

# **WORK MEETING**

**HEBER CITY CORPORATION**  
**75 North Main Street**  
**Heber City, UT 84032**  
**City Council Work Meeting**  
**December 4, 2014**

**6:00 p.m. Work Meeting**

**TIME AND ORDER OF ITEMS ARE APPROXIMATE AND MAY BE  
CHANGED AS TIME PERMITS**

- I. Call to Order**
  - 1. Ramona Pace, Discuss Recommended Course of Action Regarding Abandoned House Located at 467 West 100 North**
  - 2. Discuss Proposed Culinary Water Rate Increase**
  - 3. Discuss Cooperative Agreement for Corridor Preservation Along US-189 from SR-113 to US-40**
  - 4. Discuss Resolution to Support Utah Transportation Coalition**
  - 5. Discuss Cancellation of City Council Meetings for December 18th and/or January 1st**

In accordance with the Americans with Disabilities Act, those needing special accommodations during this meeting or who are non-English speaking should contact Michelle Kellogg at the Heber City Offices (435) 654-0757 at least eight hours prior to the meeting.
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Posted on December 01, 2014, in the Heber City Municipal Building located at 75 North Main, Wasatch County Building, Wasatch County Community Development Building, Wasatch County Library, on the Heber City Website at [www.ci.heber.ut.us](http://www.ci.heber.ut.us), and on the Utah Public Notice Website at <http://pmn.utah.gov>. Notice provided to the Wasatch Wave on December 01, 2014.

# Memo

**To:** Mayor and City Council  
**From:** Mark K. Anderson  
**Date:** 11/26/2014  
**Re:** City Council Agenda Items

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## WORK MEETING

**Item 1 – Ramona Pace, Discuss Recommended Course of Action Regarding Abandoned House Located at 467 West 100 North:** Ramona Pace, Code Enforcement Officer, has been working to abate a nuisance home that is currently abandoned. (See attached memo and pictures) In discussing this matter with the City Attorney and other staff, we would not recommend trying to probate the property, but do feel like the City has an obligation to board up the home to keep feral cats, raccoons and people/vandals out of this residence. As a result, we are recommending that the City board up the home to prohibit access until someone initiates the probate of the property. Because of back taxes and an existing lien in place by the State of Utah, the City should not expect to receive any reimbursement when the property is sold.

The City does not currently have a budget in place to fund the abatement of nuisances, thus we want to discuss this matter with the Council before we proceed with any additional action.

**Item 2 – Discuss Proposed Culinary Water Rate Increase:** During the budget process a 7.8% increase in culinary water rates was included in the budget which is consistent with the recommendation made by our consultant when water rates were studied. Attached is a spreadsheet showing the proposed rates. The Council can increase utility rates by Resolution, with or without a public hearing. The Council should discuss whether or not they wish to hold a public hearing before any rate increase is enacted. Also, the Council may want to discuss what additional measures the City should consider taking to reduce the ongoing operating losses in the water and sewer funds.

**Item 3 – Discuss Cooperative Agreement for Corridor Preservation Along US-189 from SR-113 to US-40:** The Rural Planning Organization (RPO) has been working on a Cooperative Agreement between Wasatch County, Heber City, Daniel Town and Charleston Town to limit future access to US-189 between US-40 and SR-113. Enclosed is a staff

report from Bart Mumford along with a copy of the proposed Cooperative Agreement. As noted in the staff report, Bart is suggesting that the City also identify a future signal light at 1200 West which would be the beginning of the future bypass route. The Council should discuss the agreement and whether or not any changes should be requested before it is considered for adoption.

**Item 4 – Discuss Resolution to Support Utah Transportation Coalition:** The Salt Lake Chamber of Commerce and the Utah League of Cities and Towns is seeking support from Heber City to support the Utah Transportation Coalition. The enclosed letter also seeks a \$500 contribution to join the Coalition which will help fund efforts to educate legislators of the need for enhanced transportation funding. The Council should discuss whether or not they want to support this effort by adopting the Resolution and making the \$500 contribution. As noted in the letter, this was a significant topic of discussion at the ULCT Convention that was held in September. Part of that discussion was to seek a .25% increase in sales tax revenue to fund transportation needs.

