

## NOTICE

Notice is hereby given that the Mayor and City Council will hold a joint Work Session on Thursday, May 15, 2014 with the Planning Commission. The Work Session will be held in the Seniors Center, 45 West 100 South, beginning at 6:00 pm.

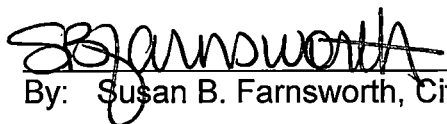
### DISCUSSION ITEMS

1. Transportation Plan
2. General Discussion

If you are planning to attend this Public Meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City Office ten or more hours in advance and we will, within reason, provide what assistance may be required.

### CERTIFICATE OF MAILING

The undersigned duly appointed City Recorder for the municipality of Santaquin City hereby certifies that a copy of the foregoing Notice and Agenda was e-mailed to the Payson Chronicle, Payson, UT, 84651.



By: Susan B. Farnsworth, City Recorder

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**TRANSPORTATION MEETING MINUTES**  
**SENIOR CENTER, 45 WEST 100 SOUTH**  
**May 15, 2014**

Mayor and Council Members attending: Mayor Kirk Hunsaker, Keith Broadhead, Matthew Carr, Mandy Jeffs, David Hathaway, and Nick Miller.

Planning Commission Members attending: Adam Beesley, Elizabeth Montoya, Scott Parkin, Kaye Westwood, and Trent Wood.

Others attending: City Manager Ben Reeves, City Engineer Norm Beagley, Deputy Recorder Linda Midgley, Matt Rifkin, Ron Phillips and Troy Harold.

City Manager Ben Reeves introduced Matt Rifkin, president of InterPlan. Mr. Reeves said many groups had worked on the master transportation plan, and it would be presented by Mr. Rifkin in draft form this evening.

Mr. Rifkin said the master plan process had been started in January of 2014 and was now close to the final draft. He read a quote from Adam Smith that 'roads...are the greatest improvements' and noted that government realizes that investing in infrastructure is not a political party issue. The purpose of the Master Transportation Plan is to help effectively manage an increasing need for transportation infrastructure.

Mr. Rifkin gave a power point presentation which included demographics, existing conditions, future conditions and plan recommendations. He said Santaquin's population had doubled in the past 12 years, and did not appear to be slowing down. On average, Santaquin has a young population with large households. A peer city analysis included Tremonton, Pleasant View, West Point, Wood Cross, and Mapleton, cities of similar size to Santaquin.

Mr. Rifkin reviewed average travel time to work, daily traffic volumes and anticipated future traffic volumes. The pavement quality of Santaquin roads was reviewed. Mr. Rifkin said it would take from \$800,000 to \$1 million to 'catch up', bringing the roads to a 'good' standard. After they are returned to this status, it would cost from \$400 to \$500 thousand per year to keep them in good shape. The City received about \$375,000 in B & C funds in 2013.

Mr. Rifkin reviewed cross section standards for local, rural local, arterial and collector streets. Rural local allow for drainage swale, while local contain park strips, curb and gutter. Council Member Broadhead asked if the residential street standard was 29 feet of asphalt. Mr. Rifkin said that is the standard at this time. This width allows for two lanes and parking on one side of the street. Typically these are low volume streets that are not striped. He said speeds tend to rise with wider streets.

Mr. Rifkin said the Mountainland Association of Governments (MAG) updates their regional transportation plan every four years, and is scheduled to be updated next year. Their plans show transit coming to Santaquin in Phase 3, around 2040. Phasing can change depending on growth patterns.

A proposed Capital Facilities Plan Map was presented, including costs and phases. The plan estimates costs over the four phases as \$181 million dollars. School district plans were discussed. Planning Commissioner Elizabeth Montoya said the school board is becoming aware that more facilities will be needed in the south sooner than anticipated. Building of schools depends on development.

## TRANSPORTATION MEETING MINUTES

May 15, 2014 – Page 2

Mr. Rifkin presented a proposed Impact Fee Facility Plan. Impact fees collected must be spent within six years. The plan is re-evaluated every three to five years. The IFFP must be drafted by June 25. Developers are required to cover the cost of new local street construction, and impact fees cover the cost to upgrade local streets and for system improvements for collector and arterial streets. IFFP costs were reviewed. Mr. Rifkin indicated costs would be lower if some roads are left off the plan. He said Herriman City uses impact fees for all pavement costs.

The level of service has been defined as 'C', meaning other cars on the road but no congestion. Mr. Rifkin said the City could define what level of service they would like. Many cities define their level of service as 'D', meaning some congestion.


Mr. Rifkin presented a rate table for the Impact Fee analysis. All uses on the table relate to a residential equivalent (REU). This table helps staff administer fees. Mr. Rifkin reviewed how the table would work. Preliminary estimates put the impact fee at \$1,100 to \$1,900 per household.

Those present discussed the possibility of charging lower fees to businesses bring potential sales tax revenue into the city. Ron Phillips said reducing the fee for one store would set a precedent for those coming after. If a restaurant or store is part of a chain, they were used to paying those fees, as they have paid them in other communities. Mr. Rifkin said a city is more likely to be sued if the application of the fees was not consistent.

Mr. Rifkin said InterPlan will certify the Transportation Plan and the Impact Fee Analysis will be certified by their partner, GSBS (Christine Richmond).

### ADJOURNMENT

By consensus, the meeting adjourned at 7 p.m.

  
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Linda Midgley, Deputy Recorder