



MURRAY
CITY COUNCIL

MURRAY CITY MUNICIPAL COUNCIL COMMITTEE OF THE WHOLE

The Murray City Municipal Council met as a Committee of the Whole on Tuesday, July 9, 2013, in the Murray City Center, Conference Room #107, 5025 South State Street, Murray Utah.

Members in Attendance:

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| Brett Hales | Council Chair |
| Dave Nicponski | Council Member |
| Darren V. Stam | Council Member |
| Jim Brass | Council Member |
| Jared A. Shaver | Council Member |

Others in Attendance:

| | | | |
|------------------------|----------------|------------------|----------------|
| Janet M. Lopez | Council Office | Jan Wells | Mayor's COS |
| Frank Nakamura | City Attorney | Pam Roberts | WFWRD |
| Pete Fondaco | Police Chief | Craig Burnett | Police |
| Russ Kakala | Public Works | Diane Turner | Resident |
| Greg Bellon | Power | Trae Stokes | Engineer |
| Justin Zollinger | Finance | Kellie Challburg | Council Office |
| Jennifer Brass | Resident | George Katz | Resident |
| Sally Hoffelmeyer-Katz | Resident | Blair Camp | Resident |
| Gil Rodriguez | Fire | Ted Eyre | Resident |
| Peri Kinder | Murray Journal | Jennifer Kennedy | Recorder |
| Doug Hill | Public Works | | |

Chairman Hales called the Committee of the Whole meeting to order and welcomed those in attendance. He excused the Mayor's absence and welcomed Doug Hill, as Mayor pro-tem.

Minutes

Mr. Hales asked for corrections or action on the minutes from the Committee of the Whole meeting held on May 7, 2013. Mr. Shaver moved for approval. Mr. Nicponski seconded the motion. All were in favor.

Business Item 4.2

**Radar Speed Sign Placement- Asst.
Chief Burnett & Trae Stokes**

Asst. Chief Burnett stated that the Traffic Safety Committee was asked to present a list of prioritized areas in the City that could use radar speed signs. The Committee looked first at the areas they receive the most complaints about from either residents or staff. All 24 locations listed are areas that have received complaints. It was fairly easy to come up with the top five or six locations. Asst. Chief Burnett noted that often it depends on the length of the streets and also the arteries nearby.

Mr. Stokes added that numerous traffic studies have been done over the years on almost all of these roads. There are very good traffic and speed counts and that played into the prioritization. As Asst. Chief Burnett mentioned, the top roads are higher volume roads that connect arterials and have higher speeds. That was primarily the reason for the prioritization. All locations on the list had merit, but they believe the top eight to ten listed are real good candidates for radar sign placement.

Mr. Nicponski asked how much funding was available. Mr. Hill said there is \$20,000 to spend, which is the equivalent of eight signs. The quotes came in just above \$20,000 for eight signs, but eight signs will be purchased. Mr. Nicponski asked if this program is successful, would this amount be budgeted every year in the future, and could they keep working off of this list. That way, if a location is not in the top eight this year, it could possibly receive a speed sign in the next couple of years.

Mr. Stokes commented that the list may change and grow, but for the most part is pretty static. Mr. Shaver said it may need to be reviewed four or five years down the road to see whether the rest of the roads are necessary. If there is a sign on every corner, they become less effective, he noted. Mr. Nicponski added that the signs gather important data.

Mr. Stam asked about the signs that were installed last year and what the feedback has been. Mr. Stokes said there has been positive feedback from the residents. There have been before and after speed studies done at all of the locations. Three of the four locations saw a reduction in speed, only one did not have a reduction in speed. They believe that there are a few offenders in that area that must drive really fast, because overall the average speed dropped. Mr. Stokes noted that the area that didn't see a reduction in speed was in Murray Bluffs. There are more people going the speed limit but there are still a lot of offenders driving really fast which drives up the 85th percentile.

