PUBLIC NOTICE IS HEREBY GIVEN THAT THE GRAND COUNTY COMMISSION WILL MEET IN THE

Grand County Commission Chambers 125 East Center Street, Moab, Utah

Times in this agenda are approximate. Commission meetings allow for both in-person or virtual attendance. Remote participation is through Zoom and meetings can be viewed live on YouTube. To call in to the meeting dial: (669) 900 – 6833 Use Meeting ID: 851 7082 0571 # Password (if needed): 214317. To unmute press *6.
To watch live on YouTube visit: https://tinyurl.com/Grand-County-Utah-YouTube
To join via Zoom visit: https://tinyurl.com/Grand-County-Commission-Zoom

1. **Call To Order - 4:00 PM**

2. **Pledge Of Allegiance**

3. **Citizens To Be Heard**

   We are receiving public comments by phone and online through Zoom. Dial: (669) 900 - 6833 Meeting ID: 851 7082 0571 # Password (if needed): 214317
   Link: https://us02web.zoom.us/j/85170820571?pwd=M24yQjRIdElCejUxTUlFeXFoZHNQQT09

   When joining the meeting, you will be placed in a waiting room and be added to the meeting by the moderator. Your comments will be recorded and on YouTube. *(Unmute for public comment:* *6)

4. **Presentations (15 Min)**

   4.A. **Forestry Fire And State Lands (FFSL) Fuel Reduction Presentation**
   (Duncan Fuchise, Southeast Area WUI Specialist, Utah Division of Forestry, Fire, and State Lands Kara Dohrenwend, Director, Rim to Rim Restoration)

   Documents:

   FFSL Agenda Summary.pdf

5. **Department Reports (15 Min)**

   5.A. **2021 Treasurer's Report**

   Documents:

   6-7-2022 Treasurers Report.pdf

   5.B. **Trails Annual Report**
   (Madeline Logowitz, Trails Supervisor)

Documents:

CC Presentation 6.7.2022.pdf

5.C. **DR - Planning & Zoning Unified Transportation Master Plan (UTMP) Report**

(John Guenther, Planning and Zoning, Bill Jackson, Roads Supervisor)

Documents:

Agenda Summary_CC_UTMP_052422.pdf
Moab-Grand_UTMP_Draft_002.pdf
Schedule_Moab UTMP 05-09-2022.pdf

6. **Agency Reports**

7. **Approval Of Minutes**

Documents:

5.17 Regular Grand County Commission and Water Workshop Minutes DRAFT.pdf

8. **Ratification Of Bills And General Reports**

- Ratification of Payment of Bills
- Commission Member Disclosures
- General Commission Reports and Future Considerations
- Elected Official Reports
- Commission Administrator Report

9. **Citizens To Be Heard - 6:00 Pm**

10. **General Business - Action Items - Discussion And Consideration Of Approval**

10.A. **Four Corners Behavioral Health Area Plan - 2023**

(Melissa Huntington, Executive Director of Four Corners Community. Behavioral Health)

Documents:

Agenda Summary Four Corners Behavioral Health Area Plan FY23.pdf
FCCBH Area Plan FY 2023.pdf
FY23 Form D Area Plan Signature Page - Four Corners.pdf

10.B. **Airport Layout Plan Update With Final Scope Of Work**

(Tammy Howland, Interim Airport Director)

Documents:

1. AS- Airport Layout Plan ALP- Scope of Work SOW 6-7-2022- TH edits.pdf
2. ALP Update Final SOW with Contract Attachment Q- Armstrong 5-18-2022.pdf

10.C. **Scope Of Work And Task Order With Jones & DeMille Engineering**
(Chris Baird, Strategic Development)

Documents:

Agenda Summary - Spanish Valley Dr Pathway.pdf
2010-046_2022 Grand County - Spanish Valley Multi-Use Path Design AO_6-1 rj.pdf
Spansh_Valley_Paved_Path_Co-op_Agreeement_11-16-2021.docx - signed.pdf

10.D. **Planning Commission Board Appointment**
Consideration of motion to approve the appointment of Aaron Lindberg to serve on the Grand County Planning Commission for the term beginning June 13, 2022 to December 31, 2024.

Documents:

AS_PC Board Recommendation Aaron Lindberg.pdf

11. Consent Agenda - Action Items

11.A. **Board Appointment Modifications/Changes**
Modify Commission liaison assignments appointing Commissioner McGann and Commissioner Hadler as the Utah Association of Counties co-representatives and Commissioner Kovash as the Housing Authority and the Housing Task Force representative.

Documents:

2022 CURRENT Commission Assignments_02JUN2022.pdf

11.B. **Appointing A Commission Liaison To The Canyonlands Natural History Association**
- Motion to approve the appointment of Commissioner Kovash to serve as as the Grand County liaison to Canyonlands Natural History Association (CNHA).

Documents:

2022 by member - CURRENT Commission Assignments_02JUN2022.pdf

11.C. **Ratification Of Letter Requesting Approval Of Use Of Patent Land For Commercial Film Production**

Documents:

Request to BLM for use of patent land for commercial film production.pdf

11.D. **Ratification Of Letter To School And Institutional Trust Lands Administration (SITLA) Regarding A Proposed Land Lease In Castle Valley**
Grand County comments and other comments received below.

Documents:

1 SITLA_Dev_CastleValley_17MAY2022.pdf
2 Grand County - Residential Lease RDCC Notice.pdf
3 Letter to SITLA 5-24-22 FINAL (1).pdf
1b Dean Kerkling SITLA Comments.pdf

11.E. Local Consent For Sand Bar Lounge LLC Liquor License Application

Documents:

Sand Bar Lounge LLC Liquor License Local Consent.pdf

11.F. Trails Cost Share Agreement

Documents:

Trails AGreement 22CS014 between Grand Caounty and the US Forest Service.pdf

11.G. Bureau Of Land Management Cooperative Agreement

Documents:

2021-2022 Update Project Proposal Budget Detail and Narrative.2.pdf

11.H. Weed Supervisors Grant

Application for matching in-kind grant from Utah Weed Supervisors Association (UWSA).

Documents:

Agenda Summary - UWSA USFS Grant 2022.pdf
2022 REVISED UWSA Grand County Grant Request Application.pdf
2022 UWSA Grand Grant Contract.pdf

11.I. Grant Application To The FAA For A No-Foam Testing Device At The Airport

Documents:

1. AS- No-Foam Testing Device for Airport.pdf
2. NoFoamAwardLetter-CNY to FAA- 3-1-2022.pdf
3C NoFoamGrantSubmitted.pdf
5. certification-for-contracts-grants-loans-and-cooperative-agreements.pdf
6. NoFoamAssurances-Standard DOT.pdf

11.J. Grand Center Table Purchase

Documents:

AS Grand Center Tables.pdf
GRAND COUNTY COMMUNITY CENTER UT C108580 - CT60 V2 (1).pdf

11.K. Grand County Commission Letter Of Action Towards Gun Violence

Documents:

Agenda Summary--Gun Violence Letter.pdf
Grand County Commission Letter of Action Towards Gun Violence.pdf

12. Discussion Items

12.A. Special Event Permitting Process

(Christina Sloan, County Attorney)

Documents:

SEC Review Form.pdf
MATC-ED Grand County SE Lists.pdf
OSTA Grand County SE Lists 2022.pdf

13. Public Hearings

13.A. Ordinance Approving The Tin Roof Cabin Resort Overnight Accommodations Overlay-Campground

(Elissa Martin, Associate Planner)

Public hearing will remain open for written comments until June 15th at 5:00 pm.

Documents:

Agenda Summary Tin Roof OAO Rezone.pdf
Staff Report Tin Roof OAO Rezone.pdf
Tin Roof_OAO Development Agreement.pdf
Ordinance Tin Roof OAO.pdf
Master Plan with OAO notes.pdf
Tin Roof Narrative (9.2.5 zoning issues for consideration).pdf
Applicant Statement.pdf
Floor Plan 030222.pdf
Site Plan 022822.pdf
Tin Roof Boundary Survey.pdf

13.B. Public Hearing For Considering An Ordinance Approving A Rezone Request For Property Located At 15 W. Old Hwy 6 & 50, Thompson Springs, From Range And Grazing To General Business Zoning, Parcel No. 07-0021-0073

(Elissa Martin, Associate Planner)

Public hearing will remain open for written comments until June 15th at 5:00 pm.

Documents:

Summary Saina Carey Rezone.pdf
Staff Report Saina Carey Rezone.pdf
Ordinance Saina Carey_Rezone.pdf
SURVEY and Exhibit A to Ord.pdf
Zoning Map.pdf
Applicant Statement.pdf
Thompson Will Serve When Parameters Met Letter.pdf
Thompson Water Application and Agreement.pdf

13.C. **Public Hearing For Kane Creek Preservation And Development, LLC To Grand County For Sanitary Sewer Service.**

(Gabriel Woytek, Clerk/Auditor)

Public hearing will remain open for written comments until June 15th at 5:00 pm.

Documents:

Kane Creek Request for Sanitary Sewer Service.pdf
KaneCreek Request for Sanitary and Sewer Notice of Hearing.pdf

14. **Closed Session(S) (If Necessary)**

14.A. **Strategy Session To Discuss The Purchase, Exchange, Or Lease Of Real Property**

15. **Adjourn**

NOTICE OF SPECIAL ACCOMMODATION DURING PUBLIC MEETINGS. In compliance with the Americans with Disabilities Act, individuals with special needs requests wishing to attend County Commission meetings are encouraged to contact the County two (2) business days in advance of these events. Specific accommodations necessary to allow participation of disabled persons will be provided to the maximum extent possible. T.D.D. (Telecommunication Device for the Deaf) calls can be answered at: (435) 259-1346. Individuals with speech and/or hearing impairments may also call the Relay Utah by dialing 711. Spanish Relay Utah: 1 (888) 346-3162

It is hereby the policy of Grand County that elected and appointed representatives, staff and members of Grand County Commission may participate in meetings through electronic means. Any form of telecommunication may be used, as long as it allows for real time interaction in the way of discussions, questions and answers, and voting.

At the Grand County Commission meetings/hearings any citizen, property owner, or public official may be heard on any agenda subject. The number of persons heard and the time allowed for each individual may be limited at the sole discretion of the Chair. On matters set for public hearings there is a three-minute time limit per person to allow maximum public participation. Upon being recognized by the Chair, please advance to the microphone, state your full name and address, whom you represent, and the subject matter. No person shall interrupt legislative proceedings.

Requests for inclusion on an agenda and supporting documentation must be received by 5:00 PM on the Wednesday prior to a regular Commission Meeting and forty-eight (48) hours prior to any Special Commission Meeting. **Information relative to these meetings/hearings may be obtained at the Grand County Commission's Office**, **125 East Center Street, Moab, Utah**; (**435**) **259-1346**.

Directions: To request inclusion on the Commission agenda, complete this Agenda Summary form by following the instructions within the form. Email completed form and any attachments to mnassau@grandcountyutah.net no later than 5:00 p.m. the Wednesday before the requested Commission Meeting (meetings are held the first & third Tuesday of every month at 4:00 p.m. Questions? Contact: Mallory Nassau, Associate Commission Administrator, at (435) 259-1346.

AGENDA SUMMARY

GRAND COUNTY COMMISSION MEETING

JUNE 6TH

Agenda Item:

TITLE:	Wildfire Fuels Reduction Work in Grand County
FISCAL IMPACT:	None
PRESENTER(S):	Duncan Fuchise, Southeast Area WUI Specialist, Utah Division of Forestry, Fire, and State Lands Kara Dohrenwend, Director, Rim to Rim Restoration

Prepared By:

Duncan Fuchise, SE Area WUI Specialist, Utah Division of Forestry, Fire, and State Lands,
1165 S Hwy 191 Ste. 6
Moab, UT 84532
435-210-4328
dfuchise@utah.gov

FOR OFFICE USE ONLY:

Attorney Review:

For office use only

BACKGROUND:

I'd like the opportunity to update the County Commission on wildfire fuels reduction work that Utah FFSL and Rim to Rim Restoration have been working on/planning. This includes work along Mill and Pack Creeks (general work as well as Team Rubicon's Operation Slickrock), Pack Creek Ranch, Willow Basin, and Castle Valley. Ideally we would need 15 minutes to present on the work that has been happening.

I listed above the date of May 17th but we don't necessarily need to present that specific day, if there is a better meeting day for us to present that is totally fine.

