



Cedar City

10 North Main Street • Cedar City, UT 84720
435-586-2950 • FAX 435-586-4362
www.cedarcity.org

Mayor
Maile L. Wilson

Council Members
Ronald R. Adams
John Black
Paul Cozzens
Don Marchant
Fred C Rowley

City Manager
Rick Holman

CITY COUNCIL WORK MEETING
JANUARY 7, 2015
5:30 P.M.

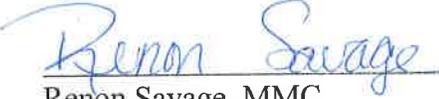
The City Council meeting will be held in the Council Chambers at the City Office, 10 North Main Street, Cedar City, Utah. The agenda will consist of the following items:

- I. Call to Order
- II. Agenda Order Approval
- III. Administration Agenda
 - Mayor and Council Business
 - Staff Comment
 - Swear in Mike Phillips as new Fire Chief
- IV. Public Agenda
 - Public Comments
- V. Business Agenda
 - Public
 1. Consider changes to Chapter 35 (Traffic and Travel on Streets) of the City Ordinances:
 - a. Eliminate the speed zone with a maximum 50 MPH on Highway 91 from 1400 South to 2900 West (duplicate speed designation);
 - b. Add a new speed zone with a maximum speed of 45 MPH on Scenic Drive/Providence Center Drive from 1600 South to 2400 South – Kit Wareham

Staff

2. Consider Airport fee schedule – Ryan Marshall
3. Consider Airport Consultant Engineer – Ryan Marshall
4. Consider the appointment of Jarom Hlebasko as a member of the Cedar Disability Awareness/Action Team – Mayor Wilson
5. Consider payment of invoice for concrete work at the Aquatic Center – Dan Rodgerson

Dated this 5th day of January, 2015.


Renon Savage, MMC
City Recorder

CERTIFICATE OF DELIVERY:

The undersigned duly appointed and acting recorder for the municipality of Cedar City, Utah, hereby certifies that a copy of the foregoing Notice of Agenda was delivered to the Daily News, and each member of the governing body this 5th day of January, 2015.



Renon Savage, MMC
City Recorder

Cedar City Corporation does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or the provision of services.

If you are planning to attend this public meeting and, due to a disability, need assistance in accessing, understanding or participating in the meeting, please notify the City not later than the day before the meeting and we will try to provide whatever assistance may be required.

**CEDAR CITY
COUNCIL AGENDA ITEM |
STAFF INFORMATION SHEET**

TO: Mayor and Council

FROM: Kit Wareham

DATE: January 7, 2014

SUBJECT: Consider Modifications to Ordinance for Traffic and Travel on Streets, Section 35-2 to allow a new speed zone with a maximum speed of 45 MPH on Scenic Drive/Providence Center Drive from 1600 South to 2400 South and eliminate the speed zone with a maximum 50 MPH on Highway 91 from 1400 South to 2900 West. (duplicate speed designation).

Discussion: In non-residential areas the ordinance for Traffic and Travel on Streets, Section 35 allows for speed limits on city arterial streets to be higher than 25 miles per hour (MPH) if the higher speed limit is posted, reasonable and prudent. A reasonable and prudent speed is considered to be either the average speed of the traffic or the speed where 85 percent of the vehicles traveling the road are traveling that speed or less; this is the 85th percentile speed. A speed study has been performed on Providence Center Drive from 1600 South to 2400 South and is attached. This speed study shows that the average speed is 48.5 MPH and the 85th percentile speed for this section of road is 63.1 MPH. Because of some excessively high speeds above 70 MPH that were recorded late at night or early in the morning, it is felt that the average speed of 48.5 MPH is more reasonable and prudent for this case. Rounding down to the nearest 5 MPH increment the recommended speed limit would be 45 MPH. It is proposed to have the speed limit on Providence Center Drive from 1600 South to 2400 South set at 45MPH.

The second part of this item is to eliminate the speed zone with a maximum 50 MPH on Highway 91 from 1400 South to 2900 West since the speed zone through this section of road is already designated in the ordinance.