Mr. Brass commented that he found the list interesting and was happy to see Atwood Drive on the list. He said he didn't see 4800 South and believes that street has turned into a speed zone since the repaving. Asst. Chief Burnett said 4800 South and East Vine Street were both discussed, but because of the dynamics of the road more focus was spent on the 25 mile per hour streets. Mr. Brass said that the road is all beat up and people hate it, but it does slow traffic down and that may be a problem once it is repaved. Mr. Shaver asked if there would be two signs on Atwood. Asst. Chief Burnett said there would be two signs; one on each side between 4800 and Vine and also between 4500 and 4800. Mr. Stokes noted that there is a lot of traffic on those roads, so it needs a sign in each direction.

Mr. Hales asked about 725 East and if there would be two there also. There are a lot of locations that could use two signs, but that shrinks down the number of locations that could be

served with signs. Mr. Stam asked if there are more offenders going one direction or the other. Asst. Chief Burnett said the counters would be put out and would really nail down the direction of the offenders. He said for example, on GreenOaks Drive, westbound traffic has a higher number of offenders than eastbound. Mr. Brass said he would believe traffic on Atwood would travel faster coming from 4500 South than 4800 South because traffic is coming off of a slower speed road, whereas 4500 South has a 40 mph speed limit.

Mr. Shaver reiterated that based on the budget, the top eight locations would receive signs. Mr. Stokes noted that if two signs are placed on Atwood, the budget would cover the top seven locations.

Chief Fondaco noted that the top seven locations would include one sign on the road, not one in each direction. This is an attempt to stretch the budget to impact as many roads as possible. Ideally, the roads should have a sign in each direction, but in working with the budget, that would only really impact three to four roads.

Mr. Shaver asked if it would be more effective to put two signs on each road, and limit the locations. Asst. Chief Burnett said that it depends on the street, and if one direction on a street has higher speeds, then you could start with one sign, and add more as funding becomes available. It may be decided that 725 East needs two signs also, but could be changed after studying it some more. Mr. Stokes agreed that 725 East and Atwood are both problem streets.

Mr. Brass said the signs are relatively easy to move because they are solar powered. Mr. Kakala added that the City would install the signs, and could move them to different locations. Mr. Brass added that the residents like to see the signs and see how money is being spent. He appreciates what Chief Fondaco has said but believes it is best to touch as many areas as possible. Chief Fondaco agreed but wanted to make sure they knew that only one direction would be impacted. Mr. Stam said this study will also help them to understand and possibly one sign may slow traffic in both directions. Asst. Chief Burnett stated that the signs can be moved if the study shows it isn't needed in that location. Mr. Stokes estimated about three to four hours labor to relocate a sign.

Mr. Hales asked if there were any objections to the locations that the Traffic and Safety Committee had designated. Mr. Shaver said he believes that the Committee should be allowed to make the best decisions as to the locations of the signs. Mr. Stam commented that he had a volunteer that agreed to put the sign on his property on Green Oaks. Mr. Stokes said it should be close to 7th West and it would need to not be blocked by trees, etc.

Business Item 4.1

**Wasatch Front Waste and Recycling District
(WFWARD) Pam Roberts**

Ms. Roberts apologized that her visit was long overdue. The pocket of Murray City that includes about 2800 homes resides in the Special Service District, formally known as the Salt Lake County Sanitation District. WFWARD became its own independent organization as of January 1, 2013. It was a long process that began in 1977 when the County Commissioners established the District and outlined all the unincorporated areas, and set up the Sanitation Division as the service provider for that part of the County. Since then, many cities have incorporated. Taylorsville, Herriman, Cottonwood Heights and Holladay all incorporated and stayed within the Service District, and the sanitation services. West Valley City was one City

that requested to be deannexed from the Special District, and was granted that permission in the early 1980's. Since that time, WFWARD now provides services to 81,000 homes.

Ms. Roberts wanted to inform the Council of the services that they do provide. She is aware that there are three Council Members representing the residents that are served by WFWARD.

