



## Committee Charter

May 26, 2015

# Mayor Position & Compensation Evaluation

### SPONSOR:

- Mark Seastrand; City Council

### TEAM MEMBERS:

- Kathy Gowans; Organization Development Consultant
- Kevin Stocks; Accounting Professor BYU
- LaNae Millett; Citizen
- Others: To-Be-Determined (Lynn Stephens/HR Compensation, Rex Facer/Professor BYU Gov't Administration, City Employees)

### TASK(S): *THE ASSIGNMENT*

- Examine the roles and responsibilities of mayor and city manager and appropriate compensation for those positions (*Mar 24, 2015 City Council Mtg. Notes*)
  1. Evaluate if the position of Orem City Mayor should be designated as part-time or full-time .
  2. Recommend pay/salary level to match responsibilities.
  3. Evaluate if there are ways to synergistically improve how work is done between the legislative and executive arms of city government (City Manager ~ Mayor ~ City Council).

### DESIRED RESULTS(S): *THE OUTCOMES OF ACCOMPLISHING THE ASSIGNMENT*

- City Council is able/willing to use the additional information to make a decision about Mayor Brunst's request.
- Answer the question; "Are the current expectations of a part-time Mayor reasonable?"
- Mayor feels fairly compensated for amount/focus of time expected in the role.
- Commitment and buy-in to needed changes in roles/responsibilities/working relationships.

### GUIDELINES: *THE PRINCIPLES, POLICIES, PROCEDURES, "NO-NO'S" OR SACRED COWS*

- Assume the city keeps the current Council Manager form of government; don't want to look at a change of structure to Council Mayor form or government.
- Review State Codes which outline the duties of Mayor & City Manager positions.
- Research city practices; e.g.
  - how have Council Manager forms of government done things in the past
  - do other Council Manager forms of government have FT vs. PT Mayors
  - can FT Mayor and City Manager positions co-exist
  - review structure/job descriptions of Mayor & City Manager
- Answer questions/concerns identified; e.g.
  - can we attract qualified Mayoral candidates who are dedicated to serving the City of Orem if they are required to give up their full-time employment
  - how does a FT position effect the pool of people who would forego business \$/roles, or who would become a candidate solely for the compensation

### RESOURCES: *THE FINANCIAL, HUMAN, TECHNICAL & ORGANIZATIONAL RESOURCES AVAILABLE TO ACCOMPLISH THE TASK*

- Orem Mayor(s) present/past (Richard Brunst, Betty Washburn, Stella Welsh, Jim Evans)
- Orem City Manger (Jamie Davidson), Past City Manager (Bruce Chesnut)
- Other City Mayors (West Valley City, West Jordan)
- Executive Asst to Mayor/City Mgr (Kristie Snyder)
- Other city personnel as needed
- \$ Budget allocated

### ACCOUNTABILITY: *HOW YOU WILL EVALUATE PERFORMANCE AND WHEN/HOW PROGRESS REPORTS WILL BE MADE*

- May Meet with Mark Seastrand to understand the request and draft a Committee Charter  
Meet with City Council to confirm understanding of expectations
- June/July Finalize Team Members  
Gather information
- July/Aug Evaluate information  
Make recommendations

### CONSEQUENCES: *WHAT FOLLOWS WHEN THE DESIRED RESULTS ARE ACHIEVED OR NOT ACHIEVED*

Positive if Accomplished

Negative if Not Accomplished

# 6

## Essential Truths you need to know about BRT Bonding.



### **ONE: BRT funding comes without any new taxes or tax increases**

Existing sales taxes provide the funds for building and maintaining our transportation infrastructure, including commuter rail, road projects, and other transit operations including bus rapid transit (BRT).

SR 92 (\$166 million), Pioneer Crossing (\$282 million), and North County Boulevard (\$54 million) were all built with revenue from sales taxes. For the record, 44% of all sales tax revenues generated in Utah County come from Provo and Orem. The Provo and Orem municipalities have contributed \$270 million to these north county projects, and will contribute again when SR73 is expanded to Eagle Mountain.

### **TWO: UTA has requested and received significant public input.**

UTA follows rigorous guidelines in public outreach. More than 70 public meetings have been held in the last seven years. A website includes project details and upcoming events [<http://provoorembmt.com/>]. Local media has mentioned this project in over 200 articles.

### **THREE: Transit usage is growing - and will continue to grow - here in Utah.**

Utah's BRT project scored very high in national benchmarks and was selected as one of six national BRT projects to receive federal funding matches for the upcoming year (not an easy feat when municipalities across the country are begging for BRT projects).

Utahns are utilizing transit far beyond expectations and it is becoming a growing part of a robust

transportation network. As a result, campuses, retail/housing redevelopment, and improved roadways have all been based on the upcoming BRT route and project timeline. Interrupting that timeline now will create additional taxpayer expense and loss of efficiency in allocating tax dollars.

