

WORK SESSION

Tuesday, November 19, 2013 6:00 p.m.
Community Recreation Center
10640 N Clubhouse Drive, Cedar Hills, Utah

Present: Mayor Gary R. Gygi
Councilmembers: Trent Augustus, Scott Jackman, Stephanie Martinez,
Jenney Rees, Daniel Zappala
David Bunker, City Manager
Chandler Goodwin, Assistant City Manger
Colleen Mulvey, City Recorder
Jeff Maag, Public Works Director
Greg Gordon, Recreation Director
Charl Louw, Finance Director
Others: Lt. Sam Liddiard, Rob Crawley

This work session of the City Council of the City of Cedar Hills, Utah, having been properly noticed, was called to order at 6:01 p.m. b Mayor Gygi.

The Mayor explained that the agenda items are some educational issues that he felt the council needed some more background on.

Class B & C Road Funds

David Bunker stated that Class B & C Road Funds started in Utah back in 1937 and was called the Collector Road Program at that time. It has been modified several times, and in 1997 the legislature modified it in its current form, where they changed it from being miles of road to being a weighted average, and also based on population. Fifty percent population and fifty percent weighted road. Roads are weighted with a score of 5 for a paved road and a score of 2 for a gravel road. They take thirty percent of the state tax for roads (gas tax) and put it in a fund and distribute that based on 50% population and 50% weighted road miles, these funds have to be expended for roads.

C. Zappala asked if the funds could be used for trails. Mr. Bunker stated that he was not sure about using it for trails. The uses are broad, they include construction, maintenance, equipment used to maintain roads, also curb and gutter on a road.

Mr. Bunker said the Class A roads are state roads, Class B are county roads and Class C are city roads. Utah Department of Transportation (UDOT) gets 70% of the funds collected each year, and the counties and cities get 30%.

C. Jackman asked if there was a time limit on when you have to spend the funds. Mr. Bunker stated that there is no time limit as long as you use it for the road uses that are outlined.

C Zappala asked if these funds are put in separate fund in the budget. Mr. Bunker stated that they are put in the general fund account but are identified as Class B & C road funds.

C. Zappala asked if we have done a study on our roads similar to the study that we did on impact fees for our water and sewer. Mr. Bunker explained that we have a software program called iWorq that evaluates our road cross sections throughout the city so we can tell how much money we are going to need in the future to improve our streets. We have somebody go out and evaluate every street and input that data in iWorq and it generates what kind of treatments are needed and how much that would cost. This information was last updated a couple of years ago. Mr. Bunker pointed out that the key is not letting your roads dilapidate and get worn down to the point that you just have to replace them. The city has been very active in keeping up with surface treatments such as crack sealing and chip seals.

Mr. Bunker stated that every two months we get a payment from the state for Class B & C roads, the grand total we received for 2013 is \$272,762 which does cover our improvement schedule for this year, but that may not always be the case, we may have to evaluate where we are and may have to add more. He added that you save money if you stay up on your surface treatments, as opposed to waiting and have to tear out and replace a road.

C. Jackman asked if we have a plan on how to accumulate the funds, so that we don't have to go out and bond when we have to replace roads. Mr. Bunker stated that that is where we need to get the current data into iWorq and re-evaluate our streets to see where we are at. He said that as we look at road projects and look at the money we have to spend, we are trying to plug in streets that need rebuilding as we go along. C. Jackman stated that he just wants to make sure that we do have it on the plan by either accumulating enough to handle it or by handling the projects along the way.

Mr. Bunker said that we expect to receive the same amount from the state for next year, but there has been some discussion about increasing this with regards to SR 146/ Canyon Road.

Mayor Gygi stated that at the Mountainland Association of Governments (MAG) meetings, this is a really hot topic because a lot of cities have ignored roads and have tried to bond for their roads and not been successful. He said that there are a lot of discussions going on right now about things like taxing the commercial stakeholders. Nothing has been decided but we need to get out in front of this and think of ways to plan and prepare for this.

