MIX	06/30/2026	10-83-480 SPECIAL DEPARTMENT SUPPLIES	876.30	
Total ROCKY RIDGE:				1,256.30	
SCHINDLER ELEVATOR CORPORATION					
4646602373	702303 - CCC ELEVATOR MAINT ARPT	05/31/2026	24-40-262 BUILDING & GROUND MAINTENANCE	114.75	
4646602373	702303 - CCC ELEVATOR MAINT AQT	05/31/2026	20-40-262 BUILDING & GROUND MAINTENANCE	115.56	
4646602373	702303 - CCC ELEVATOR MAINT CO Y	05/31/2026	10-42-262 BUILDING & GROUND MAINTENANCE	115.56	
4646602373	702303 - CCC ELEVATOR MAINT HC Y	05/31/2026	10-92-262 BUILDING & GROUND MAINTENANCE	347.79	
4646602373	702303 - CCC ELEVATOR MAINT PRK	05/31/2026	56-41-262 BUILDING & GROUND MAINTENANCE	230.00	
4646602552	702303 - CCC ELEVATOR MAINT ARPT	06/24/2026	24-40-262 BUILDING & GROUND MAINTENANCE	114.75	
4646602552	702303 - CCC ELEVATOR MAINT AQT	06/24/2026	20-40-262 BUILDING & GROUND MAINTENANCE	115.56	
4646602552	702303 - CCC ELEVATOR MAINT CO Y	06/24/2026	10-42-262 BUILDING & GROUND MAINTENANCE	115.56	
4646602552	702303 - CCC ELEVATOR MAINT HC Y	06/24/2026	10-92-262 BUILDING & GROUND MAINTENANCE	347.79	
4646602552	702303 - CCC ELEVATOR MAINT PRK	06/24/2026	56-41-262 BUILDING & GROUND MAINTENANCE	230.00	
Total SCHINDLER ELEVATOR CORPORATION:				1,847.32	
SCHOLZEN PRODUCTS COMPANY					
1035625-00	100592 - MISC SUPPLIES	05/05/2026	51-40-255 WATER SYSTEM MAINTENANCE	660.00	
6961215-01	100592 - MISC SUPPLIES	04/23/2026	51-40-255 WATER SYSTEM MAINTENANCE	396.72	
6982687	100592 - MISC SUPPLIES	04/21/2026	51-40-255 WATER SYSTEM MAINTENANCE	6,673.22	
6983703-00	100592 - CREDIT	04/27/2026	51-40-255 WATER SYSTEM MAINTENANCE	(5,909.10)	
6983802-00	100592 - CREDIT	04/27/2026	51-40-255 WATER SYSTEM MAINTENANCE	(396.72)	
Total SCHOLZEN PRODUCTS COMPANY:				1,424.12	
SCHULER SHOOK					
2502.00-8	CC HERITAGE THEATER REMODEL C	02/28/2026	10-92-730 CAP OUTLAY-IMPROVEMENTS	4,087.00	
Total SCHULER SHOOK:				4,087.00	
SEVEN-M ENTERPRISES INC.					
2020-0408	CC PRK - PRESSURE WASHER REPAI	05/13/2026	10-83-252 EQUIPMENT MAINTENANCE	1,381.25	
Total SEVEN-M ENTERPRISES INC.:				1,381.25	
SIDDONS MARTIN EMERGENCY GROUP LLC					
321-0000063786	1252784 - RADIO INSTALLATION	06/19/2026	10-73-252 EQUIPMENT MAINTENANCE	3,480.00	
Total SIDDONS MARTIN EMERGENCY GROUP LLC:				3,480.00	

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SKAGGS PUBLIC SAFETY EQUIPMENT					
450_A_346354_1	103035 - CCPD - SHIRTS	06/19/2026	10-70-620 UNIFORM PURCHASE	192.67	
Total SKAGGS PUBLIC SAFETY EQUIPMENT:				192.67	
SOUTHWEST PLUMBING SUPPLY					
S5181690.001	113 - PRKS - ACORN	06/04/2026	10-83-262 BUILDING & GROUND MAINTENANCE	2,160.68	
S5214777.001	113 - PRKS - SPRINKLERS	06/30/2026	10-83-262 BUILDING & GROUND MAINTENANCE	529.74	
S5215026.001	113 - PRK - SERVICE CHARGES	06/30/2026	10-83-262 BUILDING & GROUND MAINTENANCE	2.36	
Total SOUTHWEST PLUMBING SUPPLY:				2,692.78	
SPECTRUM					
12410253	1118947 - ARENA - COVERED OUTDO	06/15/2026	10-90-970 PRIVATE GRANTS	74.38	
Total SPECTRUM:				74.38	
STAKER PARSON COMPANIES					
6886492	260116 - SAND/SLURRY	06/23/2026	51-40-255 WATER SYSTEM MAINTENANCE	915.00	
6886493	260116 - SAND/SLURRY	06/23/2026	51-40-255 WATER SYSTEM MAINTENANCE	1,392.50	
6889895	260116 - SAND/SLURRY	06/29/2026	51-40-255 WATER SYSTEM MAINTENANCE	1,290.00	
6890717	260116 - SAND/SLURRY	06/30/2026	51-40-255 WATER SYSTEM MAINTENANCE	1,289.00	
6890720	260116 - SAND/SLURRY	06/30/2026	51-40-255 WATER SYSTEM MAINTENANCE	789.00	
Total STAKER PARSON COMPANIES:				5,675.50	
STANDARD RESTAURANT EQUIP CO.					
STG8014	36062 - TRASH CAN LINERS	06/26/2026	10-42-261 JANITORIAL SUPPLIES	449.90	
Total STANDARD RESTAURANT EQUIP CO.:				449.90	
STATE OF UTAH FUEL NETWORK					
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-60-251 GAS & OIL	153.89	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-70-251 GAS & OIL	14,669.78	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-73-251 GAS & OIL	4,901.75	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-75-251 GAS & OIL	1,046.91	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-76-251 GAS & OIL	1,000.04	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	61-40-251 GAS & OIL	636.38	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-78-251 GAS & OIL	149.05	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-79-251 GAS & OIL	7,668.54	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-81-251 GAS & OIL	560.52	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-83-251 GAS & OIL	4,734.70	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-85-251 GAS & OIL	270.44	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	10-90-251 GAS & OIL	349.48	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	22-40-251 GAS & OIL	3,591.92	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	24-40-251 GAS & OIL	730.88	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	28-40-251 GAS & OIL	245.99	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	30-40-251 GAS & OIL	376.65	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	51-40-251 GAS & OIL	4,455.46	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	52-55-251 GAS & OIL	2,242.11	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	53-56-251 GAS & OIL	1,233.46	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	54-40-251 GAS & OIL	1,848.25	
F2612E00794	CCC - JUN 2026 VEHICLE FUEL	07/01/2026	55-40-251 GAS & OIL	8,697.63	
Total STATE OF UTAH FUEL NETWORK:				59,563.83	
STEPHEN WADE AUTO CENTER					
5376405	CC FLT - RADIATOR	06/22/2026	10-78-930 INVENTORY	444.00	