**Item 5 – Discuss Cancellation of City Council Meetings for December 18<sup>th</sup> and/or January 1<sup>st</sup>:** The Council should discuss whether or not they want to alter their typical schedule for City Council due to upcoming holidays and the unavailability of the City Manager for the scheduled December 18<sup>th</sup> meeting. The code currently reads as follows for when the Council will meet.

#### ***2.12.020 Regular Meetings***

*The governing body shall conduct two regular meetings which shall be held on the first and third Thursdays of each month at the Heber City Municipal Building at 75 North Main Street, which meetings shall begin promptly at seven p.m.; but if the meeting date is a legal holiday, then the meeting shall be held at the same time and place described in this section on the day next following that is not a legal holiday.*

Because January 1<sup>st</sup> is a holiday, the Council should discuss if they want to meet on January 2<sup>nd</sup> or some other date.

# TAB 1

# MEMO

**To: Heber City Council**

**From: Ramona Pace**

**RE: Request for Recommended Course of Action regarding abandoned house at 467 West 100 North**

**Date: Nov 13, 2014**

Code enforcement has received repeated complaints about the empty house at 467 West 100 North. The house is inhabited by an estimated 30 feral cats, as well as raccoons, and skunks. The odors coming from the house are noxious. The owner of the house is deceased since 2010. He was not married and had no children. The Utah Office of Recovery Services has placed a \$258,000 lien on the property to pay for the deceased's end of life care. This lien exceeds the value of the house and land many times over.

Actions taken thus far in this case include:

1. Multiple attempts to locate next of kin and heirs.
2. Next of kin (nieces and nephews) have been located and have abandoned any claim to the property.
3. A search warrant was issued and executed for the local banks in an attempt to locate a will and/or any heirs.
4. Contact with Veterans Affairs resulted in no additional next of kin.
5. Verbal conversations with the county treasurer indicate back taxes are owed, but they will not put this property up for tax sale until it has been probated.
6. Wasatch County is not in the practice of initiating probate.
7. Office of Recovery Services will not initiate probate, and have verbally agreed to settle the lien at a dollar amount to be determined at the time of sale.
8. A building inspection conducted on the house determined it was a "Dangerous Building" and demolition was recommended.

Possible actions:

1. Dedicate funds to demolish the house and file a lien for the cost to the city. Preliminary demolition estimate is about \$10,000 to \$12,000(excluding asbestos disposal, if any).
2. Dedicate resources to completely "board up" the building to exclude entry by both people and animals and wait until probate is accomplished by another party. Preliminary estimates for an outside entity to board up the house range from \$450 to \$1200.

3. Purchase materials and enlist city workers to provide the labor to board up the house. Materials estimate is \$300.

20 Sheets of 7/16 osb	\$200
10 lbs wood screws	\$30
Misc 2x4 lumber	\$70
4. Initiate probate on behalf of Heber City and take possession of the property, demolish the building, sell it, using the proceeds to satisfy the cost of demolition, back taxes, and negotiate a lien settlement with the Office of Recovery Services.



# TAB 2

Heber City Corporation  
 2015 Proposed Water Rate Increase - 7.8%  
 25-Nov-14  
 (Estimated Revenue Generation \$85,000 - \$95,000 Per Year)