Date	Time	Lane	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Daily Total :			0	0	9	75	166	178	75	63	72	80	50	36	14	11	7	4	840
Percent :			0%	0%	1%	9%	20%	21%	9%	8%	9%	10%	6%	4%	2%	1%	1%	0%	
Cum. Percent :			0%	0%	1%	10%	30%	51%	60%	67%	76%	85%	91%	96%	97%	99%	100%	100%	
Average :			0	0	0	3	7	7	3	3	3	3	2	2	1	0	0	0	34

Average Speed: 48.8 mph	50% Speed: 44.7 mph	67% Speed: 54.2 mph	85% Speed: 64.7 mph
10mph Pace: 35.0 - 44.9 (41.0%)			

12/12/14	00:00	1.	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
		3.	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	01:00	1.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	07:00	1.	0	0	0	0	0	0	3	3	8	6	1	1	0	2	2	2	26
		3.	0	0	0	3	6	4	3	0	0	0	0	0	0	0	0	0	16
	08:00	1.	0	0	0	0	0	0	1	10	7	6	4	4	2	0	1	0	35
		3.	0	0	1	2	8	11	4	0	0	0	0	0	0	0	0	0	26
Daily Total :			0	0	4	6	16	18	13	15	11	17	10	7	4	0	3	2	126
Percent :			0%	0%	3%	5%	13%	14%	10%	12%	9%	13%	8%	6%	3%	0%	2%	2%	
Cum. Percent :			0%	0%	3%	8%	21%	35%	45%	57%	66%	79%	87%	93%	96%	96%	98%	100%	
Average :			0	0	0	1	2	2	1	2	1	2	1	1	0	0	0	0	13

Average Speed: 51.7 mph	50% Speed: 52.4 mph	67% Speed: 62.0 mph	85% Speed: 67.7 mph
10mph Pace: 37.0 - 46.9 (27.0%)			

Vehicle General Flow Report - Grand Totals

Note: ADT and Average are based on total value of all lanes printed (Together Print).

Average Daily Traffic (ADT)

<u>Weekday</u>	<u>Weekend</u>	<u>Total ADT</u>
Cars : 629 (86%)	Cars : _____	Cars : 629 (86%)
Trucks : 96 (14%)	Trucks : _____	Trucks : 96 (14%)
Total : 725	Total : _____	Total : 725

Speed Totals

50 % : 44.9 mph	Top Speed : 84.6 mph	Average Truck Speed : 56.7 mph
85 % : 63.1 mph	Low Speed : 16.2 mph	Average Car Speed : 47.3 mph
Avg : 48.5 mph	10mph Pace Speed: 35.6 - 45.5 (42.5%)	

Peak Hour Totals

AM Peak Hour (Volume)

Weekday : 08:00 - 09:00 (Avg 55)

Weekend :

AM Peak Hour (Speed)

04:45 - 05:45 (56.4 mph)

PM Peak Hour (Volume)

Weekday : 16:45 - 17:45 (Avg 79)

Weekend :

PM Peak Hour (Speed)

22:45 - 23:45 (51.8 mph)

Grand Totals

Total Cars : 1756 (629 ADT)	Average Length : 11.4 ft	Average Headway : 113.1 sec
Total Trucks : 269 (96 ADT)	Average Axles : 2.1	Average Gap : 112.9 sec
Total Volume : 2025 (725 ADT)		

**CEDAR CITY COUNCIL
AGENDA ITEM 2**

INFORMATION SHEET

TO: Mayor and City Council

FROM: Ryan Marshall

DATE: January 5, 2015

SUBJECT: Airport Rates

DISCUSSION: We are proposing to the City Council to change the airport fee structure to bring the fees in line with the expenses at the airport. We now have a good year's worth of data of the impact of the flight school operations at the airport. When we first set the fee schedule for the flight school, we agreed that we would look at the impact when we had more data and this is the result of that review. In discussions with the flight school operator, we looked at the increase of aircraft, both helicopter and fixed wing that have come to the airport since they first started, and looked at the analysis of the impact they have had on the operations and maintenance at the airport. We took several of the suggestions from the flight school operator and looked at increasing the fuel flowage charge so we can be more consistent in getting fees from all flight school users. Therefore, we are proposing the fuel flowage fee to be increased to 10¢ per gallon and increasing the monthly flat rate fee for flight school operator fees to \$5,000 per month for up to 25 helicopters with an additional \$200 per month for each additional helicopter. By a majority vote of 4-3, the airport board is requesting that the City Council make these changes to the Airport fee structure.