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5654623	CC FLT - IMPACT SENSOR	06/30/2026	10-78-930 INVENTORY	275.83	
Total STEPHEN WADE AUTO CENTER:				719.83	
SUNCORE CONSTRUCTION AND MATERIALS					
004CINV000101024	C114473 - SAND	05/21/2026	10-90-480 SPECIAL DEPARTMENT SUPPLIES	1,499.77	
Total SUNCORE CONSTRUCTION AND MATERIALS:				1,499.77	
TACTEC					
17978	CC CATS - RADIO SERV 25/26	06/30/2026	22-40-270 UTILITIES-CATS	180.00	
Total TACTEC:				180.00	
THE PARTRIDGE PSYCHOLOGICAL GROUP					
7210	CCPD - PRE-EMP EVAL	07/02/2026	10-70-310 PROF & TECH SERVICES	2,325.00	
Total THE PARTRIDGE PSYCHOLOGICAL GROUP:				2,325.00	
TONGS FIRE EXTINGUISHER SALES AND SERV					
8629	CCFD - FIRE EXTINGUISHER SERVIC	06/29/2026	10-73-252 EQUIPMENT MAINTENANCE	150.00	
Total TONGS FIRE EXTINGUISHER SALES AND SERV:				150.00	
UNITED RENTALS INC					
263583171-001	6091461 - EVENTS SCISSOR LIFT STO	06/27/2026	30-40-740 CAP OUTLAY-EQUIPMENT	1,532.04	
Total UNITED RENTALS INC:				1,532.04	
UTAH OUTDOOR POWER EQUIP					
251504	CC WTR - CONCRETE SAW	06/22/2026	51-40-480 SPECIAL DEPARTMENT SUPPLIES	1,929.99	
Total UTAH OUTDOOR POWER EQUIP:				1,929.99	
UTAH SHAKESPEAREAN FESTIVAL					
CDC26-1	CCC - 2026 DONATION	06/23/2026	30-40-100 DISTRIBUTIONS TO PROGRAMS	30,000.00	
Total UTAH SHAKESPEAREAN FESTIVAL:				30,000.00	
VEHICLE LIGHTING SOLUTIONS INC					
1797	CCFD - VEHICLE CHARGERS AND CL	06/26/2026	10-73-450 SPECIAL PUBLIC SAFETY SUPPLIES	1,773.00	
Total VEHICLE LIGHTING SOLUTIONS INC:				1,773.00	
VISA					
6.18.26 AMAZON	8080 CCVISA - CC FLEET - SHOP PRE	06/18/2026	10-78-480 SPECIAL DEPARTMENT SUPPLIES	3,559.99	
6.2.26 CDW GOV	5026 CCVISA - CCTF - SURVEILLANCE	06/02/2026	76-40-210 EQUIPMENT, SUPPLIES, OPERATING	2,028.75	
6.9.26 CDW GOV	5026 CCVISA - CCTF - SURVEILLANCE	06/09/2026	76-40-210 EQUIPMENT, SUPPLIES, OPERATING	49.95	
Total VISA:				5,638.69	
WASATCH TRAILER SALES SO UTAH					
42174	CC ARPT - PJ TRAILER 14X7 DUMP	06/29/2026	24-40-420 WEED ABATEMENT	8,700.29	
Total WASATCH TRAILER SALES SO UTAH:				8,700.29	
WES TECH ENGINEERING					
S-INV106440	CC WWTP - CLARIFIER CONSTRUCTI	06/30/2026	53-56-730 CAP OUTLAY-IMPROVEMENTS	367,771.60	

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Total WES TECH ENGINEERING:				367,771.60	
WHENTOWORK LLC					
73726495-125-12-P	CC AQ - SCHEDULING SYSTEM	06/29/2026	20-40-312 COMPUTER & TECH SERVICES	1,215.00	
Total WHENTOWORK LLC:				1,215.00	
Grand Totals:				1,632,880.37	

Dated: _____

Mayor: _____

City Council: _____

City Recorder: _____

City Treasurer: _____

Report Criteria:

Detail report.

