

AGENDA ITEM # X-B

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Beaver County

Project Title: Wah-Wah Valley Infrastructure Planning Project

Date Received: June 1, 2018

Date the AOG Steering Committee Reviewed: June 13, 2018

Project Description:

Mining has played a major role in the establishment of Beaver County and continues to be a contributing source to our economy. Mining prospects within Beaver County possess the largest potential for community growth. Within the Wah-Wah Valley are two large mineral deposits of both Potash and Copper. These deposits are in differing phases of exploration and feasibility analysis. Results of early stage analysis show potential for a forty-year and hundred-year mine. Other mining sources exist in the Wah-Wah and adjacent lands.

The single transportation route connecting the Wah-Wah Valley to end market transportation routes is HWY 21, which runs through downtown Milford and residential areas. The volume of heavy traffic that will be created through the development and operation of these mining opportunities necessitate proper logistic and transportation planning. It is also necessary to understand the feasibility, opportunities and challenges of accessing the Wah-Wah Valley by rail. Whether rail is available or not and where a possible rail line route is placed plays a major role in the County's Resource Management Plan, Beaver County's Economic Development Plan, and planning for communities within the County. The Potash mine has had significant investment and has completed a Preliminary Economic Assessment. The assessment anticipates the need for 150 train cars per week for the potash product, and 441 cars per week for sulphuric acid. In addition to the export logistics, the main energy source for the mining operations is diesel fuel, which will need to be transported to the site through Milford City and Beaver County. A temporary commuting construction workforce between 1,000 – 2,000 is anticipated with 100 full time employees for the Potash Mine.

The Frisco Mining District (copper deposit) is currently undergoing exploration and discovery. Understanding the logistics of the import supply chain, the export of mineral and bi-product, and the workforce commuter traffic is critical to assure the communities within Beaver County can capitalize upon the mineral deposit opportunities located within the Wah-Wah Valley. Furthermore, it is critical for the health, safety, and welfare of our communities to be proactive in planning for the logistical impact.

The Wah-Wah Valley Infrastructure and Short line Rail Feasibility project includes the following scope of work:

A private consulting firm that specializes in logistics and short line rail planning will be procured to analyze the potential routes and associated costs for a two part project.

Part one includes a thirty-three mile rail line connecting with the Union Pacific line located in Milford Utah to the Wah-Wah Valley. The thirty three mile line will terminate at what is known as the Blawn Mountain. It is anticipated that a junction point will be placed at mile fourteen. From the junction at mile fourteen, a short one half mile rail line will go to the northwest. Most of the land where the rail line will cross is owned by the Bureau of Land Management.

The feasibility analysis should consider route options based upon the following categories: 1) Route Options; 2) Cost of Construction; 3) Permitting Requirements; 4) Cost of Operations & Maintenance; 5) Leveraging Opportunities; and 6) Timeline of Construction.

PROPOSED FUNDING: CIB grant: \$75,000. Applicant Cash: \$75,000. **Total Project Cost: \$150,000.**

AGENDA ITEM # X-B. (Continued)

Beaver County Wah-Wah Valley Infrastructure Planning Project (page 2 of 2)

- Is the project on the County Capital improvements List? Yes No
- Is the project consistent with local and regional plans? Local: Yes No
Regional: Yes No
- Is the project a planning project? Yes No

How will the project benefit the applicant community?

The project is critical for the health, safety, and welfare of our communities to be proactive in planning for the logistical impact. The analysis will also include developing options of how to structure financing, construction, ownership, and operating of the rail line. The project will analyze the impact and route options for both the interconnection of the short line rail to the Union Pacific railroad and the heavy tractor trailer and commuter traffic anticipated to pass through Milford City. This may include recommendation and analysis regarding improving existing roads, re-routing mining traffic to existing routes or the construction of a new by-pass road around the City of Milford. Furthermore, Beaver County's Resource Management Plan outlines objectives for the multiple-use of Federally Managed Lands. This planning effort would explore the options with Federal Land Managers on the use of Federal Land as it relates to rail lines and supporting infrastructure to the Wah-Wah Valley.

What are challenges the project faces/creates?