Effective Date: XXXXXXXX2014

Cedar City Airport Rates

Cedar City Corp.
10 N. Main St.
Cedar City, UT 84720

Revenue Source	Rate	Comments
Terminal Space sq ft	Main Floor - Lobby	\$1.15 /s.f./mo Skywest, Rental Car Counters
	2nd Floor	\$0.71 /s.f./mo TSA (Set by GSA)
Passenger Facility Charge	\$4.50	Per Enplanement - Set by FAA
Rental Car Concession Fee	10 % gross	
Tie Down / Overnight Parking Fee	Daily	\$10.00 First night free
	Monthly	\$35.00
	Annual	\$300.00
Land Leases	Raw Land	\$0.15 /s.f./yr
	Airside Paved Apron	\$0.25 /s.f./yr
	Survey Fee	\$500 Non Refundable
Hangar Leases	FedEx	\$ 391.25 /mo
	Heli-Venture	\$ 214.89 /mo
	T-Hangars	\$ 120 /mo
Fuel Storage / Flowage	per gallon	\$0.10 / Gal.
Government contract Helicopter , or SEAT with fuel on airport not purchased from FBO.	\$0.30 / Gal.	Paid to FBO by aircraft operator per Airport Manager direction. FBO to apply gals to the above rates and pay airport.
Landing Fees		Based on Max Takeoff Weight
	BLM - Hvy Tankers > 100,000 lbs	\$100.00 C-130, MD-87 weight tankers
	BLM - Med Tankers < 100,000 lbs	\$75.00 P2V, BAE-146 weight tankers
	BLM - SEAT	\$20.00
	General Aviation	n/a No Charge
	Commercial Aviation	\$.50 / 1000 lbs Max Take Off Weight Commercial Airlines, Charter Operations, Cargo Operations
Flight School Operator Fees		Operator must select between monthly or per landing rate. Reviewed annually
	Helicopter/Rotorcraft	\$7.50 per landing or \$5,000 per month for up to 25 helicopters. \$200 per month for each additional helicopter.
		\$1750 per month
Hazardous Waste Spill	\$250	Airport portion only
Construction Clean up Fee	\$1,000	Refundable
SASO Initial Application/Annual License Fee	\$100	Non Refundable
FBO Initial License Application Fee	\$5,000	Non Refundable

CEDAR CITY REGIONAL AIRPORT
BOARD MEETING
DECEMBER 17, 2014

A meeting of the Cedar City Regional Airport Board was held on Wednesday, December 17, 2014 at 9:00 AM in the Conference Room at the Airport located at 2560 West Aviation Way, Cedar City, Utah.

PRESENT:

Don Marchant, Chairman	Maile Wilson, Cedar City Mayor
Ken Beazer, Board Member	Rick Holman, Cedar City Manager
Boyd Hall, Board Member	Paul Bittmenn, Cedar City Attorney
Karl Hugh, Board Member	Rick Patton, GDA Engineers
Scott Jolley, Board Member	Jeremy McAlister, GDA Engineers
Jeff Middleton, Board Member	Kirt McDaniel, Creamer & Noble
Jyl Shuler, Board Member via telephone	Blaine Nay, Citizen
Russ Volk, Airport Manager	Chuck Taylor, Syber Jet
Ryan Marshall, Public Works Director	Brenda Lee Blackburn, Sphere One
Kathy Dahl, Executive Secretary	

Chairman Marchant welcomed everyone and called the meeting to order.

APPROVAL OF MINUTES

Hugh moved, Hall seconded and motion carried unanimously that the minutes from the November 13, 2014 meeting be approved.