### **FOUR: Providing transportation infrastructure is a primary function of Government.**

Government builds transportation infrastructure. That includes roads, trails, bike paths and transit. All of these utilize a combination of Federal, State, County and Local funding options. This is how we have funded infrastructure improvements and it is not at all unusual. It is how we will fund future road and transit projects.

Because Utah County is expected to double in population by 2040, we will need a robust transportation system to preserve our quality of life, help us get to work and school, and prevent gridlock. The Provo-Orem BRT is the next key component in this transportation system. If we interrupt momentum now, we risk losing critical matching funds. This would cause a negative domino effect, pushing back other growth related transportation projects for years to come.

### **FIVE: This bond does not create debt**

Not all bonds are debts. The BRT bond does not place the County (or anyone) into debt, or increase existing debts. It simply secures revenue with incoming (future) sales tax. This is the very same financing mechanism that was used to build SR 92, Pioneer Crossing, and North County Boulevard. It is the same bond mechanism that will be used for the future SR73 expansion to Eagle Mountain.

## **SIX: Signing a petition (or encouraging others to sign) demands an understanding of the facts.**

When you sign a petition, you certify that you have read and understand the resolution that was passed along with all of the issues surrounding the referendum. Petition volunteers must also not misrepresent facts when asking for signatures.

According to Bryan Thompson, county clerk-auditor, every signature line on the petition has those instructions underneath. It reads, "By signing this petition, you are stating that you have read and understand the law this petition seeks to overturn."

Will people know and understand the correct information? County Commissioner Larry Ellertson said that is his main concern.

"People who sign should be informed," Ellertson said. "The information I'm hearing is it's not all accurate."

He said many people mistakenly believe the county is going to raise property taxes for a general obligation bond.

"This is not a general obligation bond," Ellertson said. "The citizens aren't responsible for it. It's not a property tax; it's a sales tax. It provides a special source of funds."

"It's not a new tax. It's been in place for several years and funded several projects," Ellertson said. "We are using it for what it is intended." (Daily Herald, April 29, 2015)

***The petition packet is about 18 pages. Those signing must understand and read those pages.***

## **Bottom Line – BRT is GOOD for Utah County**

Because we keep growing we need to plan for growth - and that planning process provides transparency and adequate public input. Please don't set our County back decades by interrupting the transit planning process. We've planned and worked toward BRT for decades. You can help protect our quality of life by supporting a sound, well-planned transportation network that includes the next best step for transit—BRT.

### **LEARN MORE:**

#### **BRT Facebook Group**

<https://www.facebook.com/groups/666180106759181/>

#### **Federal Funding Match**

[http://www.heraldextra.com/news/local/obama-grants-utah-county-rapid-bus-plan-million-in-proposed/article\\_dc7bf9e4-59c6-5e3e-a3c0-6decff52b4fb.html](http://www.heraldextra.com/news/local/obama-grants-utah-county-rapid-bus-plan-million-in-proposed/article_dc7bf9e4-59c6-5e3e-a3c0-6decff52b4fb.html)

#### **County Transportation Funding**

<http://mountainland.org/mpp/projects/view/transplan40>

#### **Transit Maps:**

[http://www.mountainland.org/maps/2015rtp/rtp\\_transit.pdf](http://www.mountainland.org/maps/2015rtp/rtp_transit.pdf)

#### **Highway Maps:**

[http://www.mountainland.org/maps/2015rtp/rtp\\_roads.pdf](http://www.mountainland.org/maps/2015rtp/rtp_roads.pdf)

#### **Project History and Overview**

<http://blog.provobuzz.com/true-backstory-provos-brt/>

#### **Project Website**

<http://www.provoorembt.com/>

#### **Project Infosheet:**

[http://www.provoorembt.com/assets/Jan\\_Council\\_Meeting/Info%20Sheet.pdf](http://www.provoorembt.com/assets/Jan_Council_Meeting/Info%20Sheet.pdf)

#### **Peak Hour Frequency Video**

<https://www.youtube.com/watch?t=24&v=uc32ol7M2lw>

#### **UTA Ridership**

<http://www.deseretnews.com/article/865621707/UTA-says-ridership-increased-by-1-million-in-2014.html>

***Learn before you sign.***



**WENEEDBRT.com**



DEDICATED BUS-  
ONLY LANES

PRE-BOARD FARE  
COLLECTION AND  
TRANSFER

SEGREGATED BUS-  
WAY PROHIBITS LEFT  
TURNS

MEDIAN-  
ALIGNED  
BUSWAY

BUSES LEVEL  
WITH STATION  
PLATFORM

Put BRT on the ballot!

BRTpetition.com

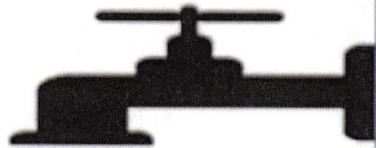




BRTpetition.com



Put BRT on the ballot!