ATTACHMENT(S):

Treasurer's Report 6/7/22
2021 Collections, Investments and Update
Chris Kauffman, Grand County Treasurer

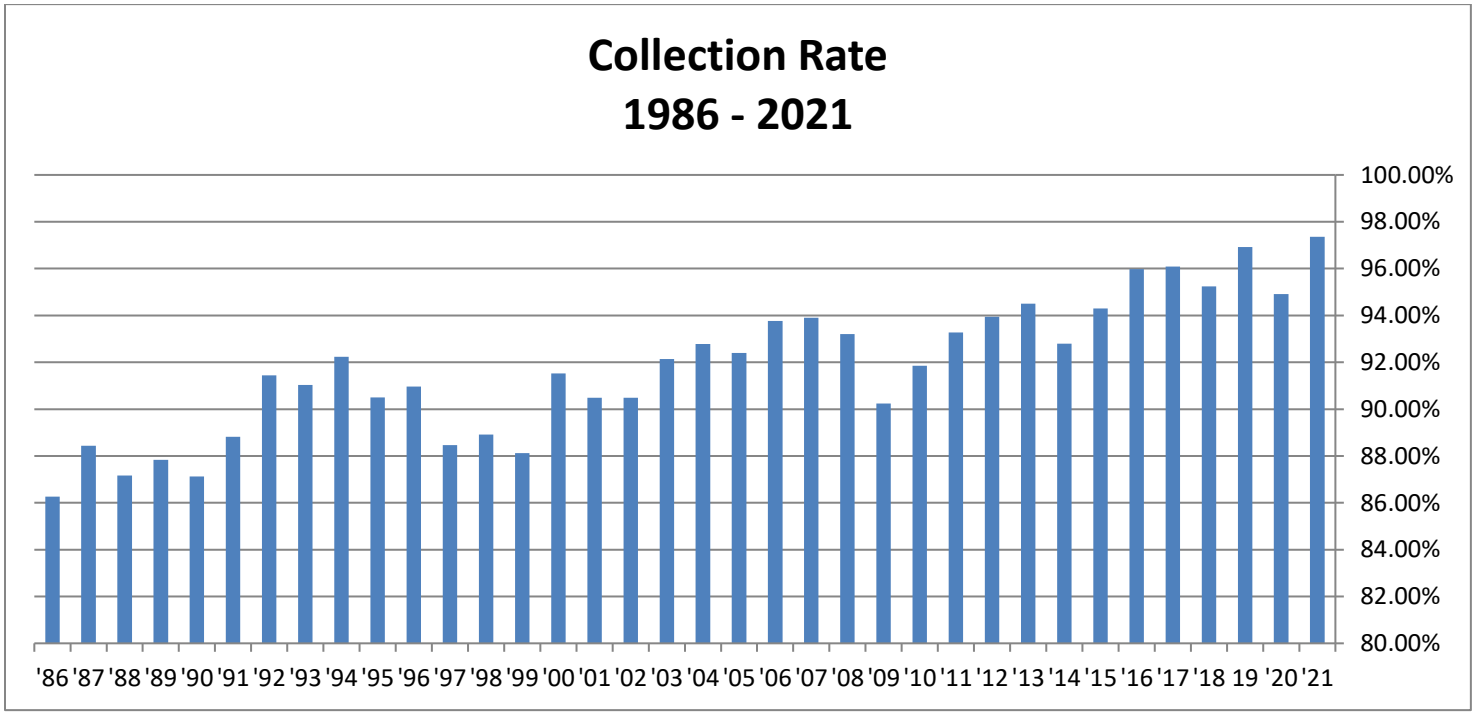
2021 Collections

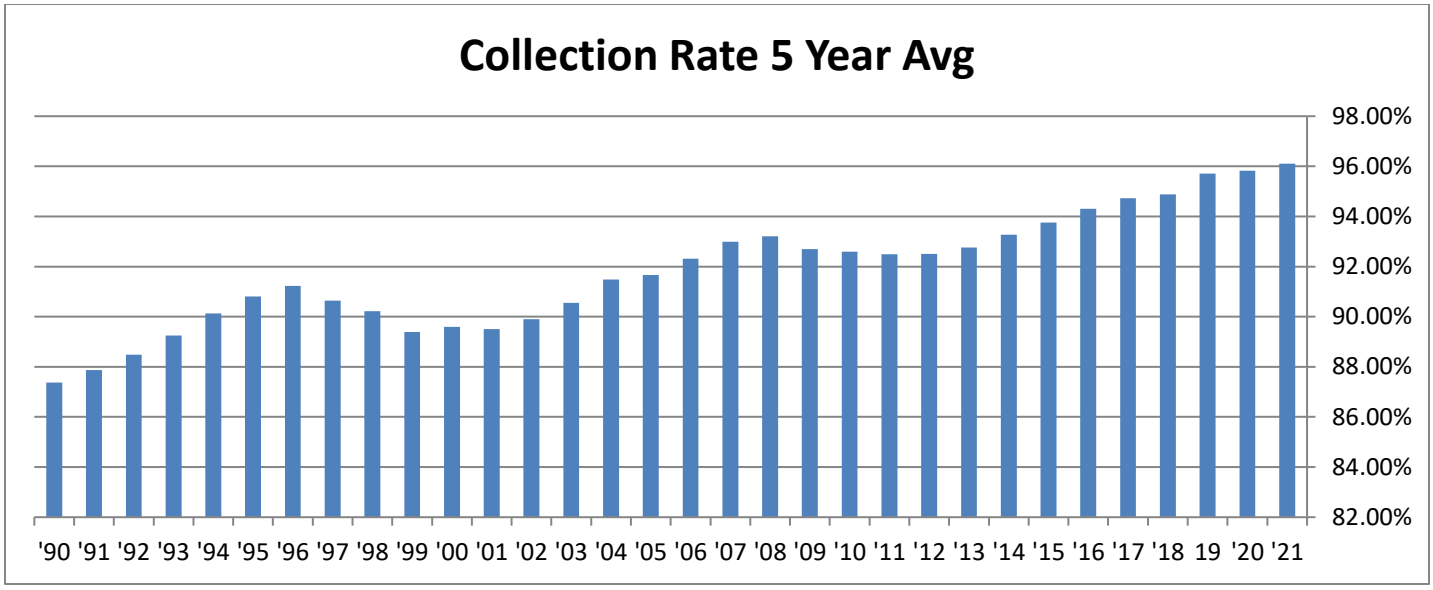
Current Collection Rate

Summary: The collection rate for 2021 increased significantly to a historic high of 97.4% and the 5 year average also reached its highest point at 96.1%. This will save local tax payers approx. $70,000 this year vs. last year. The 5 year average has been steadily increasing. When compared to 2014, these increases will have saved property owners approx. 2.6 million over seven years.

The collection rate is the proportion of taxes collected vs. the total taxes charged. It is an important statistic that is calculated by the Treasurer's Office and reported to the State. The State Tax Commission uses a 5 year average of the collection rate in its formula for each entity's certified tax rate. The higher the collection rate, the lower the certified tax rate. There was a large increase in the collection rate from 2020 (94.91%) to 2021 (97.36%). The 5 year average also increased significantly by 0.28%. That increase will save taxpayers approx. $70,000 in 2022. There have been significant increases in the collection rate since 2014. If the 5 year average used in 2014 had stayed the same, about 2.6 million additional dollars of property tax would have been charged over seven years.

Grand County currently has the lowest levels of delinquent property tax on record. The fact that almost all taxpayers are caught up on their taxes is contributing to the record high collection rate. Electronic payments, emailed tax bills, auto bill pay and communication with tax payers also continued to help push the collection rate up.

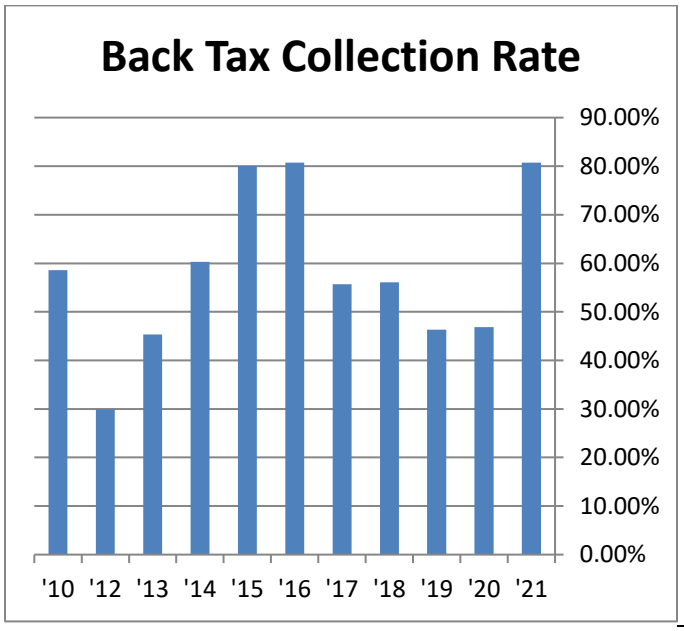


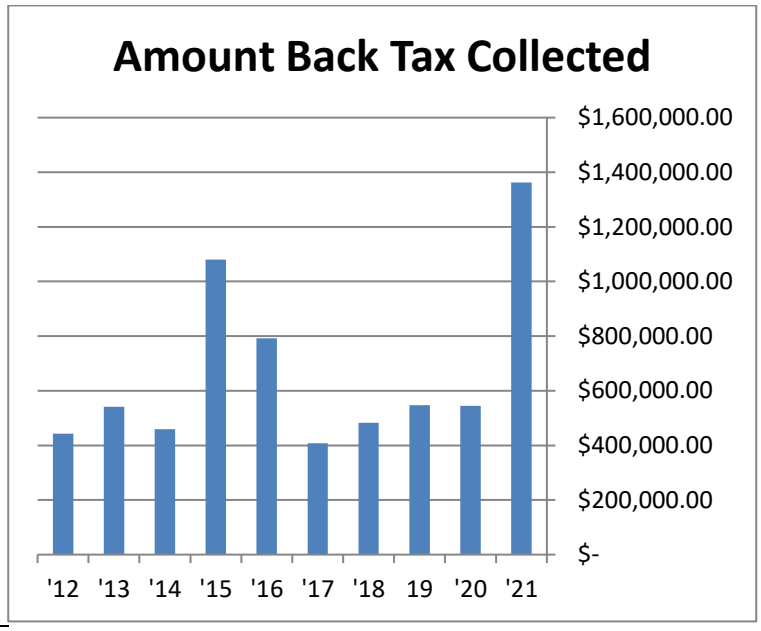


Redemption Collection Rate

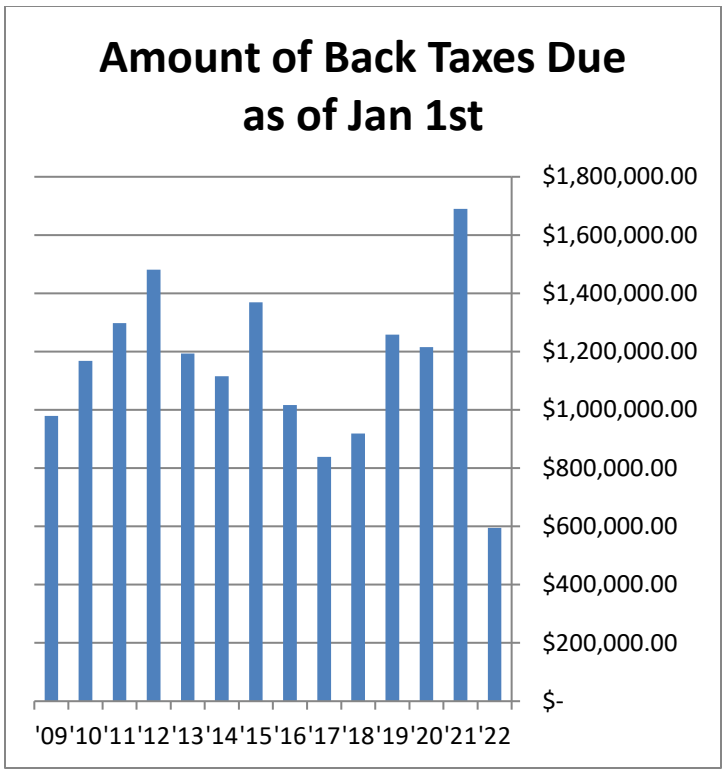
Summary: The redemption collection rate (80.75%) was one of the highest in recent years and the total amount of back tax collected (1.3 million) was the highest ever; both due in large part to the Union Pacific settlement.

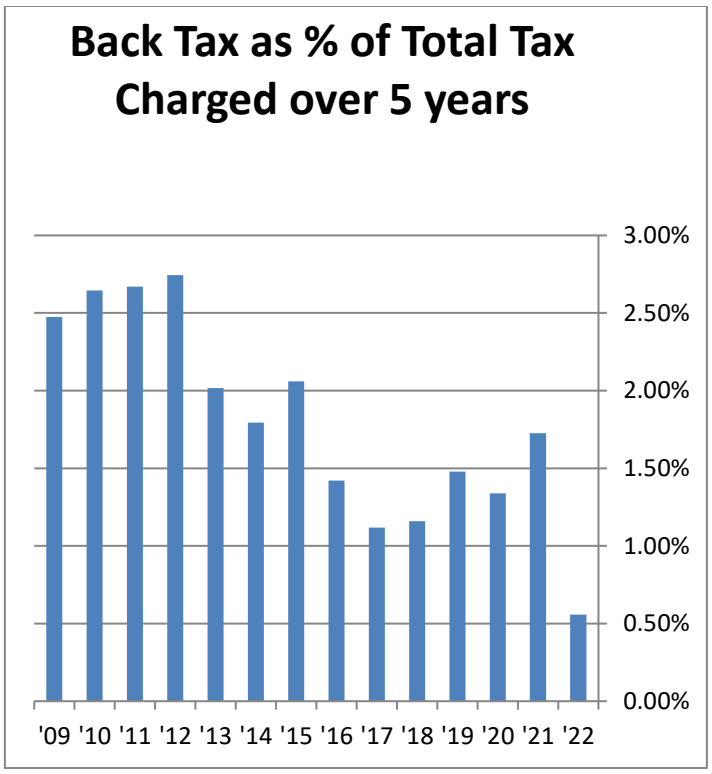
The back tax collection rate increased dramatically from 46.84% in 2020 to 80.75% in 2021. This was due to continued strong collections and the settlement of the Union Pacific appeals. Similarly the amount of back tax collected jumped from $545,029 in 2020 to $1,362,145 in 2021. Union Pacific owed 715K in back taxes from 2018 and 2020 which were paid in 2021 (a relatively small amount of the tax was canceled per the settlement agreement).





The amount of back taxes owed at the start of this year, $595,123 is extremely low especially in comparison to the total amount of taxes charged. The end of the Harley Dome bankruptcy and subsequent cancellation of the uncollectable taxes, contributed to the low number. Another indication of the low amount of back tax is that only 2 parcels were eligible for tax sale at the beginning of the year and both were paid in full by May.

