

# SOUTH WEBER CITY CITY COUNCIL MEETING

**DATE OF MEETING:** 28 April 2026

**TIME COMMENCED:** 6:00 p.m.

**LOCATION:** South Weber City Office at 1600 East South Weber Drive, South Weber, UT  
Meeting streamed on YouTube on 28 April 2026 at 6:00 p.m.

**PRESENT: MAYOR:** Rod Westbroek

**COUNCIL MEMBERS:** Jeremy Davis (excused)  
Joel Dills  
Blair Halverson  
Angie Petty  
Wayne Winsor

**CITY RECORDER:** Lisa Smith

**CITY TREASURER:** Tia Jensen

**CITY MANAGER:** David Larson (excused)

**CITY ATTORNEY:** Jayme Blakesley

**PARKS MANAGER:** Chay Olson

**FINANCE DIRECTOR:** Brett Baltazar

**Minutes:** Michelle Clark

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**ATTENDEES:** Paul Sturm, Sheryl Robbins, Peter Robbins, Kerry E Hart, Destiny Wood, Dusty Petty, Slater Petty, Marty McFadden, Parker Christensen, Sam Strongberg, Aaron Perry, Cody B., John Grubb, Ron Anderson, Karen Anderson, Terry Flitton, Susan Flitton, Lawren Hinsdale, Joseph M., Rod & Marlesse Jones, Michael Grant, Amy McDaniel, Bill McDaniel, David Becraft, Patrick Branin, Scott Phillips, Aaron Greer, Abby Greer, Mike Boyd, Brent Petersen, Greg Kiefer, Sam Workman, Ren & Brad Strong.

## OPEN

**1. Pledge of Allegiance:** Councilman Halverson

**2. Prayer:** Councilman Dills

Mayor Westbroek welcomed those in attendance and excused City Manager David Larson and Councilman Davis from tonight's meeting.

### **3. Public Comment: Mayor Westbrook opened the floor for public comment and reminded those in attendance of the following guidelines:**

- Each speaker must go to the podium to comment.
- State your name and city of residence.
- Please address your comments to the entire City Council.
- Each speaker will have 3 minutes or less to speak.
- Note the City Council will not be entering into a dialogue during this portion of the meeting.
- Individuals not at the podium should refrain from speaking.

**Paul Sturm of South Weber City** commented on the Emergency Operations Plan. He identified an error in the evacuation route instructions. He also recommended updating outdated contact information throughout the plan.

**Aaron Perry**, introduced himself to the mayor and council as a candidate for sheriff.

**Mayor Westbrook closed the floor for public comment.**

## **PRESENTATIONS**

### **4. Davis County Sheriff's Office Quarterly Report**

Lieutenant Mike Boyd presented the quarterly police activity statistics. He reported 1,294 total calls for service (331 dispatch-initiated calls and 963 officer-initiated contacts).

Councilman Winsor asked Lieutenant Boyd how deputies are being instructed to educate the public about the recently enacted law governing e-bikes on public streets. Lieutenant Boyd said the sheriff and local police chiefs are coordinating to ensure consistency. He noted that the law represents a major change and better defines which vehicles qualify as electric bicycles versus electric motorcycles based on factors like pedals and motor wattage. He also mentioned that the department's new social media staff member will help educate the community through announcements and informational videos.

## **ACTION ITEMS**

### **5. Ordinance 2026-06: Fireworks Restrictions**

In accordance with Utah State Law, municipalities are required to approve and adopt an annual fireworks restriction map. Councilman Halverson questioned when the map was last changed. Chief Tolman explained that the fireworks restriction map was last updated about three years ago, primarily to revise the western boundary. Aside from that adjustment, the map has remained unchanged during his 10 years in the position. Councilman Halverson questioned whether the current rules reflected recent development in the city's west end. Chief Tolman responded that he believes there is still enough farmland in the area to justify keeping the current restrictions in place, particularly because of wind conditions affecting that part of the city, however, he indicated he would be open to revisiting the restrictions in the future. Councilman Halverson asked whether the council could make the restrictions more stringent later if forecasts predict a hotter, drier summer than usual. Chief Tolman explained that the city itself cannot later amend the restrictions once the map is approved because state law requires the map to be finalized by May 1. He said any future decision to impose stricter restrictions would need to come from the state legislature rather than the city. City Attorney Jayme Blakesley clarified that, under his reading of the statute, the city cannot make the

restrictions more restrictive but can later relax restrictions if conditions improve, such as after a wet spring, and if the fire chief agrees that easing restrictions is appropriate.