**UTA:**  
**66 %**

**\$57.6 mil. annually**

**Roads:**  
**34 %**



American Fork 9<sup>th</sup> West  
Murdoch Connector  
North County Blvd  
Provo Reservoir Canal Trail  
Santaquin Main St.

Lehi 2300 West  
Pioneer Crossing Blvd  
Pony Express Pkwy  
Hwy 147  
Freedom Blvd RR Bridge



No Cash Flow  
available until  
**2028**



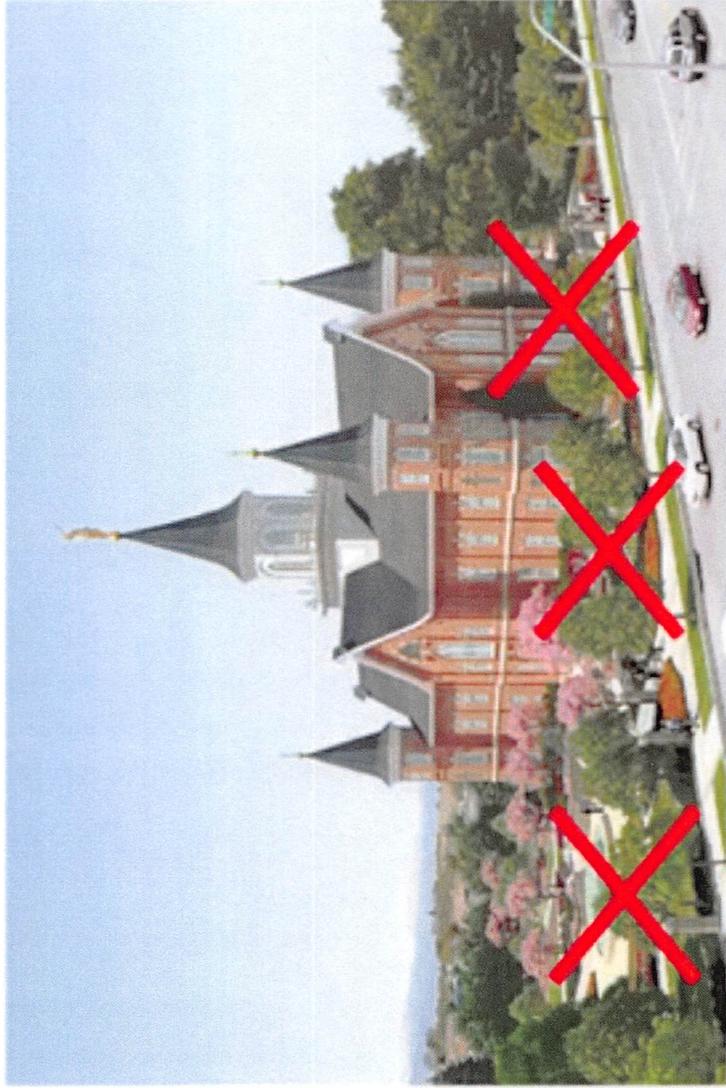
[www.BRTpetition.com](http://www.BRTpetition.com)

RT ???



Put BRT on the ballot!

[www.BRTpetition.com](http://www.BRTpetition.com)



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# City Center Temple

Camera 1



May 26, 2015 3:30pm

## **Items to be considered on June 9, 2015**

- 1. Section 14-3-3. Specific Regulations by Sign Type** – Amending Section 14-3-3 of the City Code pertaining to off-premise signs on City-owned light poles.
- 2. Section 12-5-12. Mobile Vendors** – Amending Section 12-5-12 of the City Code pertaining to mobile vendors.

### 14-3-3. Specific Regulations by Sign Type.

All signs shall comply with the following listed requirements.

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#### Light Pole Signs (City-owned)

1. May only be located on a City-owned light pole.
2. Shall be attached to a crossbar extending from the light pole at the top of the sign.
3. Shall not exceed two feet in width and six feet in length and shall not exceed twelve (12) square feet in area.
4. Are intended to remain a private forum for the expression of City speech only. Nothing in this Chapter shall be construed to convert City-owned light poles into a public forum.
5. Do not require a permit.
6. No more than two signs may be located on any one light pole.
- 6.7. Off-premise signs are permitted on City-owned light pole signs.

**12-5-12. Mobile Vendors.**

A mobile vendor may only be a food vendor, and must have all required licensing from the Utah County Health Department. All equipment related to food preparation must be in a self-contained unit such as the vehicle itself or an attached trailer. An operating mobile vendor may not interfere with vehicular or pedestrian circulation. A mobile vendor may not be parked longer than five (5) hours at any one location (or within 500 feet of said location) per day. Property owner approval is required. A mobile vendor may not park on any public street located within one thousand feet (1000') of the City Center Park during the annual Summerfest celebration typically held in June of each year.