The County is able to secure the \$75,000 matching funds but does not have the sufficient resources to fund the entire project without the assistance of the CIB.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:
___support this project. ___remain neutral on this project. ___not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot Signature: _____, Executive Director

AGENDA ITEM # X-B. (Continued)

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Minersville Town

Project Title: Minersville Town Culinary Water Master Plan & Mapping

Date Received: May 29, 2018

Date the AOG Steering Committee Reviewed: June 13, 2018

Project Description:

Minersville Town is located in Beaver County, approximately 19 miles to the southwest of Beaver City. Minersville Town provides culinary water and sewer services to approximately 882 residents. The Town has not had a culinary water master plan or a wastewater master plan completed for either of these utility systems, and the Town does not currently have any system maps for either system. As the systems age, the Town needs a way to responsibly assess the current condition of the systems, prioritize upgrades and improvements to meet current and future demands, and transfer and share institutional knowledge between the system operators and Town staff and government. In order to begin to meet this need, the Town intends to commission a culinary water system master plan and GIS mapping of the Town’s culinary water and sewer systems. The Minersville Town Water Master Plan and Mapping Project will include the development of a culinary water master plan and GIS mapping for the culinary water and the sewer systems. The water master plan will include the development of population projections and associated future system demands on the culinary water system. The system’s water rights, source capacity, storage capacity, treatment capacity, and distribution system capacity will be analyzed and compared with current Division of Drinking Water standards for each of these elements. A hydraulic model of the distribution system will be created in accordance with DDW requirements in order to assess the hydraulic capacity of the system to provide minimum system pressures and flows for various demand scenarios, to include peak instantaneous demand and fire flow scenarios. A capital improvements plan will be developed, which will summarize recommendations for current and future system improvements and their associated timeline and estimated costs. The culinary water system and the sanitary sewer systems will be mapped concurrently in order to take advantage of efficiencies with survey and GIS field collection resources. GPS data will be collected in the field for components of each system, to include water meters, valves, hydrants, springs, tanks, manholes, and other pertinent system elements. GIS maps will then be developed using ESRI mapping software that will provide the Town with the flexibility of uploading their maps to the online environment in the future. **PROPOSED FUNDING:** CIB grant: \$23,250. Applicant Cash: \$23,250. **Total Project Cost: \$46,500.**

Is the project on the County Capital improvements List? Yes No

Is the project consistent with local and regional plans? Local: Yes No

Regional: Yes No

Is the project a planning project? Yes No

How will the project benefit the applicant community?

The town will have its first ever Water Master Plan. Also the mapping of the system is critical for its future maintenance.

What are challenges the project faces/creates?

No specific challenges are anticipated.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

support this project. remain neutral on this project. not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot **Signature:** _____, Executive Director

AGENDA ITEM # X-B. (Continued)

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Henrieville Town

Project Title: Henrieville Volunteer Fire Department New Wildland Truck

Date Received: June 1, 2018

Date the AOG Steering Committee Reviewed: June 13, 2018

Project Description:

The Henrieville Volunteer Fire Department assists in fires in a large, rural area of Garfield County. We currently have Six (6) Volunteer Firefighters. Henrieville does not have an income base to allow for self-financing of equipment for the HVFD. The HVFD assists in emergency situations from The Blues, East on Highway 12, approximately 15 miles, and at times as far as Escalante, to Bryce Canyon, approximately 20 miles to the West. And to the South, there is no limit to the distance, all of which is backcountry and off-road driving. The Henrieville Volunteer Fire Department is in need of a new Brush Truck and the supplies to bring it up to code for fighting various types of fires in our area. Many of the areas served are off-road and backcountry driving. Along with the Brush Truck, supplies needed include, but not limited to, hoses, radios, stretcher, litter pack, various tools, hoses and valves, winch, extinguishers, and more. The current Brush Truck was damaged when the old firehouse collapsed in the winter of 2010/2011. It has many undependable issues. The old truck tires are old and need replaced, needs starting fluid to start the engine, and pray it will start again when out in the bush, it has a hard time climbing hills as the HVFD are trying to arrive at the fires, it leaks water around the windshield from the damage during the collapse, has a lot of hand-me-downs parts from other trucks, it leaks fuel, frozen pumps, and many other problems that make it undependable. This new truck will be four-wheel-drive, foam capable, will allow more pressure when fighting fires, have two hose reels, it allows more seating, and it will assist Tropic in their Search and Rescues, and assist Cannonville, which is growing in businesses and houses the local IHC clinic, until they are able to build up their own fire department.