Ms. Roberts started with the Sanitation Division in July 2007. She noted that last year was a huge challenge, but things are improving.

The mission is to provide sustainable integrated waste and recycling collection services for the health and safety of the community. The tagline was added to state, "not everything fits in the can", and so integrated services were added. The vision is to be the industry leader by 2016. WFWARD looks at industry trends to see what is happening. Everything is moving towards diversion of waste to prolong the life of landfills and capture those commodities with recycling and composting as much as possible.

The organizational chart, as shown, shows Ms. Roberts is appointed by the Board, and Councilman Jim Brass sits on the Board and represents the 2800 homes of Murray City. She commented that Mr. Brass is a very good representative. There is a nine member Board consisting of elected officials, with the exception of Patrick Leary who is serving at the appointment of Mayor McAdams. There are 77 FTE's (full-time equivalents) at WFWARD, and approximately 88% of those FTE's are on the front lines delivering services.

The new change in billing was an administrative challenge for WFWARD to ensure that the calls from customers could be fielded. She loves the new billing process, it had to grow on her but it is much more transparent. Customers thought they were being double billed since they had just paid on their taxes for 2012. There was a lot of education needed for them to understand that they paid in 2012 for services performed in 2012. They had about 17% of the customers calling in all at once. She believes WFWARD did a good job in managing the volume of calls.

The District is mandated to collect and dispose of the waste generated in the district. Of the 81,000 homes, there is approximately 141,000 tons of waste generated.

WFWARD offers a variety of services, such as the annual clean-up which is very popular. They also provide weekly recycling collection district wide, and that equals about 20,000 tons collected. Garbage is collected weekly and that is over 100,000 tons collected weekly. They have central glass collection sites in an attempt to divert that waste.

There were some waste audits done. This meant that people were sorting through garbage to see what was going in the black can. This was done in the summer of 2010 and the winter of 2011 to see the seasonability of that. The results are listed on their website. Three percent collected in the black can is glass, which equals about 3,000 tons annually that they would like to divert out of the black can.

The trailer rental program consists of a green waste trailer available for \$30 to rent. That would be dropped off in their driveway to dispose of yard waste, tree branches, etc.

They also brought back the availability of a bulk trailer for residents to call and reserve. If residents are making home repairs themselves, not contractors, and need to dispose of bulky waste, the trailer can be rented for \$125

They offer curbside Christmas tree collection the week of the customer's collection day and pick up the trees at the curb.

They also offer central collection leaf sites throughout the valley. The location most frequently used by the Murray customers is the Cottonwood Complex on 4500 South and 1300 East.

WFWARD is also prepared for emergency disasters, and the tonnage on that varies. There was a flood in Taylorsville that they helped provide containers for, as well as disasters in Herriman.

Specific areas in the district have specific days of the week for collection. The portion of Murray is serviced on Tuesdays. In 2014, that will change to servicing every area every day to increase efficiency and absorb increased costs associated with dumping and maintenance fees. Mr. Shaver asked for an explanation on that. Ms. Roberts said for example the other homes in Murray City are served on Mondays, and other sections the other four days. Rather than servicing the 2800 homes on Tuesday, there may be a section serviced on another day. There will be a big education for the customers before that program rolls out on February 3rd. Mr. Shaver asked if that would cut costs. Ms. Roberts explained that costs wouldn't be cut, but rather absorbed. This would be a way of meeting the increased costs.

There is tremendous growth in the Southwest. Herriman City is the fastest growing City in the district. From 2005-2007, the average growth was 1000 homes a year so there was a need to push direct services to Herriman City. When the economy suffered, Herriman went to about 200 homes per year but is currently creeping back up to about 800 new homes per year. That is another reason to go to the daily collections, so that the growth can be managed.