Service	Current Monthly Fee	7.8% Proposed Monthly Fee
<b>Residential Water - Base Fee</b>		
.75" Meter	\$ 13.45	\$ 14.50
1" Meter	\$ 13.45	\$ 14.50
<b>Residential Water - Price Per 1,000 Gallons</b>		
0 - 7,000	\$ 0.48	\$ 0.52
7,001 - 12,000	\$ 0.59	\$ 0.64
12,000 - 19,000	\$ 0.86	\$ 0.93
19,001 - 35,000	\$ 1.08	\$ 1.16
35,001 - 70,000	\$ 1.24	\$ 1.34
70,001 - 999,999,999	\$ 1.45	\$ 1.56
<b>Commercial Water - Base Fee</b>		
.75" Meter	\$ 13.45	\$ 14.50
1.0" Meter	\$ 13.45	\$ 14.50
1.5" Meter	\$ 59.06	\$ 63.67
2.0" Meter	\$ 97.08	\$ 104.65
3.0" Meter	\$ 226.32	\$ 243.97
4.0" Meter	\$ 378.35	\$ 407.86
6.0" Meter	\$ 697.65	\$ 752.07
8.0" Meter	\$ 1,214.59	\$ 1,309.33
10.0" Meter	\$ 1,268.39	\$ 1,367.32
<b>Commercial Water - Price Per 1,000 Gallons</b>		
0 - 7,000	\$ 0.54	\$ 0.58
7,001 - 999,999,999	\$ 1.13	\$ 1.22

**TAB 3**

# HEBER CITY CORPORATION

## ENGINEERING STAFF REPORT

MEETING TYPE:	Council Work Meeting	MEETING DATE:	December 4, 2014
SUBMITTED BY:	Bart L Mumford	FILE NO:	00000
APPROVED BY:	Mark K. Anderson		
SUBJECT:	<b>HIGHWAY US189 - ACCESS MANAGEMENT AGREEMENT</b>		

### PURPOSE

To update the City Council and solicit input on entering into an Access Management Agreement for Highway US189 with UDOT, Charleston, and Wasatch County.

### RECOMMENDED ACTION

That the City Council discuss and provide staff direction on entering into an Access Management Agreement for Highway US189

### BACKGROUND/HIGHLIGHTS

For a number of years the Wasatch County Regional Planning Organization (RPO) has discussed and worked together with UDOT to implement Access Management Agreements for State roads in the area. These agreements establish guidelines for planning and for laying out access to State roads as growth occurs. They also facilitate cooperation between the local entities and the State, by clarifying expectations, as they balance preserving traffic corridors to move traffic and provide reasonable access for growth.

Attached is a map showing the status of implementing these agreements on various roads in the County. More recently, the RPO members have been working together on an agreement for US 189 between Charleston and Heber City. Attached is a draft of that agreement with a map at the end, showing locations for different UDOT road categories and proposed signalized intersections. The local entities affected by this agreement include Wasatch County, Charleston, and Heber City.