**Councilman Winsor moved to approve Ordinance 2026-06: Fireworks Restrictions. Councilman Halverson seconded the motion. Mayor Westbroek called for a roll call vote. Council Members Dills, Halverson, Petty, and Winsor voted aye. The motion carried.**

**6. Resolution 26-08: Amending the Emergency Operations Plan (EOP)** The City Council initially considered the updated EOP on March 24, 2026, and continued the item to grant time for a more comprehensive formatting and grammar review. Councilman Dills commented that the document was a solid and thorough policy and procedures manual overall. He noted that South Weber faces unique circumstances because of its small population and geographic layout, and he raised concerns about the city's limited local fire department staffing. Councilman Dills expressed concern that the emergency plan seemed based on an ideal daytime scenario when people are awake and at work, rather than emergencies occurring at night or when residents are home. He questioned whether the available on-duty personnel and the few fire department members living in the city would provide enough staffing during a major disaster. Chief Tolman acknowledged the concern and said the only real solution to the staffing issue would be to increase personnel levels.

Councilman Dills said he had researched other nearby cities and found that many have organized volunteer emergency programs and clearer emergency authority provisions written into city code. He suggested the city consider developing a more organized volunteer program for emergency response. He proposed pre-registering and background-checking volunteers so they could be assigned specific emergency roles and be ready to assist the city during major incidents, especially if outside help is unavailable. Chief Tolman responded that while volunteers could be helpful, the reality during a major emergency could be even more difficult than described. He explained that doctors, nurses, and other medical professionals would be required to report back to their own workplaces during a disaster. He also noted possible legal limitations on using unlicensed individuals in EMS roles. Additionally, many emergency personnel connected to South Weber work full-time elsewhere and would be called to their primary agencies, leaving the city reliant on the small number of local staff and residents available. He said that is simply the reality of the city's current staffing model. Chief Tolman expressed support for exploring the idea further, including reviewing legal and insurance considerations with City Attorney Jayme Blakesley, and said he would be willing to research how other cities handle similar programs. Mayor Westbroek agreed to have the safety committee review options.

**Councilman Winsor moved to approve Resolution 26-08: Amending the Emergency Operations Plan (EOP) with amendments to incorporate the revisions and suggestions submitted in the handout provided to the council. Councilwoman Petty seconded the motion. Mayor Westbroek called for a roll call vote. Council Members Dills, Halverson, Petty, and Winsor voted aye. The motion carried.**

### **7. Public Comment to Consider Termination of South Weber Model Railroad Club Agreement**

Mayor Westbroek invited public comments, asking speakers to come to the microphone, state their name and city of residence, and follow the established guidelines. He reminded

participants to keep comments under three minutes, address the entire council, and remain respectful during their remarks. City Attorney Jayme Blakesley recommended encouraging groups with similar viewpoints to combine their comments and choosing a spokesperson, who could then be given slightly more time to speak, helping reduce repetitive or redundant comments. Mayor Westbrook decided to continue with individual comments reserving that possibility if needed later.

**Mayor Westbrook then opened the floor for public comment.**

**Ron Anderson of South Weber City** acknowledged that both the city and the train club had made promises over the years that were not always kept. He urged the city to view the current issues as a temporary setback and preserve what he believes is an important family activity for the community.

**Michael Grant of South Weber City** raised concerns about financial incentive, insurance coverage, mechanical safety concerns, and landscaping and weed control. Overall, he described the problems as relatively minor and manageable, arguing that the train remains an asset for the city.

**Patrick Brandon of South Ogden** expressed the train run days are the only times he regularly sees people using the park, arguing that without the trains there would be little reason to keep the park active. He also stated that the city does not spend money maintaining the train tracks or supporting the club, and therefore he sees no reason for the train operation to be removed.

**Marlesse Jones of Davis County**, described the park and train as valuable community assets that bring families together and provide wholesome outdoor activities for children and grandparents alike. She acknowledged that there may be legitimate issues needing attention but encouraged the council to work with the train club to find solutions that improve safety and operations rather than shutting the attraction down.

**Aaron Greer of Bountiful City** noted the train rides have become something their children deeply value and look forward to. He believes the train park inspires children today. He thanked the model railroad club members for their years of volunteer work and dedication, noting that although the work may seem thankless, the community genuinely appreciates it.

**Karen Anderson of South Weber City** emphasized the volunteer commitment of the train club members, noting that they give up their personal time every third Saturday from April through October to operate the train rides for the benefit of the community and local families. She urged the council to consider the importance of providing wholesome family activities before making any decision about ending the agreement with the train club.