The charge per month for service is \$12.75, or \$153 annually. She is aware that it is \$1.75 per month more than the other residents in Murray are paying. Part of that is because of the additional services provided such as, the annual clean-up and weekly recycling. Ms. Roberts showed a chart illustrating the breakdown of the \$12.75 per month per household. The biggest cost is garbage collection and disposal of that waste.

Ms. Roberts stated that the cost of diversion for curbside recycling collection is \$2.74 per month, other waste diversion for green area clean up and trailer rental, as well as glass is \$1.00 per month. Public outreach and education programs is .19 per month, for a total of \$3.93. That is part of the \$12.75 monthly charge.

WFWARD is a governmental entity so fees collected go back to services, there is no profit taken. The next couple of charts may have some confusing verbiage but the dollars are accurate. Ms. Roberts held up a plastic water bottle and said if it goes to the landfill, it costs WFWARD \$26 a ton. If it is placed in a blue can for recycling, then WFWARD receives about \$21 per ton, creating a revenue swing. In 2012, the commodities collected from Murray customers equaled \$31,362 saved, a portion of that was the actual revenue of \$13,000 collected from the 661 tons. By diverting the 661 tons of recyclables and 96 tons of green waster for composting, over \$18,000 of dumping fees was saved.

Mr. Brass asked if there was a market in Utah for glass. Ms. Roberts said that there was and they have been approached by a company called Momentum Recycling that has spearheaded a subscription curbside glass collection in Salt Lake City. They want to take that service to the district and are coming to a Board meeting this month to discuss it.

Mr. Nicponski asked what the customer pays per month. Ms. Roberts replied \$12.75. He asked what that charge would be, if it wasn't subsidized by the recycling revenue. Any revenue collected over the \$12.75 would go back into the services, the \$12.75 doesn't pay for all the services itself. The way that revenue is made up is through the truck sales and the selling of the commodities.

Through the month of May 2013, Murray customers saved over \$19,000 for diversion, including \$8,888 from recycling revenue. The diversion of 396 tons of recycling and the 47 tons of green, over \$10,000 was saved in dumping fees through the revenue swing.

There was 35 tons of green waste collected in the area cleanup. That was done separately, rather than have the customers put the green waste into the container on the street. The customers can put their green waste on the curb or parking strip and it is collected separately. It is more efficient to collect it that way, rather than pull it out of the bin. Mr. Stam asked if there was a separate can for the green waste. Ms. Roberts said there is not one currently. The container on the street is mainly for bulk waste, although some people do put their green waste in. WFWARD tries to collect as much of that green waste as possible.

There is a customer satisfaction survey done every year. In 2012, Murray customers rated the service at 98% satisfaction. That 98% satisfactory rate is in line with the goal of WFWARD. That was a 3% improvement for Murray customers since 2011. Most of that positive swing could be attributed to the weekly recycling, as well as the area cleanup program.

WFWARD wants to be the industry leader by 2016. They have rolled out the compressed natural gas (CNG) trucks, and are also using bio-diesel. The entire fleet is running on alternative fuel of one kind or another. The anticipated savings this year from those changes is \$75,000. There are currently 5 CNG trucks out there, and WFWARD received a grant from the Department of Environmental Quality (DEQ) in the amount of \$79,000 to help offset the increased cost of purchasing CNG trucks. The team works hard on reducing idling time and the light duty fleet saved close to \$10,000 in fuel costs by turning off the ignition when getting out of the vehicles. CNG costs \$1.85 per gallon and bio-diesel is currently \$3.53 per gallon. The average diesel cost right now is around \$3.80, so there is a big cost savings there with CNG.

Some new things in the District include the bulk trailer rental, the acceptance of the state grant funds, and a non-sufficient funds fee was implemented to charge the customer back on those delinquent accounts.