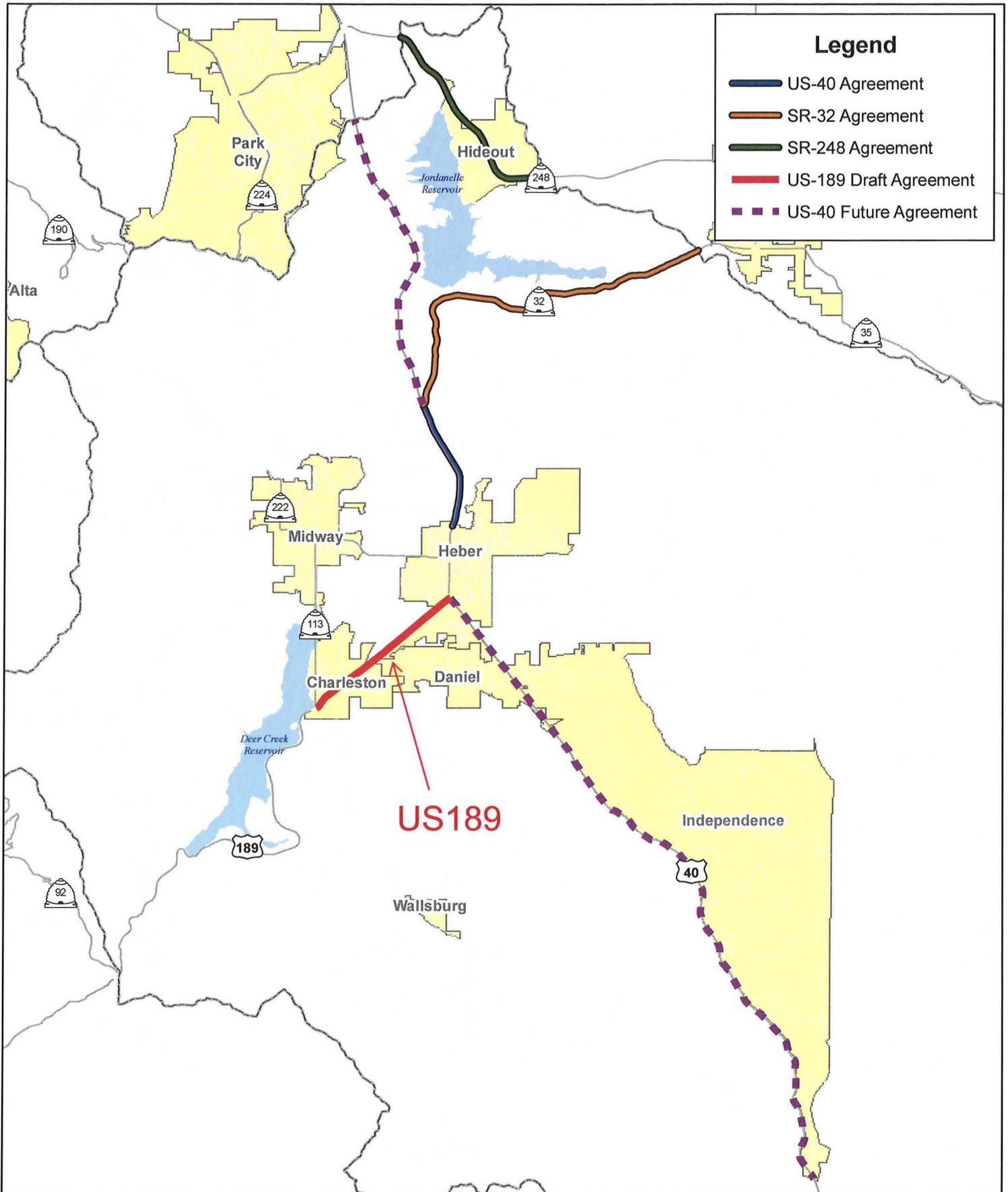
The agreement appears to have minimal impact on Heber City since most of the described accesses have already been established and will not change in the future with the airport in its current location. One addition that is recommended is adding a potential signal light at the intersection of Southfield Road and US189 to accommodate the future Bypass connection. With this addition the agreement appears to be a useful tool for addressing future transportation needs among the impacted entities and it is recommended that the City support it.

### FISCAL IMPACT

None

### LEGAL IMPACT

None



**Legend**

- US-40 Agreement
- SR-32 Agreement
- SR-248 Agreement
- US-189 Draft Agreement
- - - US-40 Future Agreement

**US189**

Printed 9/3/2013

**Wasatch County**  
Access Management Agreements



Map 20B

**CORRIDOR PRESERVATION ALONG US-189 FROM SR-113 TO US-40**

**HEBER CITY**

Federal ID No. 87-6000232

**TOWN OF DANIEL**

Federal ID No. 20-4832675

**CHARLESTON TOWN**

Federal ID No. 87-0357635

**WASATCH COUNTY**

Federal ID No. 87-6000299

**COOPERATIVE AGREEMENT**

**THIS COOPERATIVE AGREEMENT**, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as “**UDOT**”; **WASATCH COUNTY**, a municipal corporation in the State of Utah; **TOWN OF DANIEL**, a municipal corporation in the State of Utah; **CHARLESTON TOWN**, a municipal corporation in the State of Utah; and **HEBER CITY**, a municipal corporation in the State of Utah. When referring to all of the municipal corporations together, they are hereinafter referred to as the “**LOCAL JURISDICTIONS**”.

**WITNESSETH:**

**WHEREAS**, the parties hereto desire to preserve a corridor and establish a traffic signal plan and access control plan along the US-189 corridor from SR-113 in **CHARLESTON TOWN** to US-40 in **HEBER CITY**. The purposes are to facilitate traffic flow, to be in accordance with the **LOCAL JURISDICTION’S** current transportation master plans or general plans, and to be in accordance with **UDOT’s** current Access Management Standards and practices.