Invoices with totals above \$0 included.

Paid and unpaid invoices included.

Report Criteria:

Detail report.

Invoices with totals above \$0 included.

Paid and unpaid invoices included.

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
ADK ENTERPRISES LLC					
817917	CC PW- BACK FLOW TEST	07/09/2026	51-40-255 WATER SYSTEM MAINTENANCE	75.00	
Total ADK ENTERPRISES LLC:				75.00	
AFLAC					
488360	F8206 - INSURANCE	07/27/2026	11-22700 INS PAYABLE - Aflac	572.34	
Total AFLAC:				572.34	
ALSCO - AMERICAN LINEN SUPPLY					
LSTG1249218	6051 - SW UNIFORM SERVICES	07/01/2026	55-40-451 UNIFORM SERVICE	31.75	
LSTG1250136	005510 - WWTP UNIFORM SERV Y27	07/07/2026	53-56-451 UNIFORM SERVICE	40.30	
LSTG1250394	6051 - FLT UNIFORM SERV	07/08/2026	10-78-451 UNIFORM SERVICE	31.76	
LSTG1251331	005510 - WWTP UNIFORM SERV Y27	07/14/2026	53-56-451 UNIFORM SERVICE	40.30	
Total ALSICO - AMERICAN LINEN SUPPLY:				144.11	
AQUATIC INFORMATICS INC					
118664	CCWTR - TOKAY SOFTWARE SUPPOR	07/02/2026	51-40-312 COMPUTER & TECH SERVICES	1,328.94	
Total AQUATIC INFORMATICS INC:				1,328.94	
ASHDOWN BROTHERS CONSTRUCTION					
10916	CED01 - ASPHALT	07/01/2026	10-79-263 MAINTENANCE-STREETS	2,336.62	
10928	CED01 - ASPHALT	07/06/2026	51-40-255 WATER SYSTEM MAINTENANCE	594.88	
10944	CED01 - ASPHALT	07/13/2026	51-40-255 WATER SYSTEM MAINTENANCE	147.29	
Total ASHDOWN BROTHERS CONSTRUCTION:				3,078.79	
BARNEY BROS ELECTRIC INC					
16814	CC WTR - ELECTRICAL WORK Y27	07/14/2026	51-40-255 WATER SYSTEM MAINTENANCE	1,570.00	
16815	CC WTR - ELECTRICAL WORK Y27	07/14/2026	51-40-255 WATER SYSTEM MAINTENANCE	160.00	
Total BARNEY BROS ELECTRIC INC:				1,730.00	
BEAUTIFUL WEDDING ANNOUNCEMENTS					
382751	CC EVENTS - HALF MARATHON FLYE	07/09/2026	30-40-223 RUNNERS SERIES	175.00	
Total BEAUTIFUL WEDDING ANNOUNCEMENTS:				175.00	
BIG ASS SOLUTIONS					
10651229	CC ARENA - EVAPORATIVE COOLERS	06/11/2026	10-90-740 CAP OUTLAY-EQUIPMENT	21,266.00	
Total BIG ASS SOLUTIONS:				21,266.00	
BRADY INDUSTRIES					
11934623	176909 - AQUATIC JANITORIAL SUPPL	07/06/2026	10-42-261 JANITORIAL SUPPLIES	60.72	
11934628	176909 - CCC JANITORIAL SUPPLIES	07/06/2026	10-42-261 JANITORIAL SUPPLIES	582.15	
11934630	176909 - PARK JANITORIAL SUPPLIES	07/06/2026	10-42-261 JANITORIAL SUPPLIES	1,092.82	
Total BRADY INDUSTRIES:				1,735.69	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
BROADVOICE					
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	24-40-280 TELEPHONE	71.63	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	28-40-280 TELEPHONE	95.50	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	30-40-280 TELEPHONE	23.86	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	51-40-280 TELEPHONE	95.50	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	52-55-280 TELEPHONE	23.86	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	53-56-280 TELEPHONE	143.27	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-85-280 TELEPHONE	47.77	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-87-280 TELEPHONE	143.27	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-90-280 TELEPHONE	23.86	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-92-280 TELEPHONE	143.27	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	20-40-280 TELEPHONE	214.89	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	22-40-280 TELEPHONE	23.86	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-77-280 TELEPHONE	47.77	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-78-280 TELEPHONE	71.63	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-79-280 TELEPHONE	47.77	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-81-280 TELEPHONE	214.89	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-83-280 TELEPHONE	95.50	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-84-280 TELEPHONE	23.86	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-44-280 TELEPHONE	71.63	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-60-280 TELEPHONE	47.77	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-70-280 TELEPHONE	1,242.07	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-73-280 TELEPHONE	214.89	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-75-280 TELEPHONE	95.50	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-76-280 TELEPHONE	47.77	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-41-280 TELEPHONE	262.47	
1348313 JUL 2026	9328 - JUL 2026 PHONE SERVICE	07/01/2026	10-43-280 TELEPHONE	143.12	
Total BROADVOICE:				3,677.18	
CHEMTECH-FORD LLC					
26F2200	CC WWTP - LAB ANALYSIS 26/27	07/08/2026	53-56-313 TESTING	482.00	
26G0123	CC WWTP - LAB ANALYSIS 26/27	07/14/2026	53-56-313 TESTING	120.00	
Total CHEMTECH-FORD LLC:				602.00	
CIVIC PLUS					
369706	CCC - PD ARCHIVESOCIAL ECONOMY	07/01/2026	10-70-312 COMPUTER & TECH SERVICES	4,848.13	
379922	CCC - MUNIPRO, SOFTWARE, 5 USER	09/09/2026	10-44-312 COMPUTER & TECH SERVICES	3,814.38	
379922	CCC - ADDITIONAL BOOK	09/09/2026	10-81-312 COMPUTER & TECH SERVICES	374.85	
Total CIVIC PLUS:				9,037.36	
CIVIC REVIEW INC					
1255	CCC - ENHANCED SUBSCRIPTION 26/	07/06/2026	10-81-312 COMPUTER & TECH SERVICES	5,400.00	
Total CIVIC REVIEW INC:				5,400.00	
CUES INC					
970072422	84720000- SWR CAMERA TRANSPORT	07/02/2026	52-55-252 EQUIPMENT MAINTENANCE	4,951.11	
970072835	84720000- SWR CAMERA TOW CABLE	07/09/2026	52-55-480 SPECIAL DEPARTMENT SUPPLIES	103.98	
Total CUES INC:				5,055.09	
DATAMARS INC					
992640	CUS12911 - MICROCHIPS	07/01/2026	10-76-450 ANIMAL SHELTER FOOD SUPPLIES	2,213.20	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total DATAMARS INC:				2,213.20	
DEX IMAGING LLC					
AR15599820	CC ENG - CANON COPY MACH CONT	07/01/2026	10-81-252 EQUIPMENT MAINTENANCE	437.49	
Total DEX IMAGING LLC:				437.49	
DIOZ AMERICA CORP					
1583	CC EVENTS - HALF MARATHON SHIR	06/18/2026	30-40-223 RUNNERS SERIES	9,729.00	
Total DIOZ AMERICA CORP:				9,729.00	
DMJ CRANE					