ACTION ITEMS

- Recommendation for Airport Planning Consultant

Volk reported that several months ago a formal request for qualifications was sent out to select an airport planning consultant. According to FAA regulations, this process is based on the qualifications of the engineer not price. Three (3) Statement of Qualifications (SOQ) were received, from Armstrong Engineers, Creamer & Noble/Jviation, and GDA Engineers. An evaluation committee of 6 members was formed to review the SOQs. The committee made their evaluations individually and then met to discuss the outcome of their findings. Based on the committee's findings, GDA Engineers received the highest score, with Creamer & Noble/Jviation second and Armstrong Engineers third. The committee is recommending GDA Engineers to the Airport Board for the planning consultant. Hugh moved, Shuler seconded and motion carried unanimously that the board accept the recommendation of the evaluation committee and recommend to the City Council that GDA Engineers be awarded the job of airport planning consultant for a 5-year period. After approval from the City Council, the engineers will begin work on the airport master plan in 2015.

CEDAR CITY REGIONAL AIRPORT BOARD MEETING

DECEMBER 17, 2014

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- Recommendation for Airport Fees

Mayor Wilson reported to the board on meetings she has held with Upper Limit Aviation (ULA) regarding the proposed airport fee schedule. She stated that ULA received a copy of the proposed fees and has consulted with their attorneys. She stated they told her they don't like any fees, but the city can do what they want. In answer to query, ULA knew about this meeting and were invited to be in attendance.

A lengthy discussion ensued on the increase in the fuel flow fee and the increase to the fee to be charged to a helicopter flight school. Jolley stated that in representing the Chamber of Commerce, which represents businesses in the area, he feels the increase in the fuel flow rate is good, but is opposed to the increase in the monthly fee to be charged to ULA. He doesn't know why it is going up and feels this could be the basis for economic discrimination. He also stated that in his research into FAA, ULA can start their own FBO and pump their own fuel, taking business away from Sphere One and we can't stop them from doing this. If they are faced with an increased fee, they will find another way to make that up and it is going to harm other businesses on the airport. Both Marchant and Marshall reported that ULA has indicated they do not want to become an FBO, but are going to start self-fueling their aircraft, no matter what the monthly fee for the helicopter school is set at. Mayor Wilson also stated that ULA suggested the increase in the fuel fee. In storing their own fuel, they will be working with the fire department and will have to follow all safety regulations for fuel storage. Jolley suggested that we should negotiate the monthly flight school fee with ULA in exchange for them not self-fueling. Marshall stated that in discussions the ULA they feel they will save hundreds of thousands of dollars in fuel costs and are going to be doing self-fueling, no matter what the monthly fee for the flight school is based at.

In the Cedar City Airport Fee Schedule, the proposed charge for flight school operator fees is based on either a monthly fee based on the number of helicopters, or the number of landings/touchdowns. The original monthly fee of \$1,750 was proposed by Mayor Burgess with no data and with 15 helicopters in operation, and the fee was to be reviewed after 6 months of operation. Right now, ULA is operating between 35-40 helicopters and 4 fixed wing aircraft with plans to bring in up to 70 helicopters and 10 fixed wing. Mayor Wilson stated that we now have data on which to base a fee that will enable us to plan our costs and ULA to also plan their costs. Marshall stated that these fees are based on, and in line with, the increased maintenance, utilization and operations at the airport because of the increased traffic on the airport. These fees will be applied to any type of helicopter flight school that operates on the airport.

Hall stated that he doesn't like the language, it leaves too much open and would feel better if someone from ULA was present at this meeting.

CEDAR CITY REGIONAL AIRPORT BOARD MEETING
DECEMBER 17, 2014
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Beazer asked about the proposal from a previous meeting to request that the City, County and University contribute to the increased cost to the airport. Marshall reported that these other entities said they were not going to take on the responsibility of paying the expenses of a single user on the airport and denied the request for additional funds.

Beazer stated that we all understood there would be some financial impact on the airport with ULA and that this seems like a hypodermic approach and wondered if there was some underlying motive. He asked if anyone has talked to the University. He stated that he doesn't know how ULA or the University feels about this. Mayor Wilson stated that she has been in meetings concerning this with the University, specifically, Marvin Dodge, and he is aware of all of this.