There is a new program that WFWARD is rolling out next year that is a subscription curbside green waste program. There is an initial start-up fee of \$60 to purchase the carts. Since this is a subscription program, it needs to be self-sustaining. Also, there are not any tax dollars collected on the service. After the one-time fee of \$60, the annual fee for a 9 month program is \$115 per year. It is anticipated that many of those customers using the second black can at \$180 per year will switch to this new program at a reduced cost over time. They anticipate some savings from dumping fees. The cost for green waste is \$16 per ton and \$26

per ton for garbage. Fees at the landfill are scheduled to increase soon. The garbage from the Murray residents is taken to the transfer station at the Salt Lake County landfill. So far, of the 2800 homes there have been about a half dozen sign up without any marketing efforts. They anticipate that number will grow as the word gets out.

Mr. Stam clarified that recycling is collected every week. Ms. Roberts said that was correct. He asked if the customers have full recycling cans every week and are putting less in the black cans. Ms. Roberts said recycling has gone up about 16% with the weekly collection, and garbage has gone down by a smaller amount. She stated that it is hard to know which is due to the economy also. The tonnage for garbage goes down when the economy falters; people purchase less and don't throw away as much. When the market returns, recycling increases due to the cardboard boxes from purchases that require a box.

As the economy rebounds it is the hope that recycling tonnage will go down and garbage slightly increase, especially with the subscription green service. It was discovered during the waste audit that 39% of the waste in the black can was green waste, and could be captured for composting. Only 43% of the contents of the black can was garbage, with the remaining percentage being recyclables.

Mr. Stam asked if lawn clippings could be put in the green waste can in bags, using the subscription green service. Ms. Roberts replied that there could not be any bags, it would have to be put in bagless. The can will be vented which should hopefully reduce the stench. Ms. Roberts is currently trying out the can and there is a lot less condensation and seems to really help with the odor. It also makes a better product for composting because it doesn't decompose as quickly.

TransJordan didn't want the green waste initially, but after learning that it was subscription, which cuts back on the contamination rate, decided to take it. That will help with the South West area.

Mr. Kakala asked if WFWARD will compete with Ace Disposal down the road, or just maintain their existing customer base. Ms. Roberts said she would love to maintain the existing customers and the competition would depend on the desires of the WFWARD Board. Ms. Roberts stated that she would answer questions from the cities and take any bid requests to the Board.

Business Item 4.3

North Jordan Canal Remediation Funding- Dave Nicponski

Mr. Nicponski stated that a Canal Task Force had been formed. Mr. Nakamura and Mr. Hill were very active in helping to establish that. The Task Force consists of four citizens, the North Jordan Canal Company representative and two Council Members, as well as staff.

The Task Force has met three times; May 28th, June 11th and July 2nd. The room has been filled with residents from the area. The North Jordan Canal Company has been very forthcoming and responsive relative to their remediation plan and schedule. This has been an educational and empathetic process. Initially, every resident that knew an engineer had a solution, and that was difficult. That was the purpose of the Task Force to educate people. The State Engineer investigated and reviewed the North Jordan Canal contractor that had put

together a solution for the repairs. The State Engineer approved the plan of the North Jordan Canal Company.

The repair will consist of a reproductive liner made of steel mesh and a canal liner over that. There will be some earth work done to reinforce it. There is also a system called Supervisory Control and Data Acquisition (SCADA) which would act as an early warning system if the water rises or accelerates. This SCADA system would alert the Canal Company of any problems.

The estimated cost was \$1.8 million but the bid process has been favorable and bids have come in at just over \$1 million.

The Canal Company has gone to different entities and asked for participation. West Jordan has been asked to put in 10%, Salt Lake County 25%, Murray City 30% and the North Jordan Canal Company would take a loan and put in 22.3%, Kennecott would pay 65% of the 22.3% that the North Jordan Canal Company would incur in costs.

West Jordan has basically ignored the request and there is no inclination of their participation at this point. Salt Lake County has agreed to 20% of the proposed 25%. Mayor Snarr has proposed that Murray give 10% versus 30%, and Mr. Nicponski is in support of that number. If the cost comes in at \$1 million, Murray would be responsible for \$100,000, but the North Jordan Canal Company would be committed to \$22,300, of which Kennecott is picking up 65%. Kennecott would only pay \$14,000, so he believes Murray should be commended for their commitment.