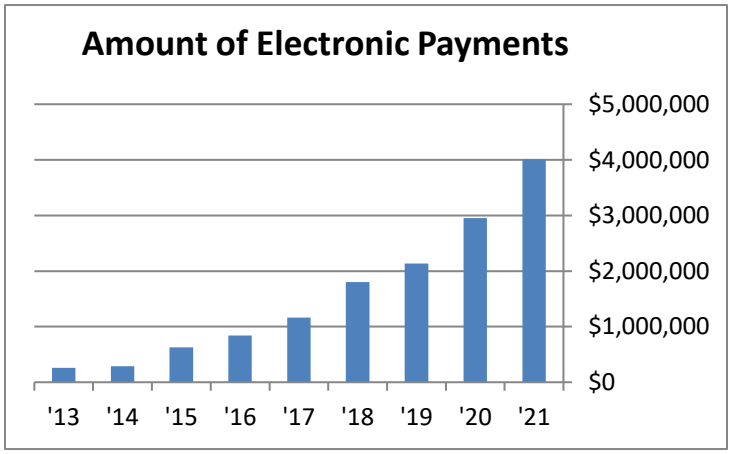


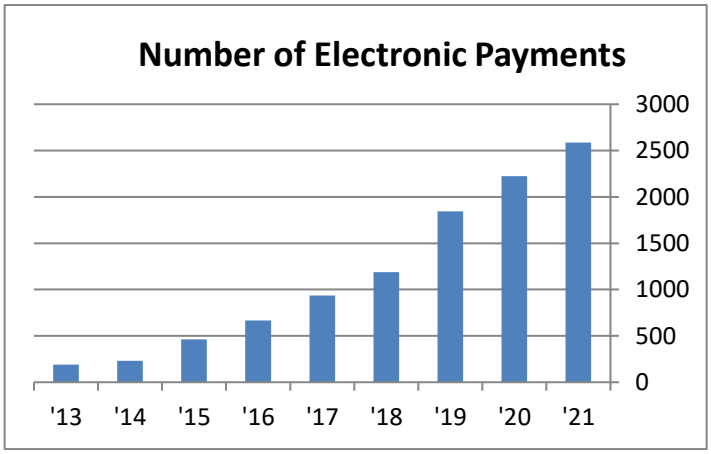


Electronic Payments

Summary: The number and total amount of electronic payments increased significantly. The annual amount collected electronically has exceeded 4 million and accounts for about 16% of taxes paid. These payments save huge amounts of staff time in addition to being more convenient for taxpayers who use them.

The amount of payments received by debit/credit card or by transfer from a bank account, increased significantly from 2020 ($2,951,408) to 2021 ($4,006,853). The number of individual payments also increased from 2020 (2,223) to 2021 (2,586). These payments are automatically downloaded into our tax accounting program and eliminate the need to open envelopes and manually enter transactions. With almost 16% of payments being made electronically, they are having a significant positive impact on the work load in the Treasurer's Office.





Auto Bill Pay

Summary: Since 2017, taxpayers have had the option to automatically withdraw property taxes from their account on a monthly or annual basis. The number of parcels signed up for this service increased significantly in 2021.

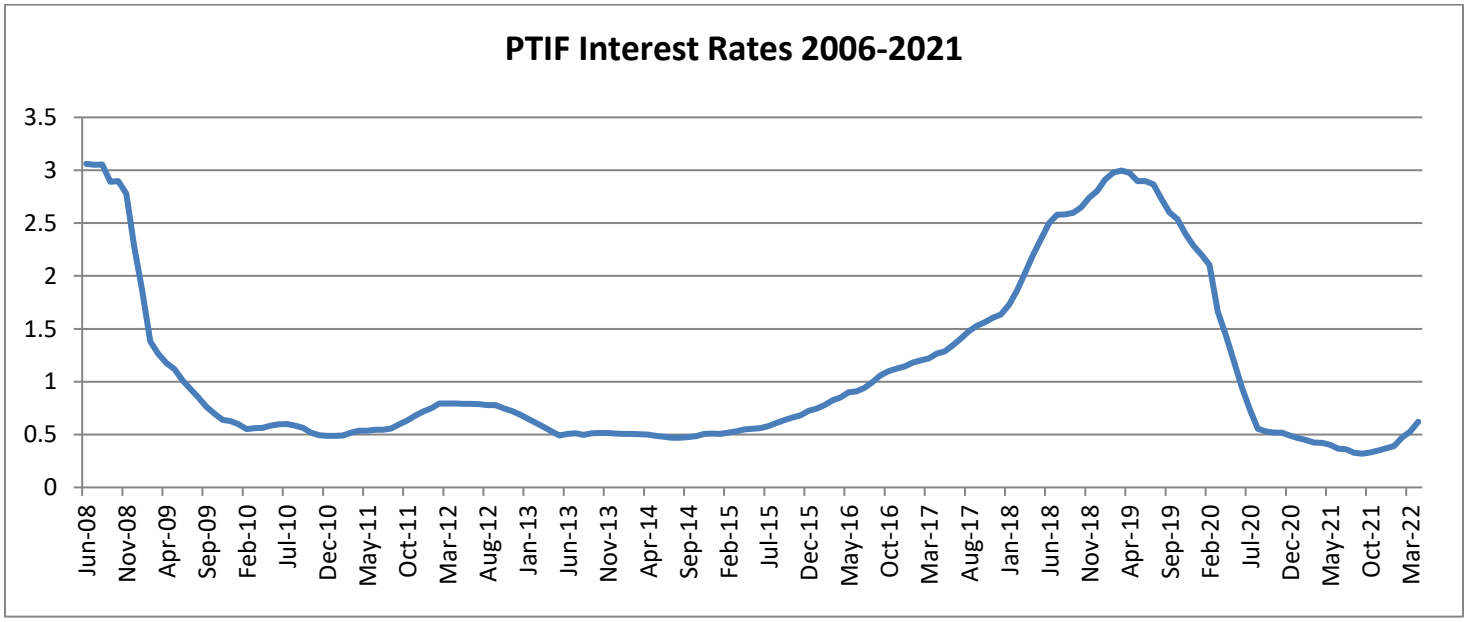
Auto Bill Pay automatically withdraws the exact amount of taxes owed from your bank or credit card account on a monthly or annual basis. A flyer advertising the Auto Bill Pay service was included with all of the 2021 tax bills. We saw a significant increase in the number of parcels signed up from 2020 (252) to 2021 (313). I anticipate that interest will continue to build as more people appreciate the convenience and the protection against accidental delinquency.

2021 Investments

Public Treasurer's Investment Fund

Summary: PTIF interest rates remained very low in 2021 but are increasing in 2022.

Interest rates remained low in the PTIF over the last year with the average rate in 2020 at 1.08% and 2021 at 0.38%. 2022 is already seeing a significant increase in interest rates as the Federal Reserve fights inflation.



Zions Capital Advisors

Summary: This investment has retained a higher interest rate than the PTIF because it generally has longer term holdings.

The investment earnings from ZCA dropped from $26,951 in 2020 to $9,437 in 2021. The ZCA investment is generally invested in longer term holdings than the PTIF. This allows us to get better interest rates but they are slower to respond to changes in the rates. At the end of January, the PTIF interest rate was 0.37% while ZCA was earning 0.57%. Since 2016 the ZCA investment has earned approximately $15,000 more than would have been earned in the PTIF.

Other Updates

Debbie Littlefield, the Chief Deputy Treasurer since 2003, retired in 2021 which was a loss to the office. However, MaryLou Lopez moved over from the Travel Council and is doing a fantastic job.

The Treasurer's Office has assisted the Assessor's Office in offering online payments for business personal property taxes. This will save staff time in both the Treasurer's and Assessor's Offices and offers new options and convenience to local businesses. Personal property tax payers now have the same payment options as real property owners.

In 2021 we consolidated our PTIF accounts from about 28 active accounts to 13. This is facilitating a better allocation of interest between funds/entities within the County. Previously, funds within the County would receive interest based on what was earned in the PTIF account assigned to that fund. However, funds were not regularly moved in and out of the PTIF accounts to reflect actual expenditures and revenues. With the PTIF accounts consolidated, interest can be more accurately allocated. At the end of the year, interest earned is prorated based on actual fund balances.



Grand County
Active Transportation & Trails

Review of Spring Field Season

Repairs to ramp in Klondike Non-Motorized Trail Network

GCATT Programs

Trail Infrastructure

Full-time Operations Coordinator

6 part-time spring/fall Trail Technicians

4 part-time summer Trail Technicians



GCATT Programs

Trail Infrastructure

Full-time Operations Coordinator
6 part-time spring/fall Trail Technicians
4 part-time summer Trail Technicians



Responsible Recreation

Full-time Responsible Recreation Program Coordinator
6 part-time seasonal Trail Technicians



Trail Infrastructure
Spring 2022 Field Projects



Maintenance Projects

Types of Maintenance

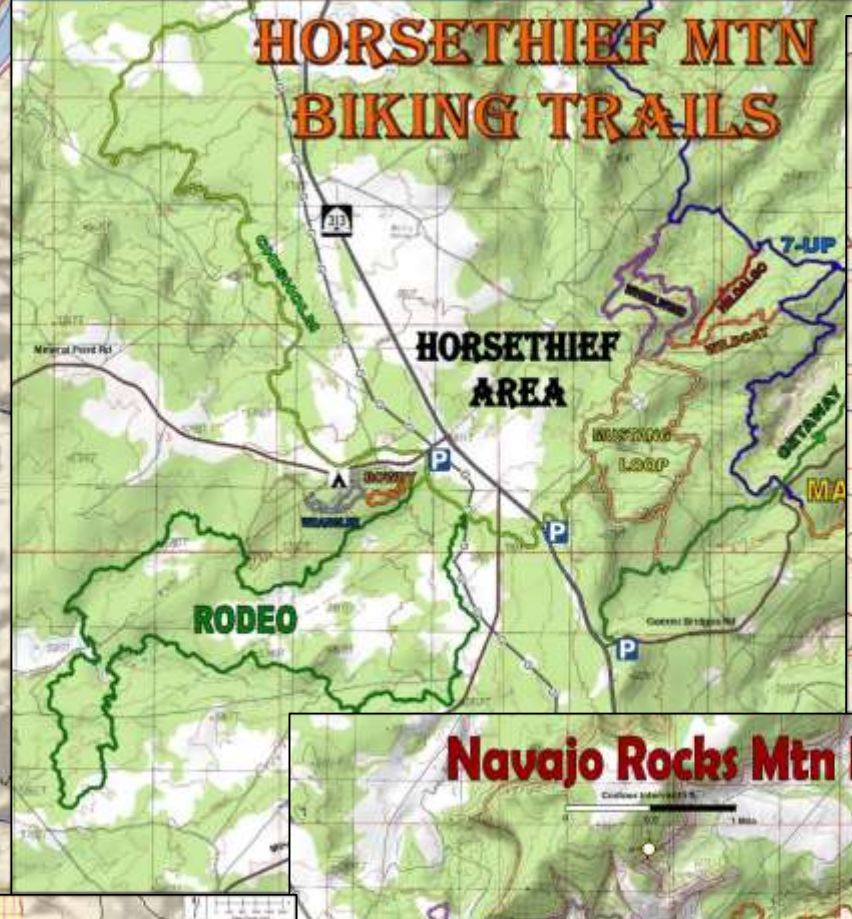
1. **Unscheduled/Urgent**
    1. **User-created impacts, such as social trails**
    2. **Weather events, such as flash floods**
    3. **Rock fall**
    4. **Reroutes due to new development**

2. **Routine Annual or Semi-Annual Maintenance**
    1. **Trail deliniation & raking out off-trail tracks**
    2. **Re-painting marker dots**
    3. **Widening benchcuts**
    4. **Repairing tread & drainage features**
    5. **Repairing rock armoring**

3. **Intensive Maintenance (5-7 year cycle)**
    1. **Repairing major trail features such as rock ramps, retaining walls, and switchbacks**

4. **Trailhead & On-Trail Signage**
    1. **Wayfinding**
    2. **Educational**


Amasa Back Area
Mountain Biking
and
Motorized Routes
EXPLANATION
Rockstacker
Amasa Back
Upper
Lower
Captain Ahab
HyMasa
0 .5 1.0 MILE