925	CC WTR - BOOM TRUCK ENOCH 3 RE	07/03/2026	51-40-255 WATER SYSTEM MAINTENANCE	350.00	
927	CC WTR - BOOM TRUCK ENOCH 3 SE	07/06/2026	51-40-255 WATER SYSTEM MAINTENANCE	300.00	
Total DMJ CRANE:				650.00	
EGRESS SOFTWARE TECHNOLOGIES INC					
INVUS2680	CCPD - PREVENT EMAIL SECURITY 2	05/21/2026	10-70-312 COMPUTER & TECH SERVICES	3,853.41	
Total EGRESS SOFTWARE TECHNOLOGIES INC:				3,853.41	
FASTENAL					
UTCED136594	UTCED0056 - MISC FACILITY/SHOP S	07/07/2026	53-56-480 SPECIAL DEPARTMENT SUPPLIES	817.93	
Total FASTENAL:				817.93	
FERGUSON ENTERPRISES, LLC					
1068306	634777 - MEGALUGS	07/08/2026	51-40-255 WATER SYSTEM MAINTENANCE	855.00	
CM103037	634777 - CREDIT	07/09/2026	51-40-255 WATER SYSTEM MAINTENANCE	(166.68)	
Total FERGUSON ENTERPRISES, LLC:				688.32	
FREEDOM DISTRIBUTION LLC					
711982826	CCC - IFM RECONSTRUCTION	07/07/2026	26-40-739 CAP OUTLAY-TRAIL EXPANSION	6,800.00	
Total FREEDOM DISTRIBUTION LLC:				6,800.00	
INGRAM					
97821407	2046315-GENERAL COLLECTION BOO	07/12/2026	10-87-481 BOOKS-GENERAL COLLECTION	1,275.32	
97821408	2046315-CHILDRENS BOOKS	07/12/2026	10-87-483 BOOKS-CHILDREN	765.04	
97853793	2046315-GENERAL COLLECTION BOO	07/13/2026	10-87-481 BOOKS-GENERAL COLLECTION	35.36	
97898594	2046315-GENERAL COLLECTION BOO	07/14/2026	10-87-481 BOOKS-GENERAL COLLECTION	27.00	
97923651	2046315-GENERAL COLLECTION BOO	07/15/2026	10-87-481 BOOKS-GENERAL COLLECTION	55.79	
97923652	2046315-GENERAL COLLECTION BOO	07/15/2026	10-87-481 BOOKS-GENERAL COLLECTION	30.07	
97923653	2046315-YOUNG ADULT BOOKS	07/15/2026	10-87-482 BOOKS-YOUNG ADULT	628.98	
Total INGRAM:				2,817.56	
IRON COUNTY CLERK					
JU, AU, SE 2026	TRASH SERVICE	07/01/2026	53-56-270 UTILITIES-SEWER PLANT	72.00	
Total IRON COUNTY CLERK:				72.00	
IRON COUNTY SHERIFF'S OFFICE					
2026-03	TF - REIMBURSE EXTERNAL HARD D	07/07/2026	76-40-210 EQUIPMENT, SUPPLIES, OPERATING	99.49	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total IRON COUNTY SHERIFF'S OFFICE:				99.49	
L & L MECHANICAL CONTRACTORS					
1538	CC WWTP - REPLACE TANKLESS WAT	07/10/2026	53-56-262 BUILDING & GROUND MAINTENANCE	4,167.00	
Total L & L MECHANICAL CONTRACTORS:				4,167.00	
LADD'S TOWING LLC					
3791	CCPD - TOWING / 2019 DODGE DURA	07/02/2026	10-70-252 EQUIPMENT MAINTENANCE	121.00	
Total LADD'S TOWING LLC:				121.00	
LENSLOCK					
61480-7-2026	3361480 - CCPD BODY, CAR, INTERR	07/31/2026	10-70-312 COMPUTER & TECH SERVICES	109,823.00	
Total LENSLOCK:				109,823.00	
LENSLOCK INC					
0137-260406-RNL	CCPD - IN CAR VIDEO & GENESIS 12	04/06/2026	10-70-312 COMPUTER & TECH SERVICES	8,693.00	
Total LENSLOCK INC:				8,693.00	
LEXIPOL LLC					
INVPR11273090	CCPD - POLICEONE ACADEMY, INVEN	07/01/2026	10-70-312 COMPUTER & TECH SERVICES	6,244.03	
Total LEXIPOL LLC:				6,244.03	
MAGNET FORENSICS LLC					
SIN094493	CCPD - GRAYKEY LICENSE / MAGNET	05/27/2026	10-70-312 COMPUTER & TECH SERVICES	22,284.16	
Total MAGNET FORENSICS LLC:				22,284.16	
METERWORKS INC					
11835	CC WTR - WATER METERS	07/07/2026	51-40-481 METER-NEW	130,578.91	
11836	CC WTR - WATER METERS	07/07/2026	51-40-481 METER-NEW	495.08	
11856	CC WTR - WATER METERS	07/09/2026	51-40-481 METER-NEW	10,774.44	
11871	CC WTR - WATER METERS	07/14/2026	51-40-481 METER-NEW	3,394.60	
Total METERWORKS INC:				145,243.03	
MIDWEST VETERINARY SUPPLY INC					
29114747-000	49748 - VET SUPPLIES	07/01/2026	10-76-450 ANIMAL SHELTER FOOD SUPPLIES	770.97	
Total MIDWEST VETERINARY SUPPLY INC:				770.97	
MOUNTAIN WEST COMPUTERS					
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	51-40-312 COMPUTER & TECH SERVICES	143.56	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	52-55-312 COMPUTER & TECH SERVICES	47.85	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	53-56-312 COMPUTER & TECH SERVICES	191.42	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-92-312 COMPUTER & TECH SERVICES	95.71	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	20-40-312 COMPUTER & TECH SERVICES	71.78	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	22-40-312 COMPUTER & TECH SERVICES	23.93	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	24-40-312 COMPUTER & TECH SERVICES	119.64	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	28-40-312 COMPUTER & TECH SERVICES	143.56	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	30-40-312 COMPUTER & TECH SERVICES	71.78	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-81-312 COMPUTER & TECH SERVICES	239.27	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-83-312 COMPUTER & TECH SERVICES	239.27	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-84-312 COMPUTER & TECH SERVICES	23.93	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-85-312 COMPUTER & TECH SERVICES	47.85	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-87-312 COMPUTER & TECH SERVICES	191.42	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-90-312 COMPUTER & TECH SERVICE	23.93	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-73-312 COMPUTER & TECH SERVICES	406.77	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-75-312 COMPUTER & TECH SERVICES	167.49	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-76-312 COMPUTER & TECH SERVICES	23.93	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-77-312 COMPUTER & TECH SERVICES	95.71	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-78-312 COMPUTER & TECH SERVICES	47.85	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-79-312 COMPUTER & TECH SERVICES	47.85	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-41-312 COMPUTER & TECH SERVICES	382.86	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-43-312 COMPUTER & TECH SERVICES	167.49	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-44-312 COMPUTER & TECH SERVICES	95.71	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-60-312 COMPUTER & TECH SERVICES	167.49	