**Amy McDaniel of South Weber City** said the community's model railroad helped attract them to the city because it gave the impression of a safe, friendly, family-oriented community. She said she would be saddened to see the train program dismantled. She described the railroad as representative of the kindness and generosity she has experienced from her neighbors and expressed appreciation for the positive role it plays in the community.

**Marty McFadden of South Weber City** expressed he lives next to the park and strongly values the train attraction. He argued that removing the train would destroy a source of meaningful and consistent community engagement. He described the train park as a unique, voluntary activity that brings together teenagers, adults, and families without requiring people to spend money. He also said the train park gives the community a sense of identity.

**Parker Christensen, President of South Weber Train Club**, highlighted the club's long-standing commitment to safety and community service. He noted that club members hand-build and maintain the trains and infrastructure to established standards while also training members and volunteers in safe operation and construction practices. As a 501(c)(3) nonprofit organization, the club also collaborates closely with the community by hosting projects such as Eagle Scout service efforts and educational collaborations. He described a partnership with Weber State University, where engineering students studied the train system and helped design a specialized handicap-accessible train car. The car was engineered for stability and safety, allowing disabled riders and caregivers to ride comfortably together. He added that the club freely shares its designs and specifications with railroad clubs around the world, including groups in Australia and California, emphasizing the organization's desire to contribute positively both locally and beyond the community.

**Ren Strong of Bountiful City** questioned the city's reasoning and transparency regarding the potential removal of the train club. He argued that the train attraction benefits the community by bringing visitors into the city and contributing to local economic activity and tax revenue. He also noted that key details were missing from the public information, including the city's insurance costs and whether the club had formally responded to inspection concerns with a corrective plan.

**Pete Robbins of South Weber City, Treasurer for Train Club**, defended the club's safety practices, maintenance efforts, and cooperation with city requests. He emphasized that the city does not financially support the train operation or provide insurance coverage, stating that the club pays for liability insurance and all maintenance costs out of members' own pockets. Mr. Robbins concluded by saying the club had already completed many requested corrections and had documentation and photos showing its progress.

**Mayor Westbrook closed the Public Comment period.**

## **8. Resolution 26-10: Termination of South Weber Model Railroad Club Agreement**

**Park Manager Chay Olson** recommended terminating the city's agreement citing years of unmet expectations, maintenance concerns, and unresolved safety issues. The city has experienced repeated frustrations with the club's leadership, resources, and maintenance capabilities. Ms. Olson argued that the club lacks the manpower, funding, equipment, membership, and expertise necessary to properly maintain and safely operate the attraction. The ongoing upkeep problems reflect poorly on both the city and the train club. Ms. Olson also raised serious concerns about safety hazards noted in 2021 audit and remaining unresolved in the 2026 audit. She asserted the city should stop dedicating resources to overseeing the club and instead move forward by maintaining the park independently in a safer and more sustainable way.

Mayor Westbrook said the city has worked with the train club for years through meetings, inspections, and discussions about safety and maintenance issues, but many problems remained unresolved despite repeated reminders. He stressed that the City Council must prioritize public safety and cannot overlook ongoing violations, even though members value the train attraction. While the club was given about 30 days to address recent concerns, only limited progress was made, and delays due to lack of equipment were not acceptable given the seriousness of the issues. Mayor Westbrook articulated that the club's members are dedicated and passionate, but the organization may lack the funding, volunteers, and manpower needed to safely maintain and sustain the operation long term.

Councilman Halverson said he once supported keeping the train park, but past conflicts between the city and the train club changed his perspective. Drawing on his 10 years with the club, he described a recurring pattern of blame, resistance, and lack of follow-through instead of cooperation. He noted that the city helped create a new agreement for the club when no valid one existed and contributed \$35,000 to establish the park and train tracks, disputing claims that the city offered no support. While he believes the park should remain open, he said ongoing maintenance problems and poor collaboration show that significant organizational and operational changes are necessary for the club to continue successfully.

Councilwoman Petty said she carefully reviewed public input but remains concerned about the train club's long history of unresolved problems and missed deadlines. She explained that the city has repeatedly given the club extra time to make improvements, yet many promised fixes were never completed. Petty emphasized that the city must protect public safety and taxpayer funds, and she is unwilling to expose the city to financial and legal liability from ongoing safety hazards. Although she explored alternative operating and maintenance arrangements, she concluded that all realistic options would still place unaffordable responsibilities on the city. She said the current situation reflects a broader mismatch between the city's expectations and the train club's resources and capabilities. While recognizing the park's popularity, she concluded that the program is not sustainable in its current form without major structural changes.