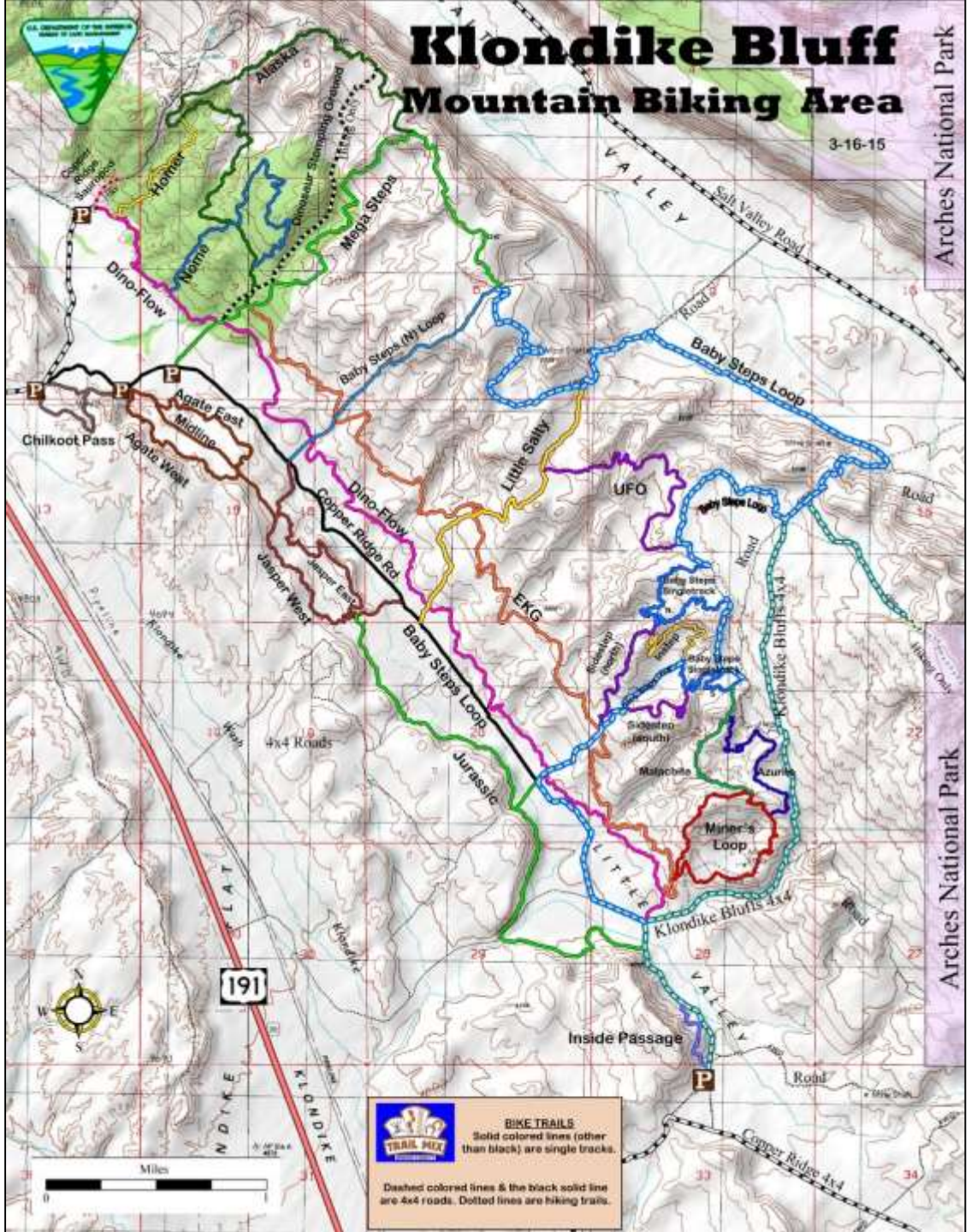

HORSETHIEF MTN
BIKING TRAILS
HORSETHIEF
AREA
RODEO
7-UP
GETAWAY

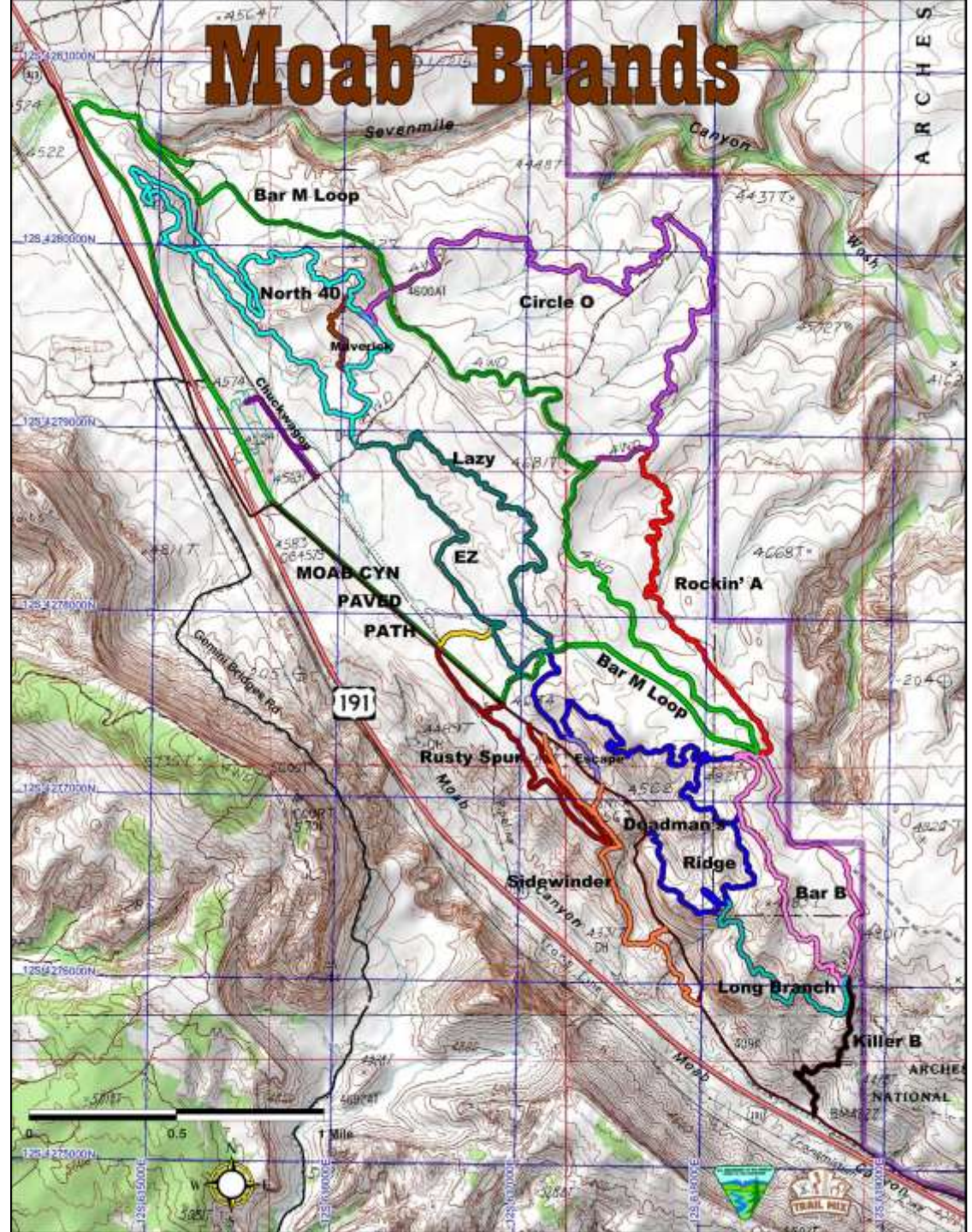

GEMINI BRIDGES AREA
MTN. BIKE TRAILS
Aug. 24, 2012
DISTANCE IN MILES SHOWN BETWEEN BLACK DOTS
RED LINES SHOW SECTIONS (1mi x 1mi)
7-Up
Getaway
BULL RUN
Magnificent 7
LITTLE CYN
Final Escape
191


MOAB
Pipe Dream
Hiking & Biking Trails


Navajo Rocks Mtn Biking
Big Mesa
3.3 mi
Ramblin'
3.2 mi
4.4 mi
Rocky Tops
Big
Lonely
3.1 mi
7-Up


KlonZo
Mtn Bike Trails
North
South
Arches
National
Park


Klondike Bluff
Mountain Biking Area
3-16-15
Arches National Park
Alaska
Homer
Dinosaur Stomping Ground
Mega Steps
Dino-Flow
Nome
Baby Steps (N) Loop
Baby Steps Loop
Salt Valley Road
Chilkoot Pass
Agate East
Midline
Agate West
Copper Ridge Rd.
Jasper West
Jasper East
Little Salty
UFO
EKG
Klondike Bluffs 4x4
Jurassic
Miner's Loop
Malachite
Azurite
Sidewinder (south)
Inside Passage
4x4 Roads
191
Klondike Bluffs 4x4
Copper Ridge 4x4
BIKE TRAILS
Solid colored lines (other than black) are single tracks.
Dashed colored lines & the black solid line are 4x4 roads. Dotted lines are hiking trails.
Miles


Moab Brands
Sevenmile Canyon
Bar M Loop
North 40
Circle O
Mayerick
Chuckwagon
Lazy
EZ
MOAB CYN
PAVED
PATH
Rockin' A
191
Bar M Loop
Rusty Spur
Escape
Deadman's
Ridge
Sidewinder
Bar B
Long Branch
Killer B
Moab
0.5
1 Mile

Maintenance Projects

Types of Maintenance

1. **Unscheduled/Urgent**
    1. User-created impacts, such as social trails
    2. Weather events, such as flash floods
    3. Rock fall
    4. Reroutes due to new development

2. **Routine Annual or Semi-Annual Maintenance**
    1. Trail deliniation & raking out off-trail tracks
    2. Re-painting marker dots
    3. Widening benchcuts
    4. Repairing tread & drainage features
    5. Repairing rock armoring

3. **Intensive Maintenance (5-7 year cycle)**
    1. Repairing major trail features such as rock ramps, retaining walls, and switchbacks

4. **Trailhead & On-Trail Signage**
    1. Wayfinding
    2. Educational





moabtrailmix
MOAB Brand Trails



View insights Boost Post

Liked by **porcupineshuttle** and **132 others**

moabtrailmix Calling all volunteers! The cows have been wandering around the Moab Brands trails and they have made some new cow paths that need... more

View all 15 comments

gofastglover @illbeatsradio ❤️🙌

moabtrailmix



Maintenance Projects

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    1. Wayfinding
    2. Educational



OK Corral redesign completed in spring 2021







Trail damage from flash flood in summer 2021

Maintenance Projects

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    1. Wayfinding
    2. Educational








PORTAL





Amasa Back Connector Trail



BEFORE





AFTER

Maintenance Projects

Types of Maintenance

1. **Unscheduled/Urgent**
    1. User-created impacts, such as social trails
    2. Weather events, such as flash floods
    3. Rock fall
    4. Reroutes due to new development

2. **Routine Annual or Semi-Annual Maintenance**
    1. Trail deliniation & raking out off-trail tracks
    2. Re-painting marker dots
    3. Widening benchcuts
    4. Repairing tread & drainage features
    5. Repairing rock armoring

3. **Intensive Maintenance (5-7 year cycle)**
    1. Repairing major trail features such as rock ramps,
    2. retaining walls, and switchbacks

4. **Trailhead & On-Trail Signage**
    1. Wayfinding
    2. Educational



Mega Steps Trail

BEFORE



AFTER



Alaska Trail



BEFORE



AFTER











Alaska Trail





Alaska Trail






BEFORE
Homer Trail


AFTER

Rusty Spur Trail







Rusty Spur Trail

BEFORE



AFTER

Cattleguard Project















Maintenance Projects

Types of Maintenance

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4. **Trailhead & On-Trail Signage**
    1. Wayfinding
    2. Educational









Trails maintained so far in 2022…



- Pipe Dream
- Navajo Rocks:
  - Coney Islands
  - Rocky Tops
  - Ramblin’
- Brands:
  - OK Corral
  - Rusty Spur
  - Lazy
  - EZ
  - Bar M
  - Sidewinder
- Klondike:
  - Homer
  - Alaska
  - Mega Steps
  - UFO
  - Jurassic
  - Jasper
- Horsethief:
  - Lasso
  - Rowdy
  - Wrangler
- Mag 7:
  - Bull Run
  - Goldbar Rim
  - Portal
- Raptor Route:
  - Eagle Eye
  - Falcon Flow
- Klonzo:
  - Dunestone
  - Trailheads
- Amasa Back:
  - Hymasa

Grants & Cost Share Agreements

Recreational Trails Program Grant 2020 - 2022

1. User-created impacts, such as social trails

Recreational Trails Program Grant 2021 - 2023

1. Trail deliniation & raking out off-trail tracks

BLM Moab Field Office Cost Share Agreement

1. Repairing major trail features such as rock ramps, retaining walls, and switchbacks

US Forest Service Moab/Monticello RD Cost Share Agreement

1. Wayfinding

Donations

1. Moab Trails Alliance map sales
2. Private donations (businesses, events, individuals)
3. Volunteers

Volunteers, Spring 2022

Groups

- Utah Conservation Corps
- Colorado Rocky Mountain School
- Local volunteers

Adopt-a-Trail Program launched

- Development included creating a volunteer maintenance manual, organizing trainings, creating work documentation system using common trail App
- 9 trails adopted so far, 3 more people awaiting training

GCATT receives an average ~1,700 volunteer hours annually

~400 hours donated to far, valued at over $10,000







- Further ways you can disguise the impacted area include adding rocks of all sizes, branches, or if the impacted area is near a Juniper tree, gather tree debris from under the tree and spread on the area.

Trail Lining

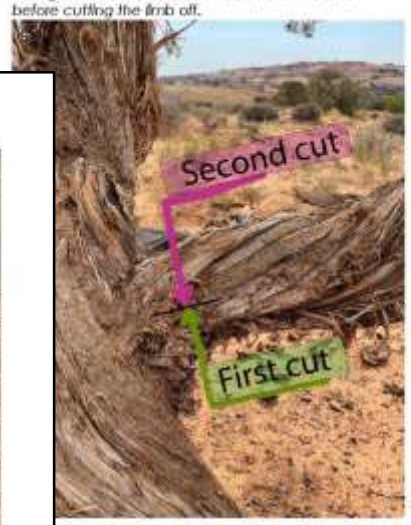
The rocks and limbs lining the trails are not there naturally. They are placed there to discourage riders from riding off trail. Lining is a great way to not only physically block riders, it is an easy way to break the line of sight and warn riders of a tight turn, or unexpected obstacle coming.



What to use: Try to collect lining by walking on hardened surfaces and in wash beds.

- **Rocks:** Rocks should be bowling bowl size or larger if available, ideally requiring two people to lift, and be buried into the ground if possible. Rocks smaller than bowling bowl size are easily dislodged and don't create a good visual boundary.

It is important when trimming a juniper limb to cut through all the bark on the underside of the limb before cutting the limb off.





This limb was not undercut, so the bark peeled off down the limb.



Limbs/branches: When available, limbs of dead trees are a great source of lining. DO NOT CUT LIMBS FROM LIVE TREES! Find trees that are already on the ground and completely dead. If cutting limbs off a standing dead tree, don't remove all the limbs from the tree, leaving an unattractive stump. Try to take limbs from the side of the tree facing away from the trail. Limb cuts on a tree can be unsightly and degrade user experience.





Warning Snakes, scorpions and spiders live in and amongst dead trees and under rocks. Inspect the area before approaching a dead limb or tree, and inspect both sides of the limb or rock before carrying it away.