90726	CCC - JUL 26 IT SUPPORT	06/30/2026	10-70-312 COMPUTER & TECH SERVICES	1,555.28	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	53-56-312 COMPUTER & TECH SERVICES	91.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	22-40-312 COMPUTER & TECH SERVICES	12.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	24-40-312 COMPUTER & TECH SERVICES	62.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	28-40-312 COMPUTER & TECH SERVICES	66.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	30-40-312 COMPUTER & TECH SERVICES	37.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	51-40-312 COMPUTER & TECH SERVICES	61.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	52-55-312 COMPUTER & TECH SERVICES	33.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-84-312 COMPUTER & TECH SERVICES	12.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-85-312 COMPUTER & TECH SERVICES	25.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-87-312 COMPUTER & TECH SERVICES	73.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-90-312 COMPUTER & TECH SERVICE	12.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-92-312 COMPUTER & TECH SERVICES	50.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	20-40-312 COMPUTER & TECH SERVICES	37.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-76-312 COMPUTER & TECH SERVICES	25.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-77-312 COMPUTER & TECH SERVICES	45.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-78-312 COMPUTER & TECH SERVICES	25.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-79-312 COMPUTER & TECH SERVICES	25.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-81-312 COMPUTER & TECH SERVICES	120.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-83-312 COMPUTER & TECH SERVICES	89.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-44-312 COMPUTER & TECH SERVICES	50.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-60-312 COMPUTER & TECH SERVICES	74.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-70-312 COMPUTER & TECH SERVICES	623.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	76-40-210 EQUIPMENT, SUPPLIES, OPERATING	12.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-73-312 COMPUTER & TECH SERVICES	172.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-75-312 COMPUTER & TECH SERVICES	87.50	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-41-312 COMPUTER & TECH SERVICES	230.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-42-312 COMPUTER & TECH SERVICES	25.00	
90727	CCC - JUL 26 0365, EXCHANGE	06/30/2026	10-43-312 COMPUTER & TECH SERVICES	87.50	
90753	CCC - CLOUD BACKUP SERVICE 26/2	07/01/2026	10-43-312 COMPUTER & TECH SERVICES	840.00	
Total MOUNTAIN WEST COMPUTERS:				7,939.83	
MUNICIPALH2O.COM					
15459	CC WWTP - EPA COMPLIANCE SERV	07/01/2026	53-56-310 PROF & TECH SERVICES	350.00	
Total MUNICIPALH2O.COM:				350.00	
NUCO2					
83950766	446694 - BULK CO2 POOL Y27	07/01/2026	20-40-254 CHEMICALS	316.45	
84170235	446694 - BULK CO2 POOL Y27	07/06/2026	20-40-254 CHEMICALS	746.67	
Total NUCO2:				1,063.12	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
PENWORTHY COMPANY					
0619583-IN	00-5440020_001 - LBRY CHILDREN MA	07/13/2026	10-87-483 BOOKS-CHILDREN	217.64	
Total PENWORTHY COMPANY:				217.64	
PRESTON'S SHREDDING					
54041070826	CCC - FY27 SHREDDING	07/08/2026	10-43-240 OFFICE SUPPLIES & EXPENSE	100.00	
Total PRESTON'S SHREDDING:				100.00	
PROGRESSIVE PREFERRED INSURANCE CO					
LEGAL CLAIM 6.4.2	CCC - DAMAGE REQ K. DAVIS ACCIDE	05/08/2026	10-70-511 LEGAL CLAIMS	8,877.05	
Total PROGRESSIVE PREFERRED INSURANCE CO:				8,877.05	
RHINEHART OIL COMPANY LLC					
IN-280917-26	R10003911 - STRT DYED DIESEL FUEL	07/07/2026	10-79-251 GAS & OIL	3,232.96	
Total RHINEHART OIL COMPANY LLC:				3,232.96	
ROCKY MOUNTAIN POWER					
7646739	26319261 001 - TRAFFIC SIGNAL 600 S	07/08/2026	10-79-730 CAP OUTLAY-IMPROVEMENTS	3,281.00	
Total ROCKY MOUNTAIN POWER:				3,281.00	
ROCKY RIDGE					
144889	CC PRK - DUMP SERVICE	07/01/2026	10-83-262 BUILDING & GROUND MAINTENANCE	530.00	
Total ROCKY RIDGE:				530.00	
RON TURLEY ASSOCIATES INC					
72476	26/27 ANNUAL FLEET SOFTWARE	05/01/2026	10-78-210 SUBSCRIPTIONS & MEMBERSHIPS	7,250.40	
Total RON TURLEY ASSOCIATES INC:				7,250.40	
ROOTS 2 LEAVES LLC					
2128	CC PRKS - TREE PRUNING	07/03/2026	10-83-482 URBAN FORESTRY PROGRAM	1,140.00	
Total ROOTS 2 LEAVES LLC:				1,140.00	
SCHOLZEN PRODUCTS COMPANY					
6995499-01	100592 - MISC WATER SUPPLIES	07/02/2026	51-40-255 WATER SYSTEM MAINTENANCE	265.44	
6995499-02	100592 - MISC WATER SUPPLIES	07/06/2026	51-40-255 WATER SYSTEM MAINTENANCE	1,990.02	
6995499-03	100592 - MISC WATER SUPPLIES	07/07/2026	51-40-255 WATER SYSTEM MAINTENANCE	209.31	
6998361-00	100592 - MISC WATER SUPPLIES	07/01/2026	51-40-255 WATER SYSTEM MAINTENANCE	941.82	
7000808-00	100592 - MISC WATER SUPPLIES	07/14/2026	51-40-255 WATER SYSTEM MAINTENANCE	4,911.89	
Total SCHOLZEN PRODUCTS COMPANY:				8,318.48	
SOMMERTIME EMBROIDERY					
2766	CC BLDG - EMBROIDERY	07/09/2026	10-75-610 SUNDRY	182.00	
Total SOMMERTIME EMBROIDERY:				182.00	
SOUTH CENTRAL COMMUNICATIONS					
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	53-56-280 TELEPHONE	125.00	
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	10-83-280 TELEPHONE	19.88	
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	10-90-280 TELEPHONE	19.88	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	10-92-280 TELEPHONE	315.45	
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	28-40-280 TELEPHONE	28.40	
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	51-40-280 TELEPHONE	125.00	
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	52-55-280 TELEPHONE	125.00	
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	10-41-280 TELEPHONE	49.24	
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	10-43-280 TELEPHONE	24.68	
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	10-70-280 TELEPHONE	22.73	