Councilman Winsor expressed concern about long-unresolved safety issues and maintenance problems at the train park, including hazards identified in insurance reports. However, he said he believes the park should remain open and argued that preserving it would require cooperation, compromise, and greater effort from both the city and the train club. He suggested several possible solutions, including the city taking over some or all park maintenance, the club increasing volunteer participation through organized workdays, and creating agreements that clearly define responsibilities, liability, and operations. Councilman Winsor also proposed ideas such as contracted train operators and small usage fees to help fund upkeep. He concluded that while no simple solution exists, he believes a mutually beneficial arrangement may still be possible if both sides are willing to work together.

Councilman Dills reflected on the long history of conflict between the city and the train club, noting that past efforts to improve the relationship through a new contract and clearer enforcement measures did not fully resolve ongoing problems. While he said the club members are sincere and passionate hobbyists, he believes they lack the resources and expertise needed for larger maintenance and infrastructure responsibilities. Dills said the city must decide whether it truly wants to continue operating a train park, and if so, the city should take greater responsibility for maintaining the park while the club focuses on train operations.

He suggested a public-private partnership model or other structural changes, including potentially removing the train component if it cannot be maintained safely and sustainably.

Chay Olson argued against the city parks department taking over weed maintenance at the train park, saying it would “enable” the train club’s lack of follow-through on upkeep responsibilities. She conveyed that if the city steps in to manage tasks like weed control, it signals that the club does not need to meet its obligations. She also noted that if the city were to take over, it would require a larger herbicide budget and a clearly defined maintenance plan.

Councilwoman Petty voiced frustration with debris in the park for extended periods. She questioned whether city standards should be different for public versus private properties. Councilman Dills argued that the city’s role is not to “legislate behavior” of the train club, but to ensure the park is safe and functional. He noted that even if the train club were removed, the city would still be responsible for maintaining the park itself, and that the primary ongoing issues are not the tracks but maintenance concerns, especially weeds. He suggested the contract could be structured so that the train operations are paused if serious safety issues remain unresolved. Councilwoman Petty stated that while the city has received strong public support for the train club, they have received at least twice as many complaints specifically about weed maintenance issues.

Councilman Halverson emphasized that the deeper issue is ownership and expectations: the park is public property funded by taxpayers, but at times it has been treated like it belongs to the private club. He believes the relationship only works if both sides clearly recognize that reality. He expressed interest in hearing directly from the current club president to understand their response after the discussion.

President of the train club Parker Christensen responded that the train club has made concrete efforts to address concerns raised by the city, especially regarding weeds and safety issues. He explained that they increased their weed control budget and personally researched effective treatments by consulting farmers and nurseries to improve maintenance practices. He added the club has already begun addressing safety concerns identified in insurance audits, such as capping impalement hazards and working on bridge repairs, though progress has been limited by equipment constraints—specifically the lack of a tractor for major work. He emphasized that the club is trying to be a responsible partner and good neighbor, highlighting volunteer efforts, safe operating procedures, and adherence to insurance requirements. He also noted their willingness to support city events and improve coordination with the city to better integrate the train park into community activities. Mr. Christensen added that a major focus for the train club is bringing in “younger blood” to sustain and grow membership. He explained that they are working to engage younger participants through partnerships with institutions like Weber State University and by involving them in hands-on STEM-related activities such as building, welding, and designing train cars. He emphasized that these efforts are intended to attract new members, strengthen the club’s future, and encourage more local involvement and research in their operations.

Councilman Winsor questioned why the city cannot provide equipment support, such as a backhoe, to help address maintenance needs in the park. He emphasized the need to balance helping the club succeed without enabling ongoing maintenance problems, and invited

discussion from both council members and staff on how to move forward. Mayor Westbrook responded that if the city starts stepping in to provide equipment or maintenance support, it could shift expectations so that the city ends up being responsible for much more than intended. He cautioned that once that direction begins, the expectation may grow that the city will take care of all related needs. He therefore asked whether the council is truly willing to take on full responsibility if they start down that path.

Councilman Halverson expressed that providing city assistance would require a significant shift in how the city operates across departments, including parks and public works. He explained that any such support would need clear communication and careful evaluation to determine whether it is a reasonable use of taxpayer funds. He also raised concern about using public dollars for what he views as a private amenity, emphasizing his fiduciary responsibility to avoid wasteful spending.