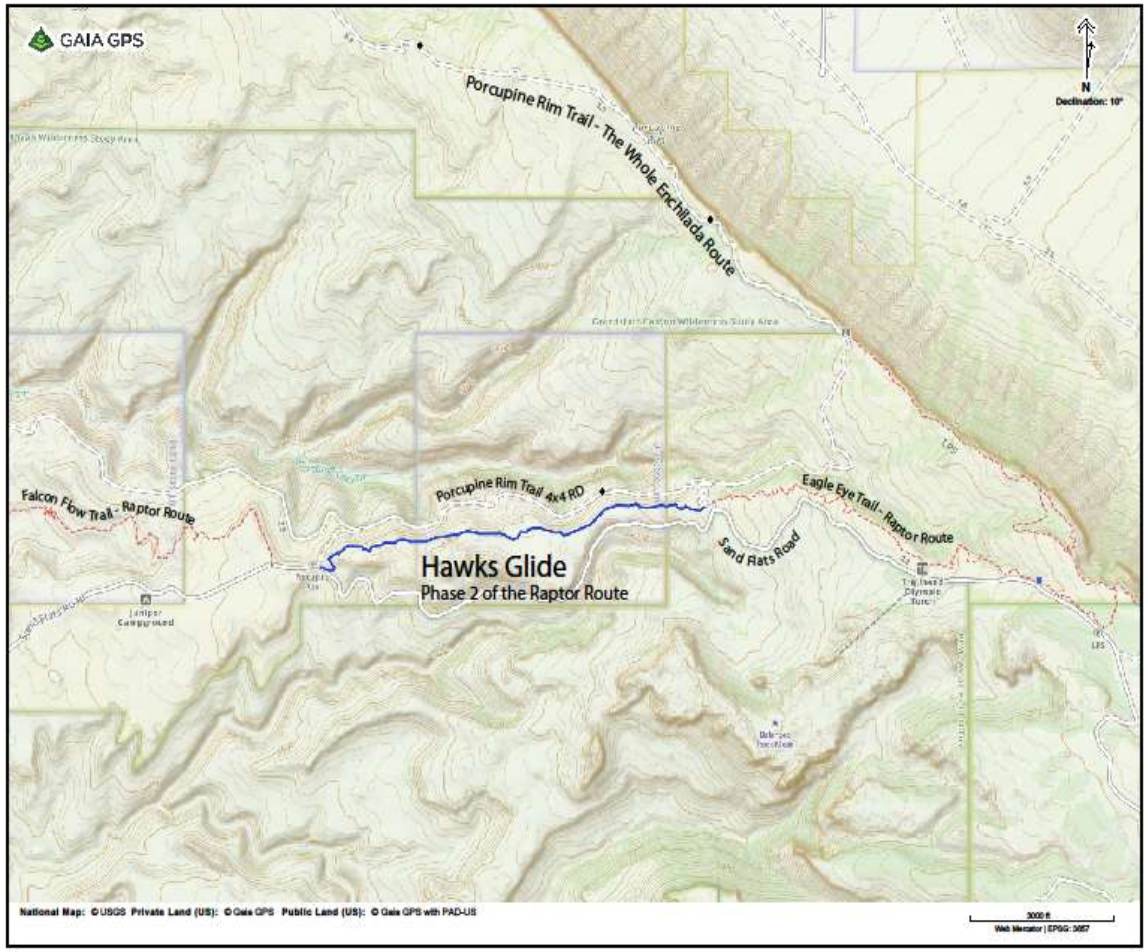
Place Lining

- Parallel the trail – Limbs paralleling the trail should be large, 3+ inches in diameter and 4+ feet long to make it more difficult for them to be moved or fall into the trail. Small limbs easily blow away, and quickly degrade once placed on the ground.
- Perpendicular to the trail – This technique is good for blocking riders who get off the trail past the parallel lining but keep going. A perpendicular log creates a visual block of the off-trail line, and physically can aid in stopping them.
- Place the majority of the lining materials 6-10" outside of the edge of the trail tread. If a section of trail is getting wider than it is supposed to be, lining can be used to narrow the tread back

Build Projects

- None this spring!
- Upcoming: Hawks Glide Trail construction in September





Responsible Recreation Spring 2022 Projects



Visitor Education

Categories

1. **Before visitors get to town (trip planning phase)**
    - **DiscoverMoab.com (in collaboration with Economic Development Department)**
        - **Streamlining planning resources**
        - **Integrating more responsible recreation info onto pages used for trip planning**
    - **Social Media**
        - **Trail condition "Mud Reports"**
        - **"Responsible Recreation" series**
    - **Popular Apps and websites (AllTrails, Trail Forks, the "Project" suite, etc)**
        - **Economic Development pursuing Moab-specific App which would give local control over content**

2. **In-town**
    - **Businesses partnership program**
    - **"Responsible Recreation" series in newspapers & publications**
    - **Print resources**
    - **Billboard update**

3. **At the trailhead**
    - **Trail Ambassadors**
    - **Kiosks**

4. **General**
    - **Developing content for motorized recreation groups**

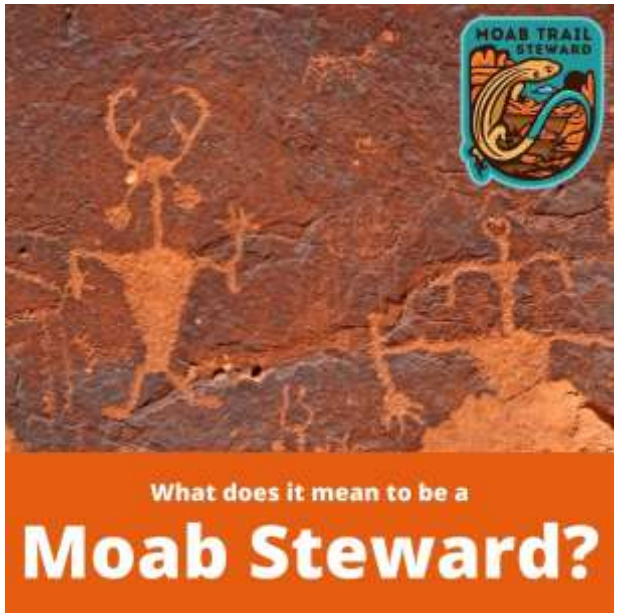
Before visitors get to town (trip planning phase)

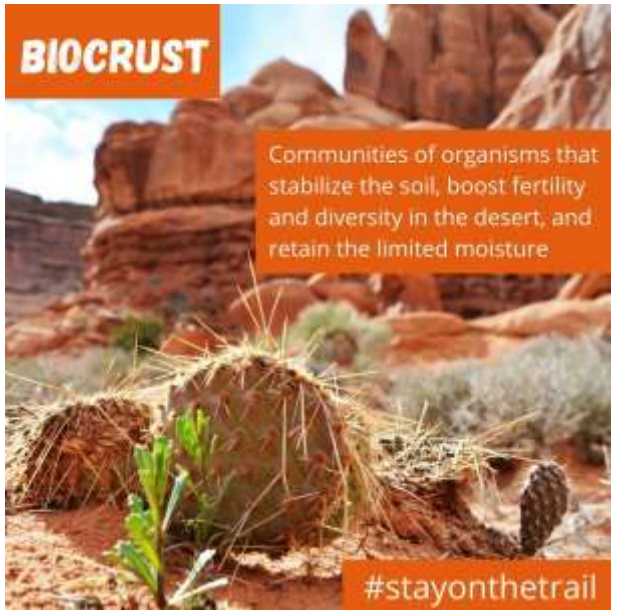
Education on Social Media

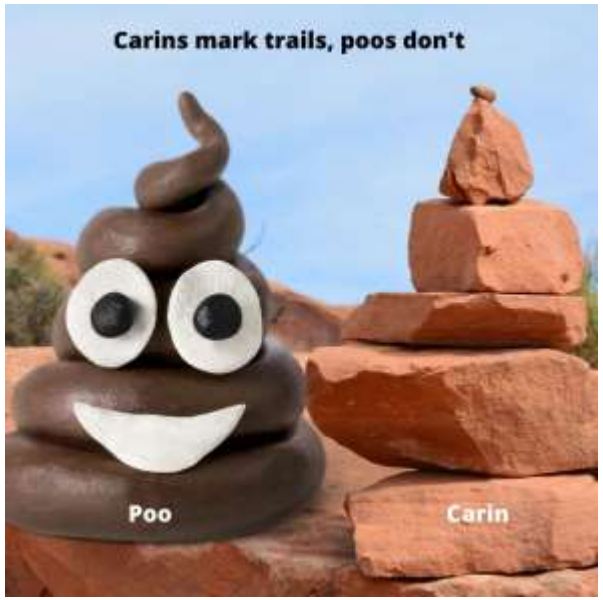












Before visitors get to town (trip planning phase)

Mud Reports









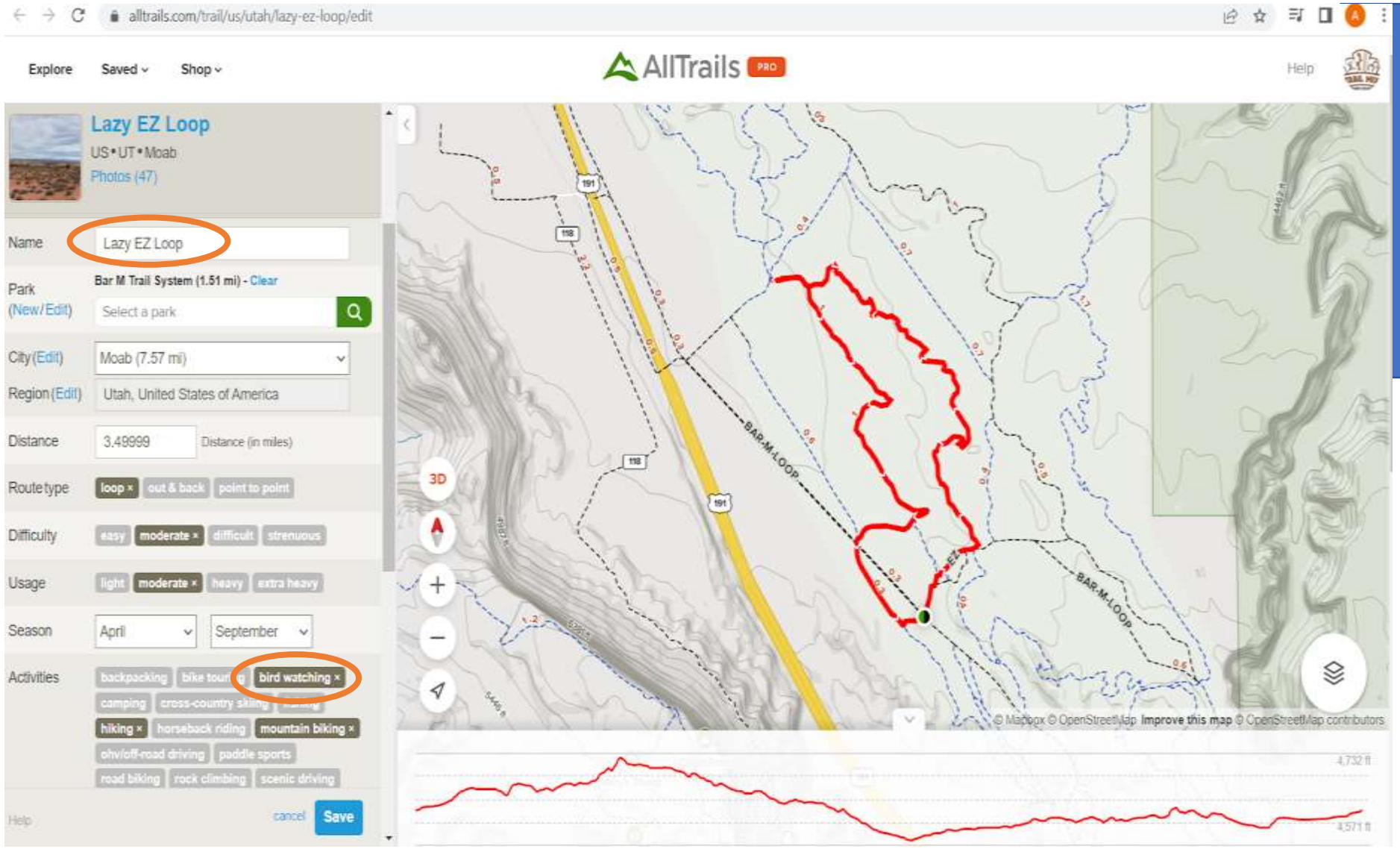






Before visitors get to town (trip planning phase) # Partnership with Popular Apps

AllTrails



Incorrect Information

Name
Usage
Start Point/Parking
Activities - Ie. Birdwatching
Route - Leaves EZ and goes to Rusty Spur