JUL 2026	9192600 - JUL 2026 INTERNET	07/01/2026	10-77-280 TELEPHONE	443.91	
JUL 26/JUN 27 FD	14715400 - FD INTERNET 26/27	07/01/2026	10-73-270 UTILITIES-FIRE	4,569.00	
Total SOUTH CENTRAL COMMUNICATIONS:				5,868.17	
SOUTHERN UTAH PAVING					
1205	CC STRT - BOND PMNT BLANKET CO	06/28/2026	10-79-264 MAINTENANCE-SIDEWALKS	5,000.00	
Total SOUTHERN UTAH PAVING:				5,000.00	
SOUTHWEST PLUMBING SUPPLY					
S5219226.001	113 - PRKS - SPRINKLERS	07/08/2026	10-83-262 BUILDING & GROUND MAINTENANCE	1,144.62	
Total SOUTHWEST PLUMBING SUPPLY:				1,144.62	
SOUTHWEST UTAH PUBLIC HEALTH DEPT					
418590	CC WTR - WATER SAMPLES	07/01/2026	51-40-255 WATER SYSTEM MAINTENANCE	1,290.00	
Total SOUTHWEST UTAH PUBLIC HEALTH DEPT:				1,290.00	
SPORTSITES INC					
994	CCAQ - SOFTWARE SUBSCRIPTION 2	07/01/2026	20-40-312 COMPUTER & TECH SERVICES	3,500.00	
Total SPORTSITES INC:				3,500.00	
STAKER PARSON COMPANIES					
6897612	260116 - FLOWABLE FILL	07/09/2026	51-40-255 WATER SYSTEM MAINTENANCE	1,288.00	
Total STAKER PARSON COMPANIES:				1,288.00	
STATE OF UT-SCHOOL TRUST LANDS					
SULA 1909 26/27	SULA 1909 - ANNUAL 2026/2027	06/26/2026	10-70-312 COMPUTER & TECH SERVICES	2,820.00	
Total STATE OF UT-SCHOOL TRUST LANDS:				2,820.00	
SUNCORE CONSTRUCTION AND MATERIALS					
004CINV000122565	CEDCI - FLOWABLE FILL	07/06/2026	51-40-255 WATER SYSTEM MAINTENANCE	596.79	
Total SUNCORE CONSTRUCTION AND MATERIALS:				596.79	
SYSCO LAS VEGAS INC					
517678132	291385 - AQUATIC CONCESSIONS	07/03/2026	20-40-482 MERCHANDISE-CONCESSIONS	2,392.32	
517684274	291385 - AQUATIC CONCESSIONS	07/07/2026	20-40-482 MERCHANDISE-CONCESSIONS	1,463.08	
Total SYSCO LAS VEGAS INC:				3,855.40	
TDS					
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	20-40-280 TELEPHONE	34.18	
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	24-40-280 TELEPHONE	22.78	
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	28-40-280 TELEPHONE	22.78	
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	53-56-280 TELEPHONE	37.59	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	10-73-270 UTILITIES-FIRE	29.39	
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	10-76-280 TELEPHONE	11.39	
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	10-77-280 TELEPHONE	37.59	
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	10-83-280 TELEPHONE	11.39	
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	10-90-280 TELEPHONE	11.39	
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	10-92-280 TELEPHONE	45.57	
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	10-41-280 TELEPHONE	79.77	
JUL 2026	0140683279 - TDS JUL 2026	06/19/2026	10-70-280 TELEPHONE	16.18	
Total TDS:				360.00	
TFODEV LLC					
KHI5KX5K-0002	CCC - DRONE SECURITY FY27	07/13/2026	76-43-220 SWAT OPERATIONS	2,880.00	
Total TFODEV LLC:				2,880.00	
THE KEY MAKER LOCKSMITH SERVICE					
50889	CC PRKS - INSTALL DOOR LOCKS FC	07/07/2026	26-40-739 CAP OUTLAY-TRAIL EXPANSION	2,250.00	
Total THE KEY MAKER LOCKSMITH SERVICE:				2,250.00	
THE LINCOLN NATIONAL LIFE INSURANCE CO					
4987472292	1777579 - AD & D	06/26/2026	11-22555 INS PAYABLE - AD&D	1,343.85	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	53-56-132 EMPLOYEE INSURANCE	333.97	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	54-40-132 EMPLOYEE INSURANCE	99.60	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	55-40-132 EMPLOYEE INSURANCE	119.56	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	61-40-132 EMPLOYEE INSURANCE	28.63	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	20-40-132 EMPLOYEE INSURANCE	63.27	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	24-40-132 EMPLOYEE INSURANCE	96.08	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	28-40-132 EMPLOYEE INSURANCE	210.00	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	30-40-132 EMPLOYEE INSURANCE	38.37	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	51-40-132 EMPLOYEE INSURANCE	476.50	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	52-55-132 EMPLOYEE INSURANCE	169.05	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-83-132 EMPLOYEE INSURANCE	297.90	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-84-132 EMPLOYEE INSURANCE	30.26	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-85-132 EMPLOYEE INSURANCE	74.13	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-87-132 EMPLOYEE INSURANCE	121.19	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-90-132 EMPLOYEE INSURANCE	124.44	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-92-132 EMPLOYEE INSURANCE	87.83	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-75-132 EMPLOYEE INSURANCE	245.94	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-76-132 EMPLOYEE INSURANCE	28.93	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-77-132 EMPLOYEE INSURANCE	88.75	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-78-132 EMPLOYEE INSURANCE	187.77	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-79-132 EMPLOYEE INSURANCE	359.26	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-81-132 EMPLOYEE INSURANCE	453.56	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-42-132 EMPLOYEE INSURANCE	22.28	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-43-132 EMPLOYEE INSURANCE	250.32	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-44-132 EMPLOYEE INSURANCE	140.52	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-60-132 EMPLOYEE INSURANCE	116.87	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-70-132 EMPLOYEE INSURANCE	1,952.86	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-73-132 EMPLOYEE INSURANCE	158.25	
4990556386	1777486 - LIFE INSURANCE	07/11/2026	10-41-132 EMPLOYEE INSURANCE	183.18	
4990556455	1778508 - VOLUNTARY LIFE	07/11/2026	11-22550 INS PAYABLE - Vol Life	4,891.65	
Total THE LINCOLN NATIONAL LIFE INSURANCE CO:				12,794.77	
TRAFFIC LOGIX CORP					
SIN37371	CED007 - CLOUD ACCESS RADAR SIG	06/29/2026	10-70-312 COMPUTER & TECH SERVICES	14,518.00	