Councilman Dills argued that the city needs to take responsibility for key aspects of the train park if it wants the amenity to function as intended, including future track expansion and park maintenance coordination. He suggested that certain work, especially tasks requiring specialized equipment or knowledge—should be overseen by the city rather than by a private club. He supported a 90-day period to renegotiate responsibilities with the train club’s leadership, with the goal of clearly defining what the city should manage versus what the club should oversee. He added that if the parties cannot reach agreement due to ongoing disputes, the council may need to reconsider the entire arrangement in a future discussion.

Mayor Westbrook responded that if the council chooses to pursue a renegotiation period, he believes it should be shorter than 90 days—no more than 60 days. He also stated that safety issues identified by the insurance company must be fully addressed before train operations resume, and that there should be no running dates allowed until all required repairs are completed. Councilman Dills asked if the city could help with the repair. Mayor Westbrook replied “No, I don’t think so.”

Parks Director Chay Olson responded by explaining that the parks department has already provided significant assistance to the train club beyond normal expectations. She noted that staff have helped cut weeds near other park areas, assisted in moving and resetting train track, and used equipment like a backhoe to move bark and gravel. She emphasized that these efforts were made intentionally to help the park look good and support the train club’s operations. She argued that the city has already shown a strong willingness to help and support the train club through staff time, equipment, and coordination. She added her main concern is finance, specifically where the funding would come from to continue or expand this level of city involvement.

Councilwoman Petty agreed the key issue is funding, and she wants clarity on where the money would come from to support the train park and its maintenance. She emphasized that the decision comes down to budgeting priorities, including whether the city maintains current tax rates or allows them to erode, which would affect available funding for services.

Councilman Winsor argued that the ongoing maintenance costs, such as weed control and supplies, are much lower than some concerns suggest, estimating they could be \$5,000 to \$10,000 annually and manageable within the existing budget without raising taxes. He recommended collecting real cost data over time rather than making immediate financial

decisions. He suggested that if the city takes on more responsibility for the park, it should consider shifting to a structured operator or lease-style contract where train users have defined responsibilities and scheduling requirements. He also noted there will be additional administrative costs, but they should be evaluated rather than assumed. Councilman Winsor supported keeping the park as a train park and believes the city's role needs to shift toward clearer oversight and cooperation with the club. He called for immediate action to resolve outstanding safety and maintenance issues within a short time frame and proposed revising or replacing the current agreement to establish a clearer, more functional partnership going forward. The council agreed there is a need to get the right people involved to break the cycle of repeated disagreements and make meaningful progress.

**Councilman Winsor moved to continue the South Weber Train Club discussion with the following conditions:**

- **No trains run until the safety issues are resolved.**
- **60 days to propose a new agreement (June 30) – Parks Committee to negotiate.**
- **If no new agreement, then the City Council will act to terminate the existing Agreement.**

**Councilman Halverson seconded. Council members Dills, Halverson, Petty, and Winsor voted aye. The motion carried.**

### **9. Resolution 26-11: 2025 Municipal Wastewater Planning Program (MWPP) Annual Report**

The Utah Department of Environmental Quality has created a Municipal Wastewater Planning Program (MWPP) and all municipalities are required to complete an annual survey to assist in evaluating and summarizing technical, operational, and financial conditions of this infrastructure. Sewer Manager Cory Wilson, with help from City Engineer Dana Shuler and Finance Director Brett Baltazar, completed the survey and is prepared to file the report after City Council approval.

**Councilman Winsor moved to approve Resolution 26-11: 2025 Municipal Wastewater Planning Program (MWPP) Annual Report. Councilman Halverson seconded the motion. Mayor Westbrook called for a roll call vote. Council Members Dills, Halverson, Petty, and Winsor voted aye. The motion carried.**

### **10. Award Fire Station Remodel Project Phase 2**

The City Council budgeted \$100,000 in the current fiscal year 2026 budget to maintain and improve the fire station. In August 2025, the council established a project scope and awarded Phase 1, which has been completed. Phase 2 includes dividing the two bedrooms upstairs so that there will be four sleeping quarters and framing in an interior window in the downstairs hallway. The city published the project bid documents on March 24, 2026. Nine bids were received by the deadline on Friday, April 10, 2026. The following bids were received:

<b>Company</b>	<b>Bid Amount</b>
Adams Construction Services	\$32,467.55
Maddox Construction	\$34,815.00
Paul Davis	\$37,797.68
Gurr Construction	\$43,881.80
Axis Reclamation & Construction	\$49,106.00
Serenity, Inc	\$49,921.43
Iron River Construction	\$54,249.73
Gladwell Construction	\$68,180.20
DMS	\$127,500.00