**WHEREAS**, the parties hereto shall consider the concepts contained herein during the development of any master plans in this area and work towards the common goal of this Agreement.

**WHEREAS**, in the event there are changes in the concepts or provisions covered by this Agreement, a modification to this Agreement approved in writing by all parties hereto is required to place them in effect.

**NOW THEREFORE**, it is agreed by and between the parties hereto as follows:

## **CORRIDOR PRESERVATION ALONG US-189 FROM SR-113 TO US-40**

### **HEBER CITY**

Federal ID No. 87-6000232

### **TOWN OF DANIEL**

Federal ID No. 20-4832675

### **CHARLESTON TOWN**

Federal ID No. 87-0357635

### **WASATCH COUNTY**

Federal ID No. 87-6000299

## **PART A: CORRIDOR PRESERVATION**

1. The current **UDOT** Highway Access Management Standards Category is “2” from SR-113 to MP 28.31 +/- and “6” from MP 28.31 +/- to US-40. Category 2 means minimum traffic signal spacing of 5,280 feet, minimum street spacing of 1,000 feet, and minimum access spacing of 1,000 feet. Category 6 means minimum traffic signal spacing of 1,320 feet, minimum street spacing of 350 feet, and minimum access spacing of 200 feet.

2. As development occurs and any of the **LOCAL JURISDICTIONS** believe a change from a Category 2 to a Category 6 is necessary, a request shall be submitted to **UDOT** through the **LOCAL JURISDICTIONS** and Rural Planning Organization where appropriate. The request shall include an explanation of the need for the requested change, an explanation of how the requested change is consistent with and conforms to the purpose and standards of Administrative Rule R930-6, and an explanation of how the requested change does not compromise the public health, safety, and welfare. A request for reassignment in access category shall not be made solely to accommodate eventful or planned growth of an entity, specific access request, or to allow the permitting of access connections that would otherwise not be permitted. It is understood that US-189 as referenced herein is an L/A (limited access) facility and that change of access locations are not guaranteed and are required to follow the **UDOT** policy and process for access change which include approval from the **Central UDOT** right of way director and payment for the appraised value of the change in access.

## **PART B: TRAFFIC SIGNAL PLAN and ACCESS CONTROL PLAN**

1. All parties will maintain traffic signal, street, and access spacing according to the current Access Management Standards.

2. **UDOT** as part of this corridor and access control agreement requires the following conditions/requirements be met and maintained:

A. Offsetting of streets will not be allowed. The streets must access US-189 at 90 degree angles and line up across the intersection. The access of 3000 South at US-189 would be an exception to the standard of 90 degrees and will have an allowable skew no greater than 15 degrees.

## CORRIDOR PRESERVATION ALONG US-189 FROM SR-113 TO US-40

### HEBER CITY

Federal ID No. 87-6000232

### TOWN OF DANIEL

Federal ID No. 20-4832675

### CHARLESTON TOWN

Federal ID No. 87-0357635

### WASATCH COUNTY

Federal ID No. 87-6000299

- B. Every effort possible should be made for existing non street accesses onto US-189 to be combined and access made to internal roadway systems in the development and not directly onto US-189 in accordance with each **LOCAL JURISDICTION's** master street plan. This is to help to facilitate the traffic flow onto US-189 by limiting the access onto US-189 to be from roadway systems and not individual accesses. It is recommended that these internal roadway systems or streets be set back from the US-189 intersections at least 300 feet to allow for intersection function, storage and double sided loading of the street. As noted in part A.2 of this agreement this section of US-189 is a limited access (L/A) right of way and must follow established UDOT procedure for any change in the access types or locations.
- C. If existing **UDOT** roadway right of way, including easements, is proposed to be used by new developments for the construction of acceleration/deceleration lanes; additional property will be required to be dedicated to **UDOT** so as to preserve right of way for future **UDOT** projects such as roadway widening, bicycle facilities, drainage features, etc. It is recommend that building, parking or internal site roadways be set back 30 feet from the existing ROW line or perpetual easement line so as to facilitate future widening of US-189 and to protect historic drainage features such as ditches/drainage canals, etc.
- D. It is generally agreed that the portion of US-189 from mile post 28.195 to the US-40 intersection will have curb and gutter type drainage features and that the section of US-189 from SR-113 to MP 28.195 will have a shoulder ditch for drainage into existing drainage canals or ditches.