PROPOSED FUNDING: CIB grant: \$200,000 **Total Project Cost:** \$200,000.

Is the project on the County Capital improvements List? Yes No

Is the project consistent with local and regional plans? Local: Yes No

Regional: Yes No

Is the project a planning project? Yes No

How will the project benefit the applicant community?

A CIB grant would help this small volunteer department that has an income of just over \$3,000 a year. This money is used for fuel and incidentals that come up within the Fire Department. Therefore, there is not money in the Fire Department budget to pay a loan payment or to help with monies up front.

What are challenges the project faces/creates?

While this will certainly improve fire protection capability, a question needs to be asked about how a more sustainable funding of the department's annual operating costs should be investigated. The current income is not sustainable.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

support this project. remain neutral on this project. not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot **Signature:** _____, Executive Director

AGENDA ITEM # X-B. (Continued)

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Enoch City

Project Title: Water Impact Fee Facilities Plan

Date Received: May 29, 2018

Date the AOG Steering Committee Reviewed: June 13, 2018

Project Description:

Recent Utah legislative changes to the Utah Code, regarding Impact Fees (Title 11, Chapter 36a), necessitates an update to the Enoch City Capital Facilities Plan completed in 2012.

The previous Capital Facilities Plan did not include an update to the Water Impact Fees. The current water impact fee was based upon a 40- year horizon. Development has not occurred as suggested and needs to be updated in relation to future infrastructure demands in a 6-year window.

The Sewer and Storm Drainage sections of the Capital Facilities Plan 2012 was updated in 2016 with new population and growth estimates and this data will be revisited as it applies to the water infrastructure.

An update to the Capital Facilities Plan 2012 will be designed to bring all the water infrastructure GIS data into one location and produce accurate maps of current facilities and establish a 6-year horizon for adoption of new impact fees, as required by law.

PROPOSED FUNDING: CIB grant: \$27,500. Applicant Cash: \$27,500. **Total Project Cost: \$55,000.**

- Is the project on the County Capital improvements List?** Yes No
- Is the project consistent with local and regional plans?** Local: Yes No
Regional: Yes No
- Is the project a planning project?** Yes No

How will the project benefit the applicant community?

This project will bring the City into compliance with new changes in Utah Code regarding Impact Fees.

What are challenges the project faces/creates?

If this project is not undertaken the City will remain out of compliance with Utah Code.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

___ support this project. ___ remain neutral on this project. ___ not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot **Signature:** _____, Executive Director

AGENDA ITEM # X-B. (Continued)

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Enoch City

Project Title: Enoch Fire Truck Storage

Date Received: May 29, 2018

Date the AOG Steering Committee Reviewed: June 13, 2018

Project Description:

Enoch City is located north of Cedar City and has contracted with the Cedar City Fire Department CCFD for fire protection, both private property and wildland interface. The agreement with Cedar City requires Enoch City to participate in the International Organization for Standardization (ISO) audits of facilities, manpower, water systems, and other variables that impact response time and facilitate the reduction of fire incidents. Our relationship with Cedar City Fire Department is collaborative and productive.

The current Cedar City Fire Chief, Mike Phillips has extended the range of protection and reduced response time with numerous changes to manpower and staging of equipment. A single fire engine is now located in a heated Public Works building within Enoch City. The access to this engine can be problematic because of location and security. Also, the building has other municipal uses, i.e. snow plow and other truck storage.

An addition to the north end of a current and unheated building will allow the Fire Department to have quick and easy access to the engine. The addition will be 25' x 50' with garage doors at the east and west sides and man doors at each side. A coded controller will make access quick and efficient for firefighters. Construction will be done by various local contractors and Enoch Public Works Personnel.

PROPOSED FUNDING: CIB grant: \$44,000 **Total Project Cost:** \$44,000. (Note that Enoch City personnel will provide in-kind work during construction.)

Is the project on the County Capital improvements List? Yes No

Is the project consistent with local and regional plans? Local: Yes No

Regional: Yes No

Is the project a planning project? Yes No

How will the project benefit the applicant community?

Having this satellite fire "station" will enable the ISO to calculate the service radius from this location. This will benefit the residents and businesses in Enoch by providing them with a lower fire insurance rate calculation.