Mayor Gygi stated that he has discussed with the county and UDOT about UDOT wanting to deed SR 146 to us. The county said that we would use our B & C road funds to maintain that. He said that he and Mr. Bunker agree that that won't even come close to maintaining SR 146. The Mayor added that neither us or Pleasant Grove are interested in doing this at this point, and neither of us have budgeted to maintain SR 146. He said that as these discussions about SR 146 have been progressing, we realize that there is a problem in terms of what UDOT wants to do in order to deed us the property, so it was suggested that we have a discussion with a lobbyist who would contact with us and Pleasant Grove. We spoke with lobbyist Greg Curtis, whose expertise is transportation

and he would like to contract with us and Pleasant Grove, and we don't know enough yet whether that makes sense. The Mayor said that we want to figure out that if we contract with him what the likelihood would be that we would have a positive outcome.

C. Rees asked how long it would take to update iWorq system to provide that updated map. Jeff Maag stated that there is some training involved and then going out and doing a survey of the roads and putting that data into the system. He said that their goal is to train our personnel and to start gathering the data this winter.

History of 9900 North

Mayor Gygi explained that this discussion is about the area of 9900 North that is near the commercial zone in between the Waranski Funeral Home and our 9 acres. He said that as the commercial area develops there are 9 homes over there that are in American Fork and there are some misconceptions about this road in regards to who owns it and who maintains it, and also that some people think that this was never supposed to be a road and they want to close it off.

David Bunker stated that in 1997 a subdivision called Apple Blossom Park developed in Cedar Hills and consisted of several phases. As those phases were approved the city council at that time required an additional exit be constructed, and at the time of this development the city required the road to be built and dedicated to Cedar Hills. Cedar Hills owns right of way for the road. It was always required for Apple Blossom Park to go out to 4800 West. Because it was an exaction the developer only had to do a minimum width, basically 2 lanes of street and they did not have to put curb and gutter and either side. Mr. Bunker said that the developer, unbeknownst to the city, kept ownership of a 2 foot strip on each side of the right of way.

Mr. Bunker explained that in 2002 when Warinski Funeral Home and these homes were built, they came in and stubbed these roads in American Fork up to 9900 North. The developer put concrete barricades right on his 2 foot strip and told the contractor who was building these roads that they cannot cross the 2 foot strip. The problem here is that the city does not own the 2 foot strip so the contractor would have to negotiate that with the developer who put up the barricades. As Cedar Hills developed the commercial zone and then purchased the 9 acres, we boundary adjusted all of the property we own which includes 9900 North, the street and the 9 acres.

Mayor Gygi asked if the 2 foot strips are still owned by the developer. Mr. Bunker said that when this development happened they negotiated with the developer and purchased the one on the south. As this area develops we will have to address the strip on the north side because it could still be owned by that developer. Mayor Gygi commented that we need to get that figure out.

Mr. Bunker stated that that roadway has always been intended to go through and is a key component to the development of the commercial zone.

C. Augustus said that he spoke to 4 or 5 residents regarding this area who said that the mayor of American Fork is telling them that they have title to that road that it is actually in American Fork. He asked what we can do to try to get both of our cities together so that we are giving same message to residents.

Mr. Bunker said that we need to sit down with Mayor Hatfield and go through this with him and help him understand the background. Mr. Bunker stated that our intent is to make that road safe for residents of Cedar Hills and American Fork. We do not want to do anything that would compromise that safety. Mayor Gygi agreed and added that whatever the facts may be, Mayor Hatfield is honest and easy to deal with.

C. Zappala asked that as the commercial area develops are there plans for a traffic light at the intersection of 4800 West. Mr. Bunker said that when UDOT looked at the design of 4800 West, they knew that there would be a semaphore stop light on SR 92 and one at Cedar Hills Drive, and the next location that they were looking at would be Harvey Boulevard. He said that when the commercial zone does develop, they will be required to do a traffic study, so we will have the study address that.

C. Martinez asked if it would ever be considered to dead end 9900 North. Mr. Bunker said that from traffic standpoint that is a very important roadway, the last thing you want to do is close a road off so you have one less avenue to get traffic in and out.

This work session was adjourned at 6:44 p.m. by Mayor Gygi.

/s/ Colleen A. Mulvey
Colleen A. Mulvey, CMC
City Recorder