In-town

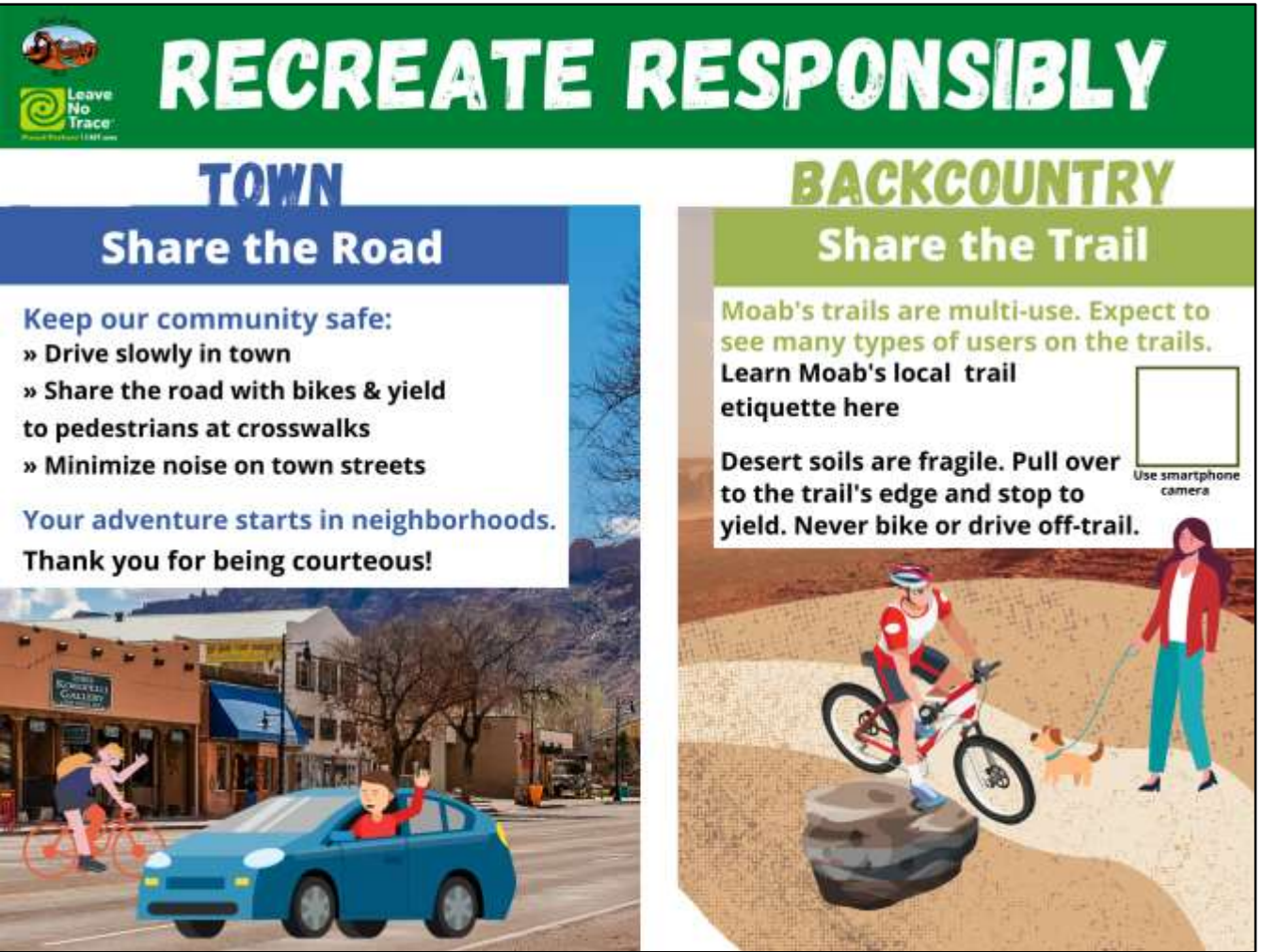
Responsible Recreation Business Program

- Currently under development in collaboration with Economic Development Department
- Will include all types of local businesses
- Main components include:
  - Education
  - Conservation
  - Resources
  - Community Presence

- Business can become certified as Platinum, Gold, or Silver, depending on how much of the criteria they fulfill
- Certified businesses will be recognized on DiscoverMoab website

In-town

“Responsible Recreation” Newspaper/Publication Series





In-town

“Responsible Recreation” Newspaper/Publication Series







In-town

Print Resources for Visitors & Businesses



OTHER TRAIL OPPORTUNITIES

These are just a few of the lesser-known routes that are great on an e-bike. Other more well-known areas include:

***Dead Horse Point State Park**
With iconic vistas overlooking canyon country, these trails are a must-do.
- Beginner – Intermediate singletrack.
- 16 miles of singletrack & many loop options.
- Entry fee is required. Map included upon entry of park. Visitor Center Phone: 435-259-2614

MAP LINK

***Mill Canyon Loop (on Seven Mile Rim map)**
A great introduction to Moab slickrock! Start and finish at the Mill Canyon Dinosaur Track Site: walk a short distance to learn about Moab's ancient past.
- Beginner – Intermediate singletrack.
- 5.5 miles

MAP LINK

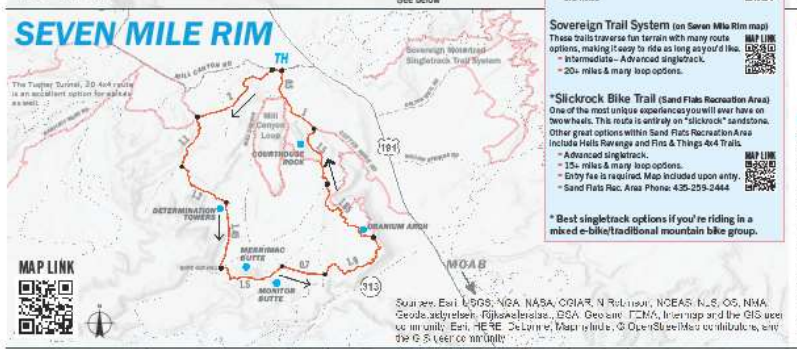
Sovereign Trail System (on Seven Mile Rim map)
These trails traverse fun terrain with many route options, making it easy to ride as long as you'd like.
- Intermediate – Advanced singletrack.
- 20+ miles & many loop options.

MAP LINK

***Slickrock Bike Trail (Sand Flats Recreation Area)**
One of the most unique experiences you will ever have on two wheels. This route is entirely on "slickrock" sandstone. Other great options within Sand Flats Recreation Area include Hells Revenge and Fins & Things 4x4 Trails.
- Advanced singletrack.
- 15+ miles & many loop options.
- Entry fee is required. Map included upon entry.
- Sand Flats Rec. Area Phone: 435-259-2444

MAP LINK

*** Best singletrack options if you're riding in a mixed e-bike/traditional mountain bike group.**





SIGNS TO LOOK FOR

NOTE: Not all trails and roads are signed. Check with local land managers if it's unclear if ebikes are allowed on a specific trail.

BACKGROUND - FLAT IRON MESA

- 15.2 miles. Lollipop loop
- 1,350' elevation gain
- Difficulty: Intermediate/Advanced, see "Beginner Option Route"
- Mix of loose and hard-packed doubletrack with advanced options.

DESCRIPTION

If an escape from the crowds and scenic landscapes are what you're looking for, this is the ride for you. Ride along the top of a canyon above steep sandstone cliffs. Many of Moab's most dramatic viewpoints are on this route.

From trailhead (TH), follow the 4X4 road north, parallel the highway, and into a wash. Once in the wash, the road turns left (west) and climbs out of the wash. Continue on this road west for 2.1 miles.

At the T-intersection, turn left and follow Flat Iron Mesa Road for 0.85 miles. Turn right onto the Flat Iron Mesa 4x4 route (signed with "FI" on signposts).

From here, follow the the Flat Iron 4x4 route, which hugs the rim above Hatch Wash.

After 6.2 miles on the Flat Iron 4x4 route, you'll arrive at a junction with Flat Iron Mesa Road. Turn left (northwest) for an additional viewpoint or turn right (southeast) to continue the loop.

Additonal Viewpoint: Ride 2.1 miles to a stunning viewpoint overlooking the confluence of Kane Creek Canyon and Hatch Wash Canyon. This is a dead-end: backtrack the way you came (4.2 miles roundtrip).

Continue 1.6 miles east to another junction. To take the "Advanced Option," turn left. To take the most direct route, turn right and continue another 0.2 miles to a junction with the first road that you pedaled in on. Turn left (east) and ride 0.8 miles back to the TH.

Advanced Option: Turn left after 1.6 miles for an added 2.25 miles on an advanced 4x4 road. After 2.25 miles, turn right (south) on the Gas Line Rd. and continue for 0.35 miles. Turn left (east) to return to the TH.

- **Beginner Option Route:** Start the route from the same TH, but once to Flat Iron Mesa Road, turn right (north) and continue for 4.3 miles to the "Additional Viewpoint" described above. Backtrack the same way (12.9 miles roundtrip).

ACCESS

From Center St. and Main St. in Moab, drive south on Hwy 191 for 18 miles. Just after crossing over Mule Shoe Canyon, turn right and park at the entrance of the 4x4 road.

Note: This trailhead is not signed along Hwy 191. If struggling to find TH, you can start the route on Flat Iron Mesa Rd at its intersection with Hwy 191.

BACKGROUND - SEVEN MILE RIM

- 15.2 miles. Loop
- 1,490' elevation gain
- Difficulty: Intermediate
- 4x4 doubletrack with mixed slickrock, packed, and sandy stretches.

DESCRIPTION

Ride through rolling slickrock canyons and open desert passed impressive sandstone towers and buttes before climbing to stunning overlooks of Arches National Park and the LaSal Mountains. Descend past Uranium Arch and Courthouse Rock. Use caution as this area has many alternative roads. Carry proper equipment for navigation.

From trailhead (TH), ride west for 0.1 mile. and turn left (follow signs labeled "7R" from here). Continue 2.0 miles to the intersection of Tusher Canyon Rd and turn left (south). Continue up the canyon for 1.1 miles. Turn left (east), following signs marked "7R" and "M&M."

After 1.2 miles you will leave Tusher Canyon and see Determination Towers to the south. Turn right (south) at this intersection, following the sign to "7R." Pass the Determination Towers and continue for 1.5 miles.

At the strange 4-way intersection near Wipeout Hill, just west of Merrimac Butte, take the second left that heads to the south side of Merrimac Butte. Continue east around the southern base of the Merrimac Butte for 1.0 mile. Continue northeast through the middle of the two buttes for 0.5 miles. Turn right (east), and continue straight for 0.7 miles (there will be a few roads intersecting your path - continue straight to the T-intersection).

At the T, turn left (north). In ~1,500 ft, stay right and continue east and northeast on this road for 1.9 miles. After 1.9 miles, turn left (west) and descend 0.3 mile to Uranium Arch.

Once past the arch, continue north on roads marked "M&M" or "Hwy 191" for 3.1 miles. Your final slickrock descent will take you past the east side of Courthouse Rock before intersecting the Cotter Mine Road. Turn left (northwest) on Cotter Mine Rd and continue for 1.5 miles to the TH. There are many alternative roads in this last 3 mile section. By continuing north, you will make your way to the Cotter Mine Road.

ACCESS

From Center St. and Main St. in Moab, drive north on Hwy 191 for 16 miles. Turn left onto Mill Canyon Rd and proceed for 0.6 miles to the Mill Canyon/ Tusher Canyon Trailhead.

NOTE

Tusher Canyon (west side of loop) can be difficult on an e-bike with narrower tires (<2.5") during dry periods of the year due to sand. With narrow tires, riding this route in the opposite direction is advised.

BACKGROUND - POISON SPIDER MESA

- 17.5 miles. Lollipop loop
- 1,980' elevation gain
- Difficulty: Advanced
- Challenging 4x4 doubletrack, some sand, and long stretches of sandstone riding.
- https://www.mtbproject.com/trail/7036620/poison-spider-loop-route

DESCRIPTION

Ride over slickrock domes past arches and beautiful views of the Colorado River corridor and Moab Valley. From trailhead (TH), ride up the Poison Spider Mesa 4x4 Rd for 5.3 miles (this first section of the route will be retraced upon your return). Turn right at the Golden Spike/Poison Spider Mesa intersection. Proceed on Poison Spider Mesa for 2.8 miles to the top of the Portal Viewpoint.

Note: Portal Singletrack and Goldbar Rim Singletrack are non-motorized routes not open to e-bikes.

Heading northwest, continue on the Portal Connector Road for 0.7 miles downhill to the intersection of Golden Spike and Where Eagles Dare (WED). Follow route for WED for 0.4 miles (west). At the first intersection, **Option:** At this point, turn right (west) for a viewpoint of Dragonfly Canyon and Corona Arch.

To continue the route, turn left (east) and continue on WED for 1.0 mile to the southern intersection of WED and Golden Spike. Turn right (south) on Golden Spike and continue for 1.6 miles back to the Poison Spider/Golden Spike intersection.

This is the section of road you came out on. Continue straight (south) for 5.3 miles back to the Poison Spider Trailhead.

ACCESS

From Center St. and Main St. in Moab, drive north on Highway 191 for 4.1 miles, turn left on Potash Rd. Highway 279. Proceed for 5.9 miles, turn right onto Poison Spider Mesa Road., proceed up the hill and park at the trailhead.

CAUTION!

Poison Spider Mesa has many alternative routes and dead-end roads. It is highly recommended that you carry a map and GPS unit while exploring this area. Poison Spider Mesa is cliffed-out on all sides: Poison Spider Mesa 4x4 Rd is the only way on and off the Mesa for e-bikes.

EQUIPMENT NOTE: The routes in this brochure have been tested on a Class 1 eMTB with 27.5" x 2.8" tires and a 504 WH battery.

E-BIKE OVERVIEW FOR THE MOAB AREA

"Electric assisted bicycle, means a bicycle with an electric motor that:
(1) has a power output of not more than 750 watts;
(2) is not capable of propelling the bicycle unless the rider is pedaling, except that the motor may propel the bicycle for a distance of not more than two miles without pedaling if the bicycle is not capable of assisting when pedaling at speeds of more than 20 miles per hour; and
(3) is manufactured to comply with safety standards adopted by the Consumer Product Safety Commission or a successor agency."

What Type of E-Bike Do You Have?

Class 1 – Pedal-assistance when pedaling up to 20 MPH
Class 2 – Pedal-assistance when pedaling up to 20 MPH
Class 3 – Pedal-assistance when pedaling up to 28 MPH

Class 1 and 2 e-bikes are allowed on the Mill Creek Parkway within the City of Moab and the Intermediate Grade trail system.

Class 1 e-bikes are allowed on the Mill Creek Parkway within the City of Moab and the Intermediate Grade trail system.

Class 1 and 2 e-bikes are allowed on all gravel roads and trails in the Sovereign Trail System.

Class 1 e-bikes are allowed on designated trails in the Sovereign Trail System.

E-bikes are allowed on roads and trails designated for motorized use.

E-bikes are allowed on any non-motorized trails, including Burro Pass, Hunter Canyon and Jackass Canyon.

E-bikes are allowed on roads and trails designated for motorized use.

E-bikes are allowed on roads and trails designated for motorized use.

**E-bikes are allowed on roads and trails designated for motorized use

Trail Ambassador Program

First full season





Trail Ambassador Program



Number of Informative Interactions: 17,062

Number of Preventative-SAR: 4,112

Total Number of Encounters: 27,117



Wag Bag Initiative

Partnering with Solid Waste Special Services District, Southeast Utah Health Department, and Economic Development Deptment to educate about wag bag use and disposal.