What are challenges the project faces/creates?

None are anticipated. This is a likely a relatively short term solution. At some point the City will need to look into a full-fledged fire station in the City as their population increases.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

___ support this project. ___ remain neutral on this project. ___ not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot

Signature: _____, Executive Director

AGENDA ITEM # X-B. (Continued)

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Paragonah Town

Project Title: Culinary Water System Master Plan Update

Date Received: May 31, 2018

Date the AOG Steering Committee Reviewed: June 13, 2018

Project Description:

Paragonah Town is a small municipality in Iron County. The culinary drinking water system master plan is outdated, last done in 2007. The culinary water system services a population of approximately 510 people, including 5 government facilities. An update is needed to plan for future improvements to their culinary drinking water system and fire protection services. The Civil engineering firm will update the Water System Master Plan which will include the following scope of services: Review and update a GIS map of water system, providing exhibits for the master plan, preparing a computer-based hydraulic model; gather and review existing data pertinent to the culinary water system, review past growth and operation of the culinary water system connections and estimate the number of new possible connections over a projected 20-year planning period, review and compile past water use data to formulate average and peak condition use trends, conduct a review of water rights, assess the water source capacity, water storage capacity, culinary water treatment currently developed and in use is adequate for the planning period. They will re-evaluate the distribution system using a computer-based network hydraulic model to assess if the sizes of the existing pipelines are adequate for existing conditions and for connections expected to be added throughout the planning period. Adequate water pressure within the existing system will be evaluated in accordance with the State of Utah Rules for Public Drinking Water Systems, provide a list of recommended improvements to meet any deficiencies identified in the planning process, provide an engineer's opinion of probable cost for any recommended improvements, provide a proposed financing plan for funding any recommended culinary water improvements in accordance with general funding agency criteria, provide a recommended average water rate analysis to comply with the proposed financing plan, prepare the analysis in report format and publicly present the findings at a Paragonah Town Council meeting.

PROPOSED FUNDING: CIB grant: \$10,000. Applicant Cash: \$10,000. **Total Project Cost: \$20,000.**

Is the project on the County Capital improvements List? Yes No

Is the project consistent with local and regional plans? Local: Yes No
Regional: Yes No

Is the project a planning project? Yes No

How will the project benefit the applicant community?

There needs to be an updated Water Master Plan Completed. The 2007 Plan identified many issues, which have not been addressed. The current administration desires to have this plan brought up-to-date to identify what the Town needs to do.

What are challenges the project faces/creates?

No specific challenges are anticipated. Paragonah Town has looked at other options for funding. We are a small community with limited financial resources. They have concluded our best option for funding would be to apply for a partial CIB grant.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

 support this project. remain neutral on this project. not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot **Signature:** _____, Executive Director

AGENDA ITEM # X-B. (Continued)

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Town of Apple Valley

Project Title: Apple Valley Storm Drain Improvements Project

Date Received: May 31, 2018

Date the AOG Steering Committee Reviewed: June 13, 2018

Project Description:

The town of Apple Valley is located 30 miles east of St George in Washington County. It was incorporated in 2004 and now has a population of about 740. The town experiences storm drainage issues along city streets when heavy rains fall on the mesa to the east. Apple Valley is seeking to improve its infrastructure to keep up with its growing population. In 2016-2017 the town completed the Gateway project that improved many gravel and unpaved roadways to paved roadways. This has produced more runoff than before the improvements into the shoulders and ditches. Work is needed to divert water from encroaching on private property and areas to the existing Gould Wash. Apple Valley Town has identified major projects that include installing storm drain piping and ditch lining as well as wash crossings in areas that tend to wash out during heavy rainstorms. These improvements will allow the town to manage heavy drainage from damaging private property as well as maintain the newly paved roadways from being washed out. Apple Valley has implemented a monthly Storm Drain fee to the residents making funds available for use towards project construction and is seeking an additional grant and loan money from CIB for engineering and construction fees. Apple Valley Town has used some of its own funds to do some improvements and preliminary design for areas that were of high priority and is requesting funds to complete the projects completely going forward and will use funds acquired from fees for maintenance and repayment.