Marshall again expressed that these proposed rates are based on maintenance, utilization and operation data since ULA began operations and are to cover those costs. They are not designed to induce ULA to leave the area, but only to cover the expenses we incur for ULA's use of the airport.

Jolley stated he is resisting because he has been told by a chamber member that they are not happy with these fees.

Marshall stated that as the members of the airport board you have the responsibility to look out for what is in the best interest of the airport and what is needed to operate this airport.

Hugh moved, Shuler seconded and motion carried by majority vote that the board approve the fee structure as proposed and turn their recommendation over to the City Council. AYE: Hugh, Shuler, Middleton, Marchant. NAY: Jolley, Hall, Beazer.

Chairman Marchant and the board expressed thanks to Russ Volk as the Airport Manager who will be leaving his position on December 31, 2014.

Our next meeting is scheduled for January 8, 2015 at 8:5 AM.

Hall moved, Hugh seconded and motion carried unanimously that the meeting be adjourned at 10:05 AM.

**CEDAR CITY COUNCIL
AGENDA ITEM 3**

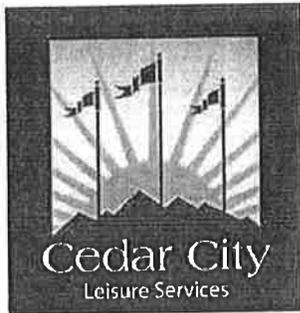
INFORMATION SHEET

TO: Mayor and City Council
FROM: Ryan Marshall
DATE: January 5, 2015
SUBJECT: Airport Consultant Engineer

DISCUSSION: The Airport has been directed by FAA that we will need to select a new contractor for the consultant engineer for operational development of the airport. FAA has mandated that the ORFQ for consulting engineers be divided out into operations and capital; therefore, they are requesting the airport go out for consultant engineers for operational development. In our search, we received 3 proposals. In your packet you have the tabulations from the committee that reviewed these proposals. The airport board is proposing to the City Council that they award the job to GDA Engineers.

	Eval #1	Eval #2	Eval #3	Eval #4	Eval #5	Eval #6	Total
Armstrong	79	56	56	74	73	58	396
Jviation	83	80	69	80	87	82	481
GDA	100	88	94	91	85	90	548

#5



Cedar City

2090 W. Royal Hunte Dr. • Cedar City, Utah 84720

(435) 865-9223 • Fax (435) 867-6075

www.cedarcity.org

To: City Council

From: Dan Rodgeron



Re: YETI RAP Tax Expense

In 2014 YETI applied for and received \$93,000 in infrastructure improvements to construct the ice rink. Most of these improvements included electrical upgrades, earthwork, lights and water heaters.

The remaining funds were allocated towards a walkway from the front of the Aquatic Center to the ice rink. This would help alleviate the parking problem in the rear of the facility as well as give patrons another option to enter and exit the rink.

Leisure Services planned to coordinate this work through our blanket contract with Gleave Construction and had our engineering office create the detailed drawings and set the grades. In late October we were informed by YETI that Gleave Concrete had previous commitments and could not complete the job this year.

Representatives of YETI utilized the engineered plans and asked Schmidt Construction to install the sidewalks. Leisure Services was not involved in the solicitation of quotes or estimates. YETI was the applicant and the recipient of RAP funds.

Sidewalks were installed based on the engineered drawings with a reputable local contractor.

Either the funds should be paid through YETI and reimbursed through the City or the invoice can be paid by the City. Either way the funds are from the same source.

There were three different departments involved in this project with 14 different vendors there is a discrepancy balance of \$1,236.00. I believe YETI would be willing to either fund this difference or utilize funds from the 2014-2015 allocation.

Schmidt Construction, Inc.
 1410 N Airport Rd
 P.O. Box 3217
 Cedar City, UT. 84721-3217

Invoice

Date	Invoice #
11/7/2014	10127

Bill To
Yeti Ice Rink

P.O. No.	Terms	Project
	Net 10	

Qty	Description	Rate	Amount
	Stab and Side Walk @ the Ice Rink	15,000.00	15,000.00
		Total	\$15,000.00
		Payments/Credits	\$0.00
		Balance Due	\$15,000.00