Invoice Number	Description	Invoice Date	GL Account and Title	Net Invoice Amt	Date Paid
Total TRAFFIC LOGIX CORP:				14,518.00	
UNIFIRST CORPORATION					
2310084625	1895630 - PRK UNIFORM SERVICE	07/02/2026	10-83-451 UNIFORM SERVICE	135.58	
2310085160	1895630 - PRK UNIFORM SERVICE	07/09/2026	10-83-451 UNIFORM SERVICE	135.58	
Total UNIFIRST CORPORATION:				271.16	
UTAH RISK MGMT MUTUAL ASSN					
APD 27-0001	FY27 AUTO PHYS DMG	07/01/2026	22-40-510 INSURANCE & SURETY BONDS	1,620.00	
Total UTAH RISK MGMT MUTUAL ASSN:				1,620.00	
WILKINSON SUPPLY					
520304	29728 - TORO MOWER 420412829	07/01/2026	10-83-740 CAP OUTLAY-EQUIPMENT	16,600.00	
Total WILKINSON SUPPLY:				16,600.00	
YOUTH FUTURES					
FY26 CC	CCC - DONATION	06/30/2026	10-53-664 YOUTH FUTURES	15,000.00	
Total YOUTH FUTURES:				15,000.00	
Grand Totals:				513,541.48	