Mr. Nicponski is recommending two things:

1. Murray City needs to be indemnified.
2. Assurances that the SCADA system would be implemented.

The meetings have been very constructive, with the exception of the meeting on July 2nd. Some of the water users came to the meeting to share their experiences since the break, and their concerns that the repairs happen quickly. The users were obviously at their wits end and were not very refined. One person, who happens to be a State Legislator was embarrassing with his demeaning and degrading behavior. The Canal Company representative also made a statement as such, that things don't begin with a Cadillac, but rather a Volkswagen and then transition to a Cadillac. Mr. Nicponski believes that was a reference to the SCADA system and wants assurances that SCADA is implemented. Mr. Shaver asked for clarification that the vehicle reference meant that SCADA wouldn't be implemented, or rather another system would be implemented. Mr. Brass commented that there are varying levels of control within the SCADA system also. Both the Fire and Water Departments also use a SCADA system, and there are different levels of notification. Mr. Nicponski noted that the canal liner will be expensive at \$418,000, and the SCADA system is around \$200,000.

Mr. Nicponski stated that there may be citizens at the meeting tonight and would reiterate their desire for the SCADA system.

Mr. Shaver asked what group monitors the SCADA system, the Canal Company or a government agency. Mr. Kakala asked if the SCADA system would run the length of the canal

or just a specific section. Mr. Hill replied that the \$200,000 SCADA estimate is to cover the entire North Jordan Canal. Mr. Brass asked if it would be just alarms or would the ability to close flood gates be there. Mr. Hill replied that he wasn't sure of the plans.

Mr. Brass declared that he is in this business and has sold SCADA systems occasionally. He doesn't believe it is a conflict but wanted to make that statement. Mr. Nicponski asked if SCADA systems are worth the money. Mr. Brass said it depends on what the purpose is. For every request for action, there needs to be an intelligent device to recognize that in the field and cause that action to take place; that is where the cost really increases. Sometimes the cost of putting in the intelligent devices and automate a system can be quite a bit more than the system itself, he noted. Mr. Shaver noted that a notification system to alert that a break has occurred is entirely different than a system that can automatically notify and make changes to prevent further damage.

Mr. Hales commented that the residents have been great. After the discussions of the different entities cost participation, the residents recognized that it would affect the tax payers of Murray, and didn't want Murray to overpay.

Mr. Shaver asked if there was a time line.

Mr. Nicponski said he doesn't know what a \$200,000 SCADA system does and would like to find that out. Mr. Hill said he believes that it would not include automatic closures for the head gates. He believes it is an early electronic warning device that would go off before the water gets too high. The Canal Company could then send people out to manually release the water. Mr. Stam asked if it would signal that the water level is changing which could mean a breach has already happened. Mr. Hill noted that it would monitor the water level, but wouldn't send an alert if the bank was sloughing. Mr. Brass said an inexpensive flow monitor could be installed. It would localize it around the location of the device.

Mr. Nicponski stated that he wants to support the residents by tying the City's contribution to the SCADA system. Mr. Brass said the SCADA system should give a status of what is happening in the canal and that should be helpful. Mr. Nicponski commented that the residents are fearful of their houses being flooded and their children being in harm. He noted that Representative Larry Wylie was out of line and made derogatory comments to the residents. He noted that Van King from the Canal Company had been excellent to work with but is not real comfortable with his replacement.

Mr. Hales noted that the residents always thank Murray City for the efforts that have been made.

Mr. Nakamura said the Council's obligations are funding and that a budget amendment hearing has been noticed for July 16th. The Council's role is purely to decide the amount that the budget be amended. The Mayor would negotiate the agreement.