3. The following locations are identified as existing, warranted, or proposed traffic signal locations along US-189:

- A. SR-113 (Proposed)
- B. 3000 South (Proposed)
- C. 1300 South (Existing)
- D. US-40 (Existing)

**CORRIDOR PRESERVATION ALONG US-189 FROM SR-113 TO US-40**

**HEBER CITY**

Federal ID No. 87-6000232

**TOWN OF DANIEL**

Federal ID No. 20-4832675

**CHARLESTON TOWN**

Federal ID No. 87-0357635

**WASATCH COUNTY**

Federal ID No. 87-6000299

3. Proposed traffic signals listed in #2 above will not be installed until warranted and approved by **UDOT**. It is understood that it may be necessary to restrict certain types of traffic movements (e.g. right in right out only) at any intersection or access in order to maintain traffic flow and improve safety through the corridor as agreed upon by the parties hereto.

4. Charleston Town has proposed two future local street intersections between 3600 South and 3000 South at a minimum of 1000' spacing, and ~~two~~ **one** future local street intersections between 3000 South and 2400 South at a minimum of 1000' spacing.

5. Segments of the highway which are currently designated as No Access, Limited Access, or Regular Right-of-Way are unchanged by this Agreement.

6. Maps are attached showing the US-189 corridor referencing the category type and existing and proposed signal locations; and possible alignment scenarios at the 3000 South/US-189 intersection.

**IN WITNESS WHEREOF**, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

**ATTEST:**

**HEBER CITY, a**  
Municipal Corporation in the State of Utah

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

(IMPRESS SEAL)

**ATTEST:**

**TOWN OF DANIEL, a**  
Municipal Corporation of the State of Utah

By: \_\_\_\_\_

By: \_\_\_\_\_

**CORRIDOR PRESERVATION ALONG US-189 FROM SR-113 TO US-40**

**HEBER CITY**

Federal ID No. 876000232

**TOWN OF DANIEL**

Federal ID No. XXXXXXXXXX

**CHARLESTON TOWN**

Federal ID No. XXXXXXXXXX

**WASATCH COUNTY**

Federal ID No. 876000299

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

(IMPRESS SEAL)

**ATTEST:**

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

(IMPRESS SEAL)

**CHARLESTON TOWN, a**

Municipal Corporation of the State of Utah

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**ATTEST:**

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

(IMPRESS SEAL)

**WASATCH COUNTY, a**

Municipal Corporation of the State of Utah

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**CORRIDOR PRESERVATION ALONG US-189 FROM SR-113 TO US-40**

**HEBER CITY**

Federal ID No. 876000232

**TOWN OF DANIEL**

Federal ID No. XXXXXXXXX

**CHARLESTON TOWN**

Federal ID No. XXXXXXXXX

**WASATCH COUNTY**

Federal ID No. 876000299

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**RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION**

By: \_\_\_\_\_  
Utilities/Railroads Coordinator

By: \_\_\_\_\_  
Region Director

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**APPROVED AS TO FORM:**

This Form Agreement has been previously approved as to form by the office of Legal Counsel for the Utah Department of Transportation.