GCATT Training, Networking, & Development

- Professional Trail Builders Association's Sustainable Trails Conference in Bentonville, AR
- Science Certified
- Move Utah Conference presenter
- Wilderness First Aid Certification
- Work Week at the Creek
- Escalante Visitor Center visit
- American Trails Webinars: Trail Ambassador programs, trail user conflict solutions, accessible trail design



PTBA Stone Shaping Workshop





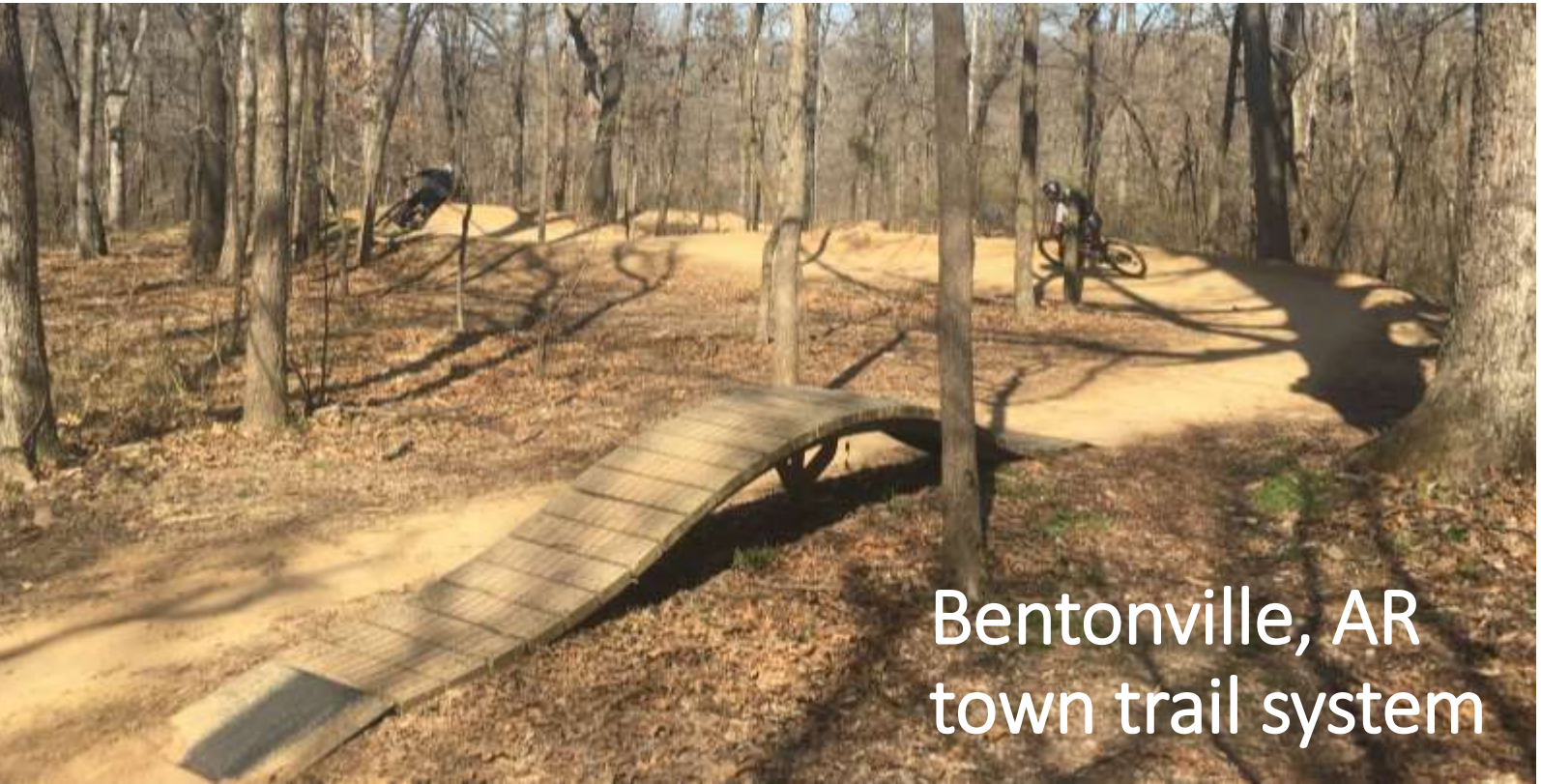





RAZORBACK GREENWAY






Bentonville, AR
town trail system



Education efforts in nearby areas









Upcoming

2022 Summer Field Season with Forest Service

Will are hiring Summer Trail Technicians!







AGENDA SUMMARY GRAND COUNTY COMMISSION MEETING MAY 24, 2022 Agenda Item:	
TITLE:	Unified Transportation Master Plan (UTMP)
FISCAL IMPACT:	Not applicable
PRESENTER(S):	John J.Guenther, Planning and Zoning Director; and Bill Jackson Roads and Bridges Supervisor

Prepared By:
JOHN J.GUENTHER
PLANNING AND ZONING DIRECTOR
BILL JACKSON
ROADS SUPERVISOR

FOR OFFICE USE ONLY:

Attorney Review:

INFORMATION REPORT:

For presentation and discussion.

BACKGROUND:

Staff presented the attached draft final Unified Transportation Master Plan report and schedule to the Planning Commission (PC) on May 23, 2022, for their comments and review. The attached schedule highlights the next steps and the PC will be added to the review process.

The UTMP has reached another milestone after vetting through the project manager's and clients. An updated engagement and adoption schedule is attached, along with the draft final report.

1. The Technical Advisory Committee latest meeting was on May 11, 2022 and their comments will be documented and responded to; and
2. The proposed adoption schedule is:

1	Public Comment Period	Mon 6/20/22	Fri 7/8/22
2	Community Meeting #3	Thu 6/23/22	Thu 6/23/22
3	Public Outreach Summary Report	Mon 7/11/22	Tue 7/19/22
4	**Task 9 - Final Transportation Master Plan**	**Mon 7/11/22**	**Tue 8/2/22**
5	Final Transportation Master Plan	Mon 7/11/22	Tue 7/19/22
6	City Council Presentation	Tue 7/26/22	Tue 7/26/22
7	Grand County Commission Adoption	Tue 8/2/22	Tue 8/2/22

3. The draft final report is attached and the following areas may be of particular interest:
    a. Roads, Parking and Active transportation list of projects – pgs. 85 – 94;
    b. Improvement Strategies – pgs. 75 – 83;
    c. Strategies and Plans – pg. 95; and
    d. Project prioritization – pgs. 97-99

ATTACHMENTS:

1. UTMP timetable;
2. Draft staff report.

Draft Final Report

April 2022

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Grand County Utah

CITY OF MOAB UTAH

Kimley»Horn
Expect More. Experience Better.

Draft Final Report

APRIL 2022

Prepared for:

Grand County
125 East Center Street
Moab, UT 84532

and

City of Moab
217 East Center Street
Moab, UT 84532

Prepared by:

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Salk Lake City, Utah 84111

In association with:
Alta Planning + Design, Inc.

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List of Acronyms

ACS	American Community Survey
AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ARPA	American Rescue Plan Act
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
HAWK	High-Intensity Activated Crosswalk
HCM	Highway Capacity Manual
HSIP	Highway Safety Improvement Program
ITS	Intelligent Transportation System
JHC	Joint Highway Committee
LOS	Level of Service
LPA	Local Public Agency
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
OHV	Off-Highway Vehicle
PHB	Pedestrian Hybrid Beacon
ROW	Right-of-Way
RRFB	Rectangular Rapid-Flashing Beacon
RUC	Road Usage Charge
SITLA	Utah School and Institutional Trust Lands Administration
SR	Utah State Route
SRTS	Safe Routes to School
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
UDOT	Utah Department of Transportation
US 191	United States Highway 191
USU	Utah State University
UTMP	Unified Transportation Master Plan
WFRC	Wasatch Front Regional Council

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1. Executive Summary

Introduction

Grand County and City of Moab collaboratively prepared this Unified Transportation Master Plan (UTMP). The UTMP identifies actionable steps, strategies, and specific projects to achieve the community's goals for a safe, reliable, connected, and efficient transportation system to improve mobility and connectivity for people, using all modes of transportation, as shown in **Figure ES-1**. The focus of the Grand County and City of Moab UTMP are roads, streets, trails, and connections that are under jurisdiction and responsibility of Grand County and City of Moab. References are made to projects and plans with mutual impact including other jurisdictional interests (e.g. Utah Department of Transportation [UDOT], federal lands, etc.).

The UTMP recommends projects to be considered for implementation in Grand County and Moab over near-, mid-, and long-term planning horizons. Prioritized projects include street connections, roadway improvements, and new pathways.

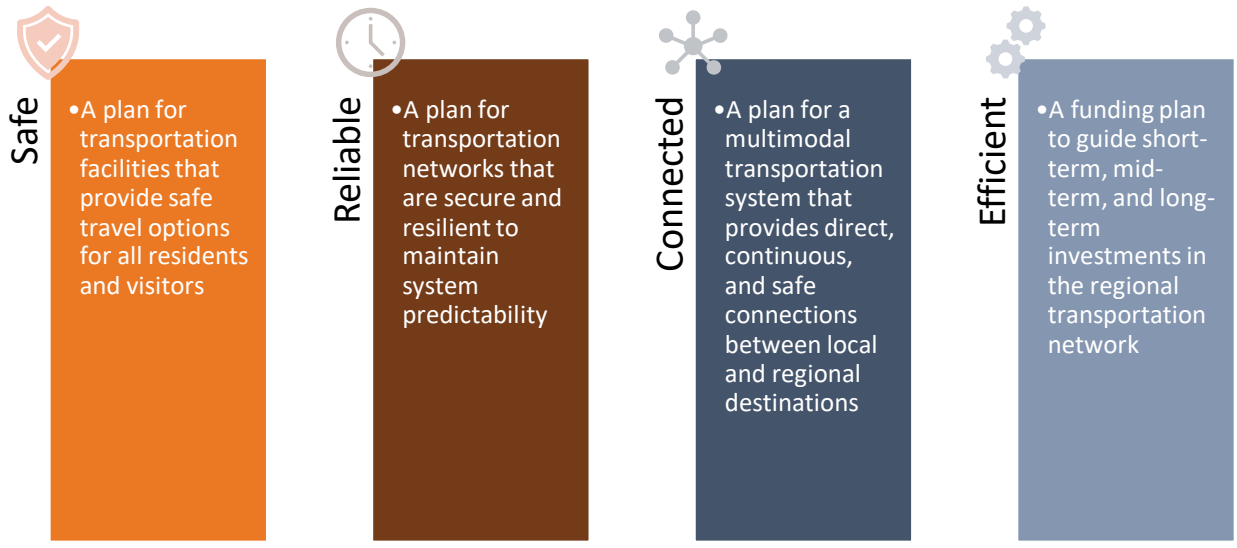


Figure ES-1. UTMP Outcome Goals

Previous Plans and Studies

Previously completed transportation plans provide a base set of recommended improvements to the regional transportation system. These transportation plans vary in focus and scale, and the UTMP does not replace or supersede these plans and studies.

The Technical Advisory Committee (TAC) assisted the study team to identify previously-recommended projects, for which Grand County or City of Moab are responsible to implement, that were carried forward into the UTMP process.

Current Conditions

The study area roadway network is heavily reliant on United States Highway 191 (US 191). Incidents and closures on US 191 have a significant impact on regional mobility, reducing the reliability and resiliency of the transportation network.

While the pedestrian network is well-connected in central Moab, much of the study area consists of isolated and disconnected sidewalks. An extensive network of bike lanes and trails provide connectivity for bicyclists; however, there are key gaps in the system.

The number of crashes that occurred on study area roadways increased by 14 crashes in 2021 compared to the previous year. There were 824 crashes within the study area between 2017-2021, with 154 occurring in 2021. From the 824 crashes, there were 31 bicycle and pedestrian crashes between 2017-2021. Crashes involving pedestrians and bicycles are more likely to result in severe injuries or fatalities.

Roadways within the study area generally operate at acceptable levels of service (LOS) for typical daily traffic conditions. However, visitors to Moab during peak weekends and during the tourism season stretch the limits of the transportation system, including US 191 and corridors that access recreation areas such as Millcreek Drive.

Future Conditions

Population, employment, and tourism are anticipated to continue to increase in the region. Central Moab is anticipated to increase in both population and employment in the coming decades. By 2040, congestion is anticipated to continue to increase on US 191. US 191 averages nearly 20,000 vehicles per day in sections of Moab. Some portions of US 191 are expected to increase daily traffic by approximately 9,000 vehicles. Several intersections along Millcreek Drive and 400 East will require improvements. By 2050, congestion is anticipated to be at an unacceptable level for most of US 191 in the area.

Needs and Deficiencies

The previous plans and studies reviewed for development of the UTMP identified safety, capacity, and active transportation needs. In addition, needs were identified from the existing and future conditions analysis. Stakeholder discussions helped to confirm needs, and to identify potential solutions. Stakeholders also expressed their vision of the transportation system.

Safety needs were identified at multiple locations with a high concentration of crashes, and at locations of crossings on US 191 in and around downtown Moab.

Roadway needs include segments and intersections with high recreation/tourism/visitor traffic, off-highway vehicles, and truck traffic.

Active transportation needs include improving the ability for bicyclists and pedestrians to cross US 191. In addition, there are multiple gaps in the shared use path and sidewalk network. Completing projects in these gaps will improve multimodal connectivity.

Stakeholder and Community Outreach

The UTMP study team engaged the community early in the process to provide input on transportation needs, deficiencies, and potential solutions. Stakeholders represented City and County staff, elected officials, local businesses, contractors, transportation advocates, partner agencies, surrounding governments, and Utah State University (USU).

Community meetings provided opportunity for public comment. An online stakeholder survey was conducted in Fall 2021 to obtain input on transportation needs in the community.

Recommendations

Policies, strategies, and improvement projects were identified to address the transportation needs.

Recommended Policies

Recommended policies to be considered by Grand County and the City of Moab are listed in **Table ES-1.**

Table ES-1. Recommended Transportation Policies

Policy Name	Description
Complete Streets Policy	Develop a Complete Streets Policy to guide future design of multimodal streets. The policy will emphasize County and City goals to accommodate all users and modes of the transportation system, particularly downtown (e.g., trucks, vehicles, pedestrians, bicycles).
Downtown Bicycle Parking Facilities	Develop a policy to require bicycle parking facilities with new or re-development throughout the downtown area.
Future Trail Acquisition	Formalize policy and code to require a review of potential trail easements in conjunction with new development or redevelopment reviews.
UDOT Frontage Road Study	Support implementation of UDOT Frontage Study in future development plans and consider streetscape improvements that enhance a multimodal environment and safety.