Mr. Nicponski asked about a resolution asking for indemnification and also the inclusion of the SCADA system. Mr. Nakamura said the Council could advise the Mayor that these important terms of the agreement be included. Mr. Shaver noted that the amount could be increased or decreased due to the fiduciary responsibilities of the Council. Mr. Hill clarified that the agreement was made after the funding level was set. Murray has agreed to pay 10% of the total cost, with a maximum of \$180,000.

Mr. Hill asked if he understands correctly that the Council doesn't want to give any money, unless a SCADA system is implemented. Mr. Nicponski stated that was correct, and unless SCADA is part of this remediation, then they would not pay the money. Mr. Nakamura noted that Murray's commitment should be 10% of the SCADA cost also. Mr. Nicponski asked why the taxpayers in that district should be burdened with the expense if they are not able to feel safe.

Mr. Stam asked if there was an individual that could answer questions about the SCADA system. Mr. Shaver agreed and would like more information also. Mr. Brass said he is unsure if the Council needs to go to into that much detail. Mr. Nicponski noted that the point was that this be leveraged with an early warning system. Mr. Stam said that they may not be happy with the Volkswagen and maybe there is something in the middle, like a Chevrolet that they could be happy with rather than the expensive Cadillac. Mr. Nicponski asked Mr. Hill if he could find out what the \$200,000 SCADA system does and make a resolution after that.

Mr. Shaver reminded them that SCADA is one issue, but there is also the issue of indemnification. Mr. Nicponski noted that indemnification is a must, and that one water user was already pointing fingers at the City, and saying that the City was at fault. Mr. Nicponski replied that the City was not at fault and that this was a private property owner that had rights when that property was zoned residential. The City had to operate under the burden of the law and allow houses to be built.

Mr. Shaver clarified that if there is no indemnification, and no SCADA system, there would be no money given.

Business Item 4.4

**Power Fund Donation of Football
Scoreboard to Murray High School-
Mayor Snarr, Blaine Haacke, & Brett
Hales**

Mr. Hales explained that the cost for a new scoreboard for the football field at Murray High would cost approximately \$60,000. Murray School District representatives have spoken with Mr. Hales and Mr. Haacke about a donation to help pay for the scoreboard. Mr. Haacke suggested donating possibly \$30,000 from the Power Department with advertising allowed, similar to the Ken Price Stadium. The School District stated that they would recognize Murray City as a partner in the years to come.

Ms. Wells commented that there are some challenges with this proposal and it is different from the Ken Price Stadium sign. The School District is a separate entity and the high school isn't City owned property. There needs to be more of a public process that this needs to go through. It does create a precedent for these types of things that the City has tried to avoid in the past. Ms. Wells would love to support the school but remembers a similar request from Cottonwood and the City opted to make a small donation from the City, not the Power Department. The donation was also in return for advertisement there, and the amount of money was less.

Mr. Hales noted that Mr. Haacke stated that it could be a recognition of the 100 year celebration of Murray Power. Mr. Bellon noted that there was money in an account, usually set aside for something else, but they could facilitate that kind of money.

Mr. Brass noted that the money would be from the Power Department budget and wouldn't affect the Power Advisory Board. Mr. Bellon said he could advise the Power Advisory Board at the next meeting. Ms. Wells noted that the Power Advisory Board doesn't have a role in this.

Mr. Shaver asked where the recommendation was coming from. Mr. Hales said he was under the assumption that the Mayor's office was in support of this. Ms. Wells said the Mayor was out of town, but loves to support the School District. Ms. Wells believes the Mayor would be happy with the decision of the Council. Mr. Stam asked if the residents that attend Cottonwood High would feel more alienated than now if this was done for Murray High School. Ms. Wells said that this decision would open the doors for many more requests, and makes fairness difficult. Mr. Stam said he would like to know the amount that was given to Cottonwood. Mr. Hales said that issue could be researched. Ms. Wells confirmed that the football field was paid for by private citizens.

Mr. Hales adjourned the meeting at 6:27 p.m.

Kellie Challburg
Council Office Administrator II