**COMPROLLER OFFICE**

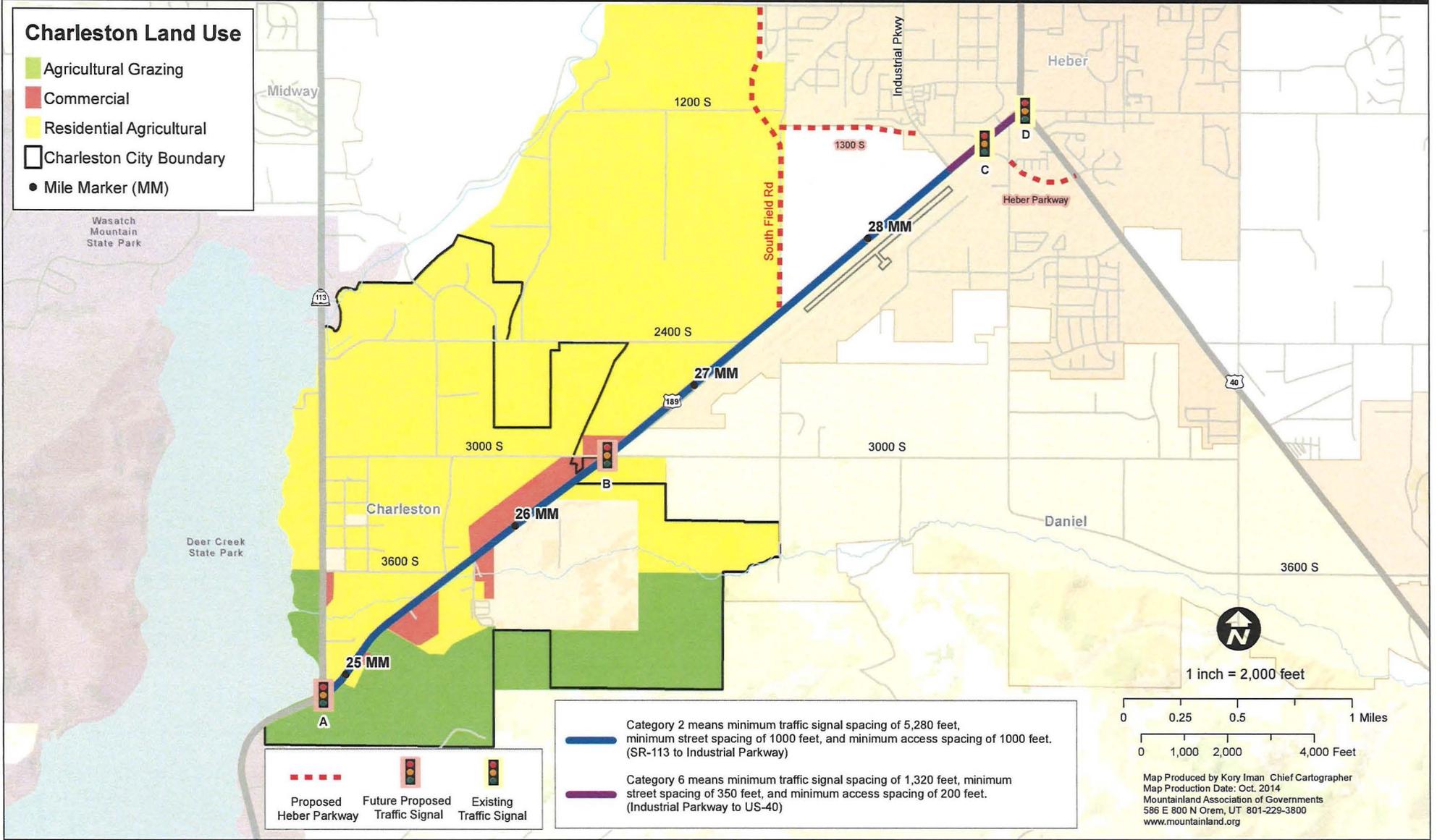
By: \_\_\_\_\_  
Contract Administrator

Date: \_\_\_\_\_

# U.S.-189 Highway Access Management

## Charleston Land Use

- Agricultural Grazing
- Commercial
- Residential Agricultural
- Charleston City Boundary
- Mile Marker (MM)



# TAB 4



October 27, 2014

Mayor Alan McDonald, Heber City  
75 N. Main  
Heber City, UT 84032

Dear Mayor McDonald,

Whether you drive on roads, bike on paths, cruise on ATVs, hop on the bus, or walk on the sidewalk, transportation is a part of your daily life. Which roads do you avoid? Where does your sidewalk end? How often do your kids stay inside because of the inversion? You hear from residents how they expect not only well-maintained roads but also transit, ATV, and active transportation options. You have to do more with less and the traditional resources are diminishing. We live in a new era of transportation—we must have a new vision for funding it.