Dated: _____

Mayor: _____

City Council: _____

City Recorder: _____

City Treasurer: _____

Report Criteria:

Detail report.

Invoices with totals above \$0 included.

Paid and unpaid invoices included.

To: Mayor & City Council

From: Jason Clark

Date: 7-17-2026

Subject: Heritage Theater and Festival Hall Rate Increases

At the direction of the City Council, staff of the Heritage Theater and Festival Hall are recommending an increase in rental rates and associated fees.

To ensure the proposed rates remain competitive, staff conducted a thorough review of fees charged by comparable meeting rooms, theaters, and event venues in the region. We believe the updated rates are fair, reasonable, and aligned with current market conditions.

This adjustment will help ensure the long-term financial sustainability of the facilities while continuing to serve the community. Staff remains committed to actively pursuing new business opportunities and will work creatively within current policies to attract and accommodate events that benefit both the City and our residents.

HERITAGE THEATER AND FESTIVAL HALL

\$100 non-refundable deposit credited toward rental charges for each event booked in Festival Hall.
Deposit is not refunded upon cancellation.

Rental	Description	Time Block	Fees
Equipment	Computer/Laptop	Per Day	\$ 35
Festival Hall	Single Conference Room	Fri-Sat 4HR	\$ 200
		Fri-Sat 12HR	\$ 400
		Sun-Thu 4HR	\$ 175
		Sun-Thu 12HR	\$ 350
	Double Conference Room	Fri-Sat 4HR	\$ 325
		Fri-Sat 12HR	\$ 650
		Sun-Thu 4HR	\$ 300
		Sun-Thu 12HR	\$ 600
	The Explorers Conference Center	Fri-Sat 4HR	\$ 600
		Fri-Sat 12HR	\$ 1,200
		Sun-Thu 4HR	\$ 575
		Sun-Thu 12HR	\$ 1,150
	Multi-Use	Fri-Sat	\$ 1,500
		Sun-Thu	\$ 1,250
	Meeting Room 1	Fri-Sat 4HR	\$ 225
		Fri-Sat 12HR	\$ 450
		Sun-Thu 4HR	\$ 200
		Sun-Thu 12HR	\$ 400
	Meeting Room 2-5	Fri-Sat 4HR	\$ 100
		Fri-Sat 12HR	\$ 200
		Sun-Thu 4HR	\$ 95
		Sun-Thu 12HR	\$ 175
	Meeting Room 6	Fri-Sat 4HR	\$ 150
		Fri-Sat 12HR	\$ 300
		Sun-Thu 4HR	\$ 125
		Sun-Thu 12HR	\$ 250
	Meeting Rooms 1-6 (open/combined)	Fri-Sat 4HR	\$ 750
		Fri-Sat 12HR	\$ 1,500
		Sun-Thu 4HR	\$ 725

Heritage Theater		Sun-Thu 12HR	\$	1,450
	Meeting Room 7	Fri-Sat 4HR	\$	450
		Fri-Sat 12HR	\$	900
		Sun-Thu 4HR	\$	425
		Sun-Thu 12HR	\$	850
	Tower Room/Commission Room	Fri-Sat 4HR	\$	125
		Fri-Sat 12HR	\$	250
		Sun-Thu 4HR	\$	100
		Sun-Thu 12HR	\$	200
	Kitchen Use	Per Event	\$	50
	Setup / Labor	Per Event	\$	50
	After Hours (outside typical office hours)	Per Event	\$	75
	Hogan Outdoor Stage	w/o Lights/Sound	\$	25
		w/ Lights/Sound	\$	50
Grand Lobby	Fri-Sat 4HR	\$	650	
	Fri-Sat 12HR	\$	1,300	
	Sun-Thu 4HR	\$	600	
	Sun-Thu 12HR	\$	1,200	
Exhibit Space	Per Day	\$	200	
999 Seat Theater (incl. same-day setup / reh	Fri-Sat Per Show	\$	800	
	Sun-Thu Per Show	\$	750	
Additional Rehearsal Time	Per Hour	\$	100	
Rehearsal Only	Per Day	\$	450	
Technician / Stagehand Labor	Per Unit Per Day	\$	150	
Ticketing	Box Office (provided by Center)	Per Show	\$	25

All rates are subject to the adopted rental rate administration policy

Non-Profit groups receive a 25% discount on Room Rental Rates Sunday - Thursday