**Councilwoman Petty moved to award the fire station remodel project phase 2 to Adams Construction Services in the amount of \$32,467.55. Councilman Winsor seconded the motion. Mayor Westbrook called for a roll call vote. Council Members Dills, Halverson, Petty, and Winsor voted aye. The motion carried.**

**DISCUSSION ITEMS**

**11. Fiscal Year 2027 Budget, Version 2**

Finance Director Brett Baltazar explained that city staff and council discussed the draft budget on April 14, 2026. Highlights from the discussion were for staff to hold the current tax rate, rather than increase the rate. The difference in the rates is estimated to be about \$6,000. Staff reduced expenses in the following departments:

- Judicial- the state provided documentation on what the Judge’s salary expectations are for FY 2027. Staff estimated adjusted the salary line-item by \$2,000.
- Parks- staff reduced the estimated cost for Engineering Professional Services related to park maps.

**Staffing Section**

Fiscal Year 2027 budget includes a mix of full-time, part-time, paid volunteer, intern, and temporary positions to deliver city services. For this fiscal year, staff do not expect changes to FTEs, this is informational data only. 21 Full-time employees; population (2024) 8,155; FTE/Population x 1000. City FTE per 1000 = 2.57 FTE Smaller cities typically operate with more flexible roles, where employees perform multiple functions, unlike larger cities with more specialized positions. Staffing decisions are driven by service needs and available resources. Benchmarking indicates that small cities range between 2.5 and 4.0 FTEs per 1,000 residents, placing the city within the expected range for similar communities. The City utilizes third party vendors to supplement the workload. Staff regularly review this to determine best practices for the city. Turnover is commonly found within the Recreation and Fire Departments. This is due to the higher percentage of part-time employees. Average turnover for the city is about 1.5 employees each year.

**Per Capita Section**

Staff had limited time to pull data to create a per capita document for council. In the future, all funds within the city will have a per capita document to help facilitate and better understand revenues and expenditures for the city. At this time, staff was able to gather and provide a per capita report for the General Fund for fiscal years 2023 – 2027 (estimates).

**Key Data Points:**

**Revenue**

- Property Tax- steady increase. This is due to growth and city going through Truth-in-Taxation.
- Sales Tax- steady increase, stable growth. FY24- transfer large balance to Capital Projects.

**Expenditure**

- Personnel costs saw a larger increase due to part-time staff becoming full-time, re-arranging of public work staff in 2024.
- Operating costs see a large increase due to use of fund balance for one-time projects/purchases. This relates to about 28% of the budget for FY 2027.

**Financial (Budget) Section**

This version of the budget incorporates Council’s prior requests from Council discussion on 4/14/26, along with further staff review and adjustments based on updated information and external influences.

Adjustments include:

- Property Tax estimated reduction, holding the current rate (0.001334).
  - Reduction in expenses: Judge Salary & Professional Engineering Services in Parks.
- Reduction in Fire Fleet expenses. This impacts the General Fund, Capital Project Fund, and Fleet Mgmt. Fund.
- Additional costs related to City Hall server- firewall upgrade is marked as important along with the server by the City’s IT.
- Increase for Sewer- CWSID pass-through charges; note that there is no change to city rate.

This chart provides a visual to council and the public about the distinction between funds. Yellow tabs are the distinct types of funds within the city. Each fund has a distinct purpose and is required (by city policy, state code, and/or federal regulations) to track revenues, expenditures, and transfers between funds appropriately. The city-wide budget contains \$8 million in transfers between various funds to pursue the major water project near 7375 S 925 E, purchase the quint for the Fire Dept, and help maintain services throughout the city.



Brett discussed three options for cutting \$60,000. The council asked the department heads to make the necessary decreases and favored holding the current rate.

REPORTS

12. **New Business** (None)

13. **Council & Staff** (None)

ADJOURN:

Councilman Winsor moved to adjourn the meeting at 8:19 p.m. Councilwoman Petty seconded the motion. Mayor Westbrook called for a roll call vote. Council Members Halverson, Petty, and Winsor voted aye. The motion carried.



**APPROVED:** *Rod Westbrook* Date 05-26-2026  
Mayor: Rod Westbrook

*Michelle Clark*  
Transcriber: Michelle Clark

*Lisa Smith*  
**Attest:** City Recorder: Lisa Smith