

# Morgan County – Ogden Valley Rural Planning Organization

## Minutes

Meeting  
**RPO March 2019**

Date  
**March 7, 2019**

Time  
**4:00 – 6:05 pm**

Location  
**Morgan City  
Offices**

Julie Bjornstad, Wasatch Front Regional Council transportation planner, called the meeting of the Morgan County – Ogden Valley Rural Planning Organization to order at 4:10 pm in the Morgan City Offices located at 90 West Young Street, Morgan, UT.

Policy and Technical Committee	In Attendance
<b>Huntsville</b>	
Mayor Jim Truett	no
Councilmember Bill White	yes
<b>Morgan City</b>	
Mayor Ray Little	yes
Ty Bailey	yes
<b>Morgan County</b>	
Councilmember Robert Kilmer	yes
Darrel Rupp	yes
Lance Evans	yes
Bret Heiner	no
<b>Utah Department of Transportation</b>	
Christopher Chesnut	yes
Andrea Olson	yes
<b>Utah Transit Authority</b>	
Levi Roberts	no
<b>Wasatch Front Regional Council</b>	
Julie Bjornstad	yes
<b>Weber County</b>	
Commissioner Gage Froerer	no
John Lewis	no
Rick Grover	yes
Brooke Stewart	yes

### **Welcome [00:00:00]**

Chair Darrell Rupp welcomed Morgan County-Ogden Valley Rural Planning Organization (RPO) members and technical committee members.

### **1. Approval of the January meeting minutes [00:01:32]**

Chair Rupp called for the approval of the January meeting minutes. Councilmember Kilmer made the motion to approve and Mayor Little seconded. All votes were in favor to approve.

2. **Opportunity for public comment [00:02:00]**

Chair Rupp opened the meeting up for public comment. There were no public comments.

3. **Project cost and funding options [00:02:19]**

Julie Bjornstad led a review on project cost estimations and their designations based on scorings. For the Lost Creek Road project, it was desired to leave on boat launching, remove the bike lane portion, and move it to near-term plans. The Young Street Bridge project will begin construction in October 2020 and be moved to near-term. They want to extend into the Mickelson Mile. It would be in the county area as soon as it gets to the Fairground across the river. They would like to get to the new ball fields to connect to other facilities.

A discussion on the cost of the Mountain Green interchange occurred. The project was listed at \$47 million, but a member of the committee believed the number to be closer to \$90 million. It was concluded that the \$90 million was a phased cost with inflation. Another discussion occurred on the State Street interchange and Julie Bjornstad mentioned the need to improve the site and move the ramp forward. Andrea will get back to the RPO about what the UDOT Region has discussed with the Croydon and State Street projects.

A question was asked about the Huntsville Roundabout. Julie Bjornstad stated that although no official plans have been made, it was previously listed as a need. The Croydon project was also briefly mentioned.

One of the committee members stated that each meeting they feel like they are trying to figure out the projects suggested because they sometimes have been suggested by previous committee members or because these projects are discussed rarely. A suggestion was made to create better descriptions for each project and then send it back out. A committee member recommended that the scoring system while important should not be the only criteria for completing projects. Overall cost and funds available need to be considered.

Brief discussion of Scenic Byways ensued. The Scenic Byway committee has not been established yet. Tina Cannon is the contact still.

A list of options of potential funding was presented and each grant was briefly discussed.

4. **Local option sales tax options [00:30:02]**

A discussion of the local option sales tax occurred. Julie Bjornstad explained the different quarters, how funds can be spent, and by whom. She explained that the 4<sup>th</sup> quarter option is the best option for the city. A committee member stated that the city encouraged the county to adopt the 4<sup>th</sup> quarter.

5. **Local corridor preservation funds [00:41:30]**

Julie Bjornstad explained a background of the corridor preservation fund and how the funds can be spent. Money can be used for buying right-of-way, paying debts that were issued to finance a project allowed by the corridor preservation fund, property

maintenance, project planning, or to set up a revolving loan fund. More research needs to be done and a discussion needs to occur with the auditor over the use of the revolving loan fund. For Morgan, up to 50% of the funds can be used for construction, operation, or maintenance and then an additional 20% can be used for planning.

Julie Bjornstad discussed how other counties in the state use their corridor preservation funds. Most use it for right-of-way acquisition and planning studies. However, she shared Box Elder's corridor preservation fund prioritization guidelines for construction and maintenance.

6. **Legislative updates [00:57:55]**

Julie Bjornstad mentioned legislation that would pertain or be of interest to the committee. Discussion ensued on local option sales tax, transportation, affordable housing, and other bills.

7. **UDOT project updates [01:11:20]**

Andrea Olson discussed work on SR-158 and the Pineview Loop Pathway. UDOT is planning on widening the shoulders along SR-158 in the Fiscal Year 2020 to better accommodate active transportation. This 1.5 miles project already has \$300,000 in funding. They plan to complete engineering and environmental work this summer in preparation for construction next summer. UDOT has programmed TAP funds for work on the Pineview Loop Pathway. Applications for 2021 R1 TAP will be sought this fall.

Related projects were mentioned at Stoddard bridge and Croydon. The Stoddard bridge phase 1 is complete. The Croydon project went up \$900,000.

A brief discussion on the land uses around the Mountain Green interchange occurred. Consultants have run travel models and will come back out to the county in May with final results. There is single-family development on the west side of the UDOT purchase (80-100) and there are 108 apartments proposed on the east side. There is no commercial/office area in this phase, but might be potentially there or nearby later on.

A discussion on Wasatch Peaks occurred. The access will be off Peterson interchange and a secondary access will be provided. They are proposing 750 housing units and their transportation studies show little to no impact.

A brief discussion occurred on 2<sup>nd</sup> homes and appropriate tax structures. Having part-time residents who benefit from the city's amenities, but who are not invested in the community has been difficult for Huntsville.

8. **RPO next steps [01:30:40]**

Julie Bjornstad stated steps that the RPO could do to implement plans and previous studies. The RPO has guaranteed funding through the end of 2020. Ty Bailey said that navigating UDOT is difficult for a small community. Having the connection with UDOT is essential to potential growth in the future. Darrel Rupp said that UDOT should be at the table so that the RPO can hear what opportunities even exist within its boundaries. The RPO is still learning what UDOT can offer and trying to understand it

all. Christopher Chesnut from UDOT mentioned that working together (RPO and UDOT) is new but also is important.

9. **Next meeting**

The next meeting is May 2, 2019 at 4:00 pm at the Morgan City Offices. The meeting was adjourned at 6:05 pm. The next meeting will discuss more of the long-range planning process and next steps.

A recording of this meeting, as well as meeting packet materials, may be found on the WFRC website at [www.wfrc.org](http://www.wfrc.org).