At this year's Utah League of Cities and Towns Annual Convention, the ULCT membership passed a resolution that identified the need for transportation funding and recommended a legislative solution. **We must expand funding for local transportation NOW.**

We recognize the power in numbers. The Utah League of Cities and Towns, Utah Association of Counties, and the Salt Lake Chamber have formed the Utah Transportation Coalition. The Coalition's goal is to build support for major investment in Utah's transportation system per Utah's Unified Transportation Plan, preserve Utah's quality of life, bolster economic growth, improve personal health and air quality, and provide maximum value to all Utahns.

The Coalition will roll out a communications campaign to generate public and political support for comprehensive transportation solutions and to fund the Unified Transportation Plan across the state. We have provided a sample interlocal agreement for your city/town to review, prepare, and enact to join the Coalition. The Coalition will provide a communication toolkit that you can use as is (without additional staff work) or personalize the materials for your community, including newsletter messages, utility fee inserts, social media messages and a city council resolution.

We need Heber City's financial support of \$500 to join together with all other Utah cities, towns, counties, and chambers. The private sector has pledged the majority of the needed amount and they are asking for local government to stand shoulder to shoulder in the effort—a public-private partnership that will make a difference. Please adopt an interlocal agreement (based on the enclosed sample) and support the Coalition. For more information, contact Abby Albrecht at the Utah Transportation Coalition at (801) 831-6116 or at [abby.albrecht@gcinc.com](mailto:abby.albrecht@gcinc.com).

Thank you for your partnership and your support.

Lane Beattie  
President/CEO of Salt Lake Chamber

Ken Bullock  
Executive Director, Utah League of Cities & Towns





Project Name: Utah Transportation Coalition / Salt Lake Chamber

AN AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN

\_\_\_\_\_ **CITY**  
and  
**Salt Lake Chamber of Commerce**

THIS AGREEMENT made and entered into this \_\_\_\_ **day of** November, 2014, by and between \_\_\_\_\_, a municipal corporation (hereinafter referred to as “**City**”, and SALT LAKE CHAMBER (hereinafter referred to as “**Consultant**”).

The **City** and **Consultant** agree as follows:

1. **RETENTION AS CONSULTANT**

**City** hereby retains **Consultant**, and **Consultant** hereby accepts such engagement, to perform the services described in Paragraph 2. **Consultant** warrants it has the qualifications, experience and facilities to properly perform said services.

2. **DESCRIPTION OF SERVICES**

**Task 1: Transportation Issues Research and Analysis:**

The **Consultant** shall research and analyze transportation funding in Utah at both the State and local level, and use this data to suggest improvements and enhancements to funding transportation in Utah.

These Services shall be completed on June 30, 2015.

**Task 2: Transportation Issue Advocacy and Public Awareness Campaign:**

The **Consultant** shall create an issue advocacy and public awareness campaign related to Utah’s need for improved transportation, and how improved transportation can benefit Utah’s economy, air quality, and quality of life. This advocacy and public awareness campaign will include strategic communications planning, advertising media, advertising purchases, public events, online media, social media, editorial content, and other communications tools.

These Services shall be completed on June 30, 2015.

**Task 3: Transportation Issue Local Government Tool Kit:**

The **Consultant** shall deliver to each municipality a Transportation advocacy tool kit, consisting of but not limited to social media content, utility bill insert content, a city specific fact sheet detailing transportation funding in the individual municipality, editorial content for local papers, website content, and other items to support and aid local governments in discussing their transportation needs with residents.

These Services shall be completed on June 30, 2015.

**Task 4: Legislative and Governmental Relations:**

The **Consultant** shall work with the Utah League of Cities and Towns and the Utah Association of Counties to educate legislators about state and local transportation funding issues. No lobbyists will be engaged in this effort; however individuals required by State law to register as lobbyists working on behalf of these organizations will be involved.

