

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, 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 on 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, Parowan Pool, Lake on the Hills, and treats for the kids. We close it all out Wednesday night, a week from tonight, with the Utah 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 an America 250 concert last Sunday and Councilman Schmidt was in attendance to that. We had our very own orator yesterday in yourself Mayor, and in Councilman Cox who read for us for Echoes of Freedom and did a great job. 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, is that 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. He 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 action 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 Mayor Maile 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 consent 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 BRIC 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 BRIC 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 are 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.

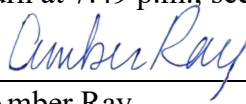
It does it automatically. If you put them on the north system, our Enoch three and one wells only feed the north tank and the 3200 north tank. There's no way to get the water to the other system without a generator at the golf course booster. If you put them on the Quichapa one wells and three wells, 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 complied. 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

CITY COUNCIL CLOSED MEETING

July 1, 2026

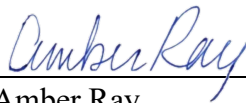
The City Council held a closed meeting on Wednesday, July 1, 2026, at 7:41 p.m. in the Council Chambers at the City Office, 10 North Main, Cedar City, Utah.

MEMBERS PRESENT: Mayor: Steve Nelson; Councilmembers: Robert Cox; 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.

REASONABLY IMMINENT LITIGATION: **Randall McUne**

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



Amber Ray
City Recorder