PROPOSED FUNDING: CIB Loan: \$175,000 20 Years at 1%. CIB grant: \$175,000. Applicant Cash: \$5,000. **Total Project Cost: \$355,000.**

- Is the project on the County Capital improvements List?** Yes No
- Is the project consistent with local and regional plans?** Local: Yes No
Regional: Yes No
- Is the project a planning project?** Yes No

How will the project benefit the applicant community?

These improvements will allow the town to manage heavy drainage from damaging private property as well as maintain the newly paved roadways from being washed out.

What are challenges the project faces/creates?

No specific challenges are anticipated.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

___ support this project. ___ remain neutral on this project. ___ not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot **Signature:** _____, Executive Director

AGENDA ITEM # X-B. (Continued)

Apple Valley Transportation and General Plan Review (page 2 of 2)

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

support this project. remain neutral on this project. not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thriot

Signature: _____, Executive Director

AGENDA ITEM # X-B. (Continued)

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Town of Apple Valley

Project Title: New Type 3 Wildland Engine Truck

Date Received: May 31, 2018

Date the AOG Steering Committee Reviewed: June 13, 2018

Project Description:

Apple Valley Fire Department (AVFD), of the Town of Apple Valley (AV), serves a town of about 789 residents; spread over 55 square miles, living in approximately 300 homes. AVFD does not have a wildland type 3 engine to provide wildland fire suppression. Apple Valley is surrounded by state and federal land. Apple Valley is completely compromised by wildland urban interface (i.e., juniper trees next to homes, sagebrush on non-developed parcels). The epicenter of AV has only one way in and out with very little fire breaks to stop wildland fires. It is difficult for AVFD to meet requirements on initial attack for Community Wildland Preparedness Program for the State of Utah, due to proper volume of water and specialized equipment. 78% of AV is only accessible by four-wheel drive vehicles, especially on bad weather days. AVFD does not have a four-wheel drive vehicle to access the multiple homes built to old town standards (no proper fire suppression) in a timely manner or with the volume of water necessary to protect resident's assets. AVFD currently has six (6) red-carded volunteer firefighters who are able to move toward engine boss certification. In order to move in a progressive manner and instill motivation, the new type3 engine will provide the avenue for the engine boss certification. Emergency Medical Services are currently provided by the closest EMS service, which is twelve (12) miles north and south of the epicenter of AV. The Town budget does not afford appropriate funds to provide EMS services even though a high interest resides with the volunteer firefighter department.

PROPOSED FUNDING: CIB Loan: \$190,000 15 Years at 1%. CIB grant: \$190,000. Applicant Cash: \$5,000. **Total Project Cost: \$385,000.**

- Is the project on the County Capital improvements List?** Yes No
- Is the project consistent with local and regional plans?** Local: Yes No
Regional: Yes No
- Is the project a planning project?** Yes No

How will the project benefit the applicant community?

Providing safe and effective fire suppression is a necessary service for Apple Valley and its department personnel. The type 3 engine would provide better volume, equipment, and fire suppression which protects their firefighters during operations. This engine will allow them to extend their fire department training to the next level.

What are challenges the project faces/creates?

With only two commercial and a few home-based businesses, Apple Valley does not have a sufficient tax base to provide an adequate budget to finance the full amount of this as a total loan. Without grant assistance of CIB for a portion, this cannot proceed.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

support this project. remain neutral on this project. not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot **Signature:** _____, Executive Director

AGENDA ITEM # X-B. (Continued)

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Town of Leeds

Project Title: Transportation Master Plan & General Plan Update

Date Received: June 1, 2018

Date the AOG Steering Committee Reviewed: June 13, 2018

Project Description:

The Town of Leeds, with a population of 852, encompasses approximately two square miles. The Town has minimal commercial activity, with a rural look and feel that it has sought to preserve. The General Plan for the Town of Leeds was last updated seven years ago in 2011. The Town is conveniently located by a variety of recreational activities and is home to a disproportionately large share of State history. The Town of Leeds now includes Silver Reef, a former mining town, from which the original Wells Fargo Express Office building remains standing and houses a museum. The original Silver Reef jail was recently returned to Leeds and stands not far from its original location, across the street from the museum. The Town of Leeds has Utah's only still-standing Depression Era Civilian Conservation Corps Camp buildings. Recently, private owners have conducted extensive renovation work on the old Tithing House and its surrounding wall on Main Street. Leeds is taking the proactive approach to meet changing state requirements for land use development and management, increased demands from tourism, and to plan for its future growth. It will do this through the General Plan. Nearby Hurricane, Springdale, Toquerville, Washington City, and Washington County are in the midst of transportation planning. Leeds would like to cooperate regionally and create a long-term, comparable plan with combined transportation goals in order to create a stronger, more efficient network. Planning will allow the Town to better use its limited resources, manage growth and traffic, and maintain its rural, family-focused atmosphere. The Town of Leeds surveyed its residents with the assistance of the State Community Development Office to begin the process of updating its General Plan. The Dixie MPO awarded Leeds \$35,000 grant towards developing a master transportation plan. The general plan will take approximately six (6) months to complete and the transportation master plan will take about four (4) months to complete. Due to the MPO's support and the Town's willingness to prioritize these planning initiatives over other needed improvements, Leeds will be prepared with a new general plan and transportation master plan.

PROPOSED FUNDING: CIB grant: \$36,000. Dixie MPO: \$35,000. Applicant Cash: \$1,000. **Total Project Cost: \$72,000.**

Is the project on the County Capital improvements List? Yes No

Is the project consistent with local and regional plans? Local: Yes No

Regional: Yes No

Is the project a planning project? Yes No

How will the project benefit the applicant community?

CIB funding will allow for greater citizen participation in the General Plan process and for greater coordination with surrounding communities as cross-border issues are addressed.

What are challenges the project faces/creates?

No specific challenges are anticipated.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

support this project. remain neutral on this project. not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot **Signature:** _____, Executive Director

AGENDA ITEM # X-B. (Continued)

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Town of Rockville

Project Title: Review and Update of Rockville Land Use Code and Ordinances

Date Received: May 31, 2018

Date the AOG Steering Committee Reviewed: June 13, 2018

Project Description:

The Town of Rockville is located in Southern Utah in Washington County. Settled in 1862 by Mormon Pioneers, the town has strived to maintain the integrity of its historical town plan and has been referred to by historians as "Utah's Last Treasure." The Town has had a very strong heritage and continues to perpetuate the values that it has stood for over the generations. The Town was incorporated June 30, 1987 and our first Rockville Town Zoning Ordinance was adopted January 17, 1990. The Town is seeking competent professional help to evaluate Rockville's existing Land Use Code and Ordinances to ensure that they guide growth, preserve Rockville's rural character, and protect private property rights. The current Land Use Code consists of 28 chapters and is available on their website at www.rockvilleutah.org.

The consultant(s) should be willing to meet with the Town's officials for a minimum of four meetings: A meeting with Town Officials to discuss the "issues and outcomes", a meeting with the Planning Commission to discuss preliminary findings, and a final meeting at the Public Hearing with the Town Council and a meeting to close-out the project. Expected completion date will be six (6) months from award date.

PROPOSED FUNDING: CIB grant: \$13,000; Town of Rockville (cash on hand): \$13,000. **Total Project Cost: \$26,000.**

Is the project on the County Capital improvements List? Yes No

Is the project consistent with local and regional plans? Local: Yes No

Regional: Yes No

Is the project a planning project? Yes No

How will the project benefit the applicant community?

Rockville's ordinances need to address new issues and needs to be modernized in order to comply with state statutory charges – particularly the "plain language" mandate. The goal of this revision is to determine if there is anything in the Town's Code or Ordinances that are not in compliance or alignment with current State and/or Federal Law. This review should include future land use and zoning maps, if necessary.

What are challenges the project faces/creates?

The Town of Rockville, having a population of 251, has a very limited tax base. The Town will apply for a grant of \$26,000 from the Permanent Community Impact Fund Board.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

___ support this project. ___ remain neutral on this project. ___ not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot **Signature:** _____, Executive Director

AGENDA ITEM # X-B. (Continued)

Ash Creek SSD Bench Lake Pump Station and Pipeline Project (page 2 of 2)

What are challenges the project faces/creates?

The applicant has had initial discussions with the engineers and financial consultants responsible for the preparation of the Capital Facilities Plan and has chosen to approach CIB prior to initiating exploration of funding alternatives due to the time sensitive demands of the project.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:

support this project. remain neutral on this project. not support this project.

The action of the Steering Committee on the above date is attested to by:

Type Name: Bryan D. Thiriot

Signature: _____, Executive Director