Recommended Strategies

Network-wide strategies to be considered by the Grand County and the City of Moab are listed in **Table ES-2**.

Table ES-2. Recommended General Strategies

Strategy Name	Project Description
Bicycle and Pedestrian Safety Awareness Campaign	Prepare education materials relating to safe practices by motorists, pedestrians, and bicyclists when using County or City streets. The materials can be distributed at hotels and visitor centers.
Downtown Wayfinding Signage Plan	Prepare a downtown signage wayfinding plan. The plan would identify the destinations, and locations for wayfinding signage. Destinations could include trails, trailheads, and on-street cycling route alternatives to US 191 in downtown Moab.
Wayfinding Signage (Parking) Plan	Prepare a wayfinding plan to City-owned parking lots and available spaces.
Transportation Technology Plan	Identify opportunities to implement technology-based infrastructure to improve traffic operations and safety. These could include vehicle detection, communication, and travel information signs.
Multimodal Nodes	Consider future opportunities for multimodal interaction at key public/private spaces and include shuttles, bicycles, pedestrians, and links to trail heads. Also consider a conflict management strategy that recognizes different users (vehicles, pedestrians, bicyclists, OHVs, etc.), common corridors, traffic patterns, loading/transfer areas, trailheads, and potential mode conflicts
Rail Service Feasibility Study	Conduct a feasibility study to evaluate short rail kickouts/spurs connecting the future parking at Moab Uranium Mill Tailings Remedial Action (UMTRA) project site to the airport that may include passenger rail service.

Table ES-2. Recommended General Strategies (continued)

Strategy Name	Project Description
East-West Spanish Valley Connectivity	Conduct a study to identify needed future east-west connections in Spanish Valley, particularly to/from US 191.
Freight Transfer Plan	Conduct a feasibility study to evaluate need for and location, outside of downtown Moab, for a freight, goods, and cargo transfer station. The facility would facilitate transfer of freight, goods, and cargo from large trucks to local delivery vehicles, easing congestion on US 191.
Pavement Maintenance and Preservation Program (Grand County)	Establish a comprehensive pavement maintenance program.
Intelligent Transportation System (ITS)	Consider ITS in all project development. ITS components include technologies that improve safety, efficiency, or sustainability of the transportation network (e.g., cameras, communication, fiber, message signs, etc.).
Shared Use Path Design Standards	Evaluate and update standards, guidelines, and criteria for shared use path construction to reflect best practices. The standards will reflect a range of users including bicycles, pedestrians, scooters, e-bikes and road separation.

Recommended Improvements

Strategies are categorized as:

- Active transportation strategies refer to those that improve conditions for walking and bicycling.
- Roadway improvements focus on strategies that improve connectivity and safety for those driving in and around the Moab area.
- Parking and transit strategies further each of those aspects of the transportation network.

The UTMP recommends 38 transportation improvement projects and assessments including 19 active transportation, 14 roadway, 3 parking, and 2 transit. Planning-level cost estimates were prepared for each of the recommended projects.

The UTMP recommends 16 active transportation-related projects and 3 planning assessments. Recommended projects include pedestrian and bicycle facilities, shared-use paths, and planning assessments in the transportation network that help improve connectivity, safety, and mobility for all users in the area.

The UTMP recommends 10 roadway-related projects and 4 roadway planning assessments. Projects include roadway connections, intersection control, roadway improvements, and planning assessments in the transportation network that help improve connectivity, safety, and mobility for all users in the area.

The UTMP recommends 3 parking and 2 transit-related projects. Projects include improvements to parking and transit facilities in the transportation network that help improve wayfinding, access management, multimodal options, and mobility in the study area.

Prioritization and Implementation

A project prioritization methodology was developed for the UTMP to quantitatively score recommended active transportation and roadway projects. A summary of the prioritization structure for roadway and active transportation projects is provided in **Figure ES-2**.



Figure ES-2. Roadway and Active Transportation Prioritization Elements

Active transportation projects are shown in **Table ES-3** in prioritized order.

Table ES-3. Prioritized Active Transportation Projects

Project Number	Project Name	Project Category	Project Description	Prioritized Ranking
AT10	Shared Use Path Construction and Connections; Pack Creek and Mill Creek	Shared-Use Paths	Construct a shared use path that connects the pedestrian hybrid beacon on US 191 at City Market crossing Pack Creek to Kane Creek Boulevard and north to 300 South, and to 100 West	1
AT2	Dogwood Avenue and US 191 Area Crossing	Pedestrian Facilities	Construct enhanced pedestrian crossing on US 191 near Dogwood Avenue (Pedestrian Hybrid Beacon [PHB]/High Intensity Activated Crosswalk [HAWK] crossing)	2
AT5	US 191 at Millcreek Drive/Aggie Boulevard Bicycle and Pedestrian Crossing	Pedestrian Facilities	Construct tunnel at US 191 and Millcreek Drive/Aggie Boulevard intersection to cross US 191	3
AT1	US 191 Sidewalk Improvements: Fourth East to Bittle Lane	Pedestrian Facilities	Construct sidewalk to connect existing gap along US 191 from Fourth East to Bittle Lane	4
AT12	Spanish Valley Drive Shared-Use Path	Shared-Use Paths	Construct a shared use path on Spanish Valley Drive from Millcreek Drive to South County line	5
AT4	Holyoak Sidewalk Connection	Pedestrian Facilities	Construct sidewalk along Holyoak Lane from Mill Creek Drive to Wagner Avenue	6
AT8	Kane Creek Boulevard Bicycle Lanes Improvements	Bicycle Facilities	Stripe bicycle lanes and construct paved shoulders (if needed) on Kane Creek Boulevard from US 191 to 500 West	7
AT14	Sand Flats Recreation Area Bicycle and Pedestrian Access	Shared-Use Paths	Construct pedestrian and bicycle facilities to connect Sand Flats Recreation to downtown.	8
AT3	Millcreek Drive Sidewalk Improvements	Pedestrian Facilities	Construct sidewalk where missing on Millcreek Drive, Spanish Valley Drive to bridge north of Lasal Road	9
AT6	100 East Bicycle Lanes	Bicycle Facilities	Install bicycle lane pavement markings on 100 East from 200 North to Millcreek Trail and on to City Market	10
AT11	Colorado River Shared-Use Path Gap	Shared-Use Paths	Construct shared use path along Colorado River between Grandstaff Canyon and Goose Island (existing gap)	11
AT16	San Miguel Connection	Shared-Use Paths	Construct a connection between San Miguel north to path over Pack Creek, eventually connecting to Millcreek Drive	12
AT9	Murphy Lane Paved Shoulders (Bicycle) Improvements	Bicycle Facilities	Construct paved shoulders (for use by bicyclists) on Murphy Lane from Millcreek Drive to Spanish Trail Road	13
AT7	Kane Creek Boulevard Paved Shoulders (Bicycle) Improvements	Bicycle Facilities	Construct paved shoulders (for use by bicyclists) on Kane Creek Boulevard from 500 West to Kane Creek Recreation Parking (end of pavement)	14
AT13	Mill Creek Canyon Trailhead Connections	Shared-Use Paths	Construct trail connections to Mill Creek Canyon Trailhead (Powerhouse Lane) to Pack Creek and/or Millcreek pathways	15
AT15	Sand Flats Road Shared-Use Path	Shared-Use Paths	Construct shared-use path from Sand Flats Road Access to Porcupine Rim Trailhead	16

Roadway projects are shown in **Table ES-4** in prioritized order.

Table ES-4. Prioritized Roadway Projects

Project Number	Project Name	Project Category	Project Description	Prioritized Ranking
R6	200 North and US 191 Traffic Signal	Intersection Control	Construct traffic signal at US 191 at 200 North intersection	1
R10	Kane Creek Boulevard	Roadway Improvement	Reconstruct and widen Kane Creek Boulevard from US 191 to Kane Creek Recreation Parking; include intersection improvements to Kane Creek Boulevard and 500 West	2
R7	West Moab Boat Dock Road and US 191 Improvements	Roadway Improvement	Identify and construct safety improvements to Moab Boat Dock Road intersection at US 191	3
R4	Millcreek Drive/Aggie Boulevard and US 191 Traffic Signal	Intersection Control	Construct traffic signal at Millcreek Drive and US 191 intersection	4
R8	US 191 Gemini Bridges and Bar M Access Improvements	Roadway Improvement	Realignment of access roads on US 191 at Gemini Bridges and Bar M (AKA, Old Highway, Moab Canyon)	5
R2	Walnut Lane Street Connection	Roadway Connection	Construct street connection and sidewalk of Walnut Lane to Orchard Park Lane (Hospital Road)	6
R5	Meador Drive and US 191 Traffic Signal	Intersection Control	Construct traffic signal at US 191/Meador Drive	7
R3	US 191 to Spanish Valley Drive Connection near Beeman Road	Roadway Connection	Construct new east-west street connection between Spanish Valley Drive and US 191 near Beeman Road	8
R1	Park Drive Connection	Roadway Connection	Construct street connection and sidewalk of Park Drive, Opal Avenue to Park Road	9
R9	Sand Flats Road Improvement	Roadway Improvement	Roadway improvement (paving) on Sand Flats Road from Sand Flats Road Access to Porcupine Rim Trailhead	10

Parking and transit improvement projects are shown in **Table ES-5** and were prioritized by the project team and TAC.

Table ES-5. Prioritized Parking and Transit Projects

Project Number	Project Name	Project Category	Project Description	Prioritized Ranking
P1	Oversized Lot Parking Improvements	Parking	Construct oversized parking lots north and south of downtown Moab	1
P3	US 191 Parking	Parking	Evaluate no parking zones on US 191 to limit parking inhibiting sight distances; include freight parking	2
T1	Multimodal Transfer Center	Transit	Construct a multimodal transfer center near Canyonlands Regional Airport, connecting Moab Canyon Pathway, SR 128 Trail, SR 313, and shuttle services	3
P2	Arches National Park Overflow Parking Area	Parking	Construct parking at UMTRA site for Arches National Park/City Shuttles/etc.	4
T2	Grand County Shuttle System	Transit	Implement shuttles (transit, medical, retail, etc.) to serve key destinations including Arches, Airport, Hospital, USU, Spanish Valley/Spanish Trail Road, Rocky Mountaineer Hub, etc.	5

The roadway and active transportation planning assessments were not prioritized using the same methodology as the active transportation and roadway projects. The recommended planning assessments should be completed when funds are available. The County and City can coordinate efforts to complete planning assessments that traverse multiple jurisdictions.

The planning assessments were prioritized based on input from the project team and TAC. Active transportation planning assessments are prioritized in **Table ES-6** and roadway planning assessments are prioritized in **Table ES-7**.

Table ES-6. Prioritized Active Transportation Planning Assessments

Project Number	Project Name	Project Category	Project Description	Prioritized Ranking
AT Plan 3	Pack Creek Drainage Assessment	Active Transportation Planning Assessment	Complete an assessment/feasibility study for improvements to the Pack Creek drainage including a bike trail, fire break, access, and floodway considerations	1
AT Plan 1	500 West Safe Routes to School Improvements	Active Transportation Planning Assessment	Evaluate bike lane and parking needs on 500 West from 400 North to US 191 to provide a "Safe Route to School"	2
AT Plan 2	100 West Corridor Assessment	Active Transportation Planning Assessment	Complete a corridor assessment for 100 West from Swanny City Park to 100 South including pedestrian and bicycle crossings, sidewalks, capacity improvements, and bike lane needs	3

Table ES-7. Prioritized Roadway Planning Assessments

Project Number	Project Name	Project Category	Project Description	Prioritized Ranking
Roadway Plan 1	Millcreek Drive Corridor Assessment and Preliminary Plan	Roadway Assessment	Prepare preliminary plans for the Millcreek Drive from Spanish Valley Drive to Fourth East, including the Fourth East/300 South intersection. Plans may identify improvements to the following: • Millcreek Drive / Spanish Valley Drive • Millcreek Drive / Murphy Lane • Millcreek Drive / Sand Flats Road • Millcreek Drive / Fourth East • Fourth East / 300 South	1
Roadway Plan 3	Spanish Valley Drive	Roadway Assessment	Conduct an assessment of capacity and multimodal improvements to Spanish Valley Drive from Millcreek Drive to County Line; Spanish Valley Drive to be an alternative route to US 191 during incidents	2
Roadway Plan 4	Spanish Trail Road	Roadway Assessment	Conduct an assessment of capacity and multimodal improvements to Spanish Trail Road from US 191 to Murphy Lane	3
Roadway Plan 2	Fourth East Improvements	Roadway Assessment	Conduct an assessment of capacity and multimodal improvements (intersection and segment) to Fourth E. Street between 100 North and US 191	4

Funding for transportation needs can come from a variety of federal, state, and local sources. Leveraging funds from a variety of available sources is an important component of a transportation master plan and various available sources of funding are explored in the UTMP.

Next Steps

Similar to any plan, this UTMP provides perspective from a specific point in time. The UTMP should be regularly updated to reflect work accomplished, identify new needs that arise, and update funding resources and cost estimates. Ultimately, implementation of UTMP recommendations requires identification of funding for the proposed prioritized projects.

2. Introduction

Grand County and City of Moab collaboratively prepared this Unified Transportation Master Plan (UTMP). The UTMP identifies actionable steps, strategies, and specific projects to achieve the community's goals for a safe, reliable, connected, and efficient transportation system to improve mobility and connectivity for people, using all modes of transportation.

The UTMP recommends projects to be considered for implementation in Grand County and Moab over the next 5, 10, and 20 years. Prioritized projects include street connections, roadway improvements, and new pathways.

Upon implementation, projects will improve mobility for residents and visitors in Grand County and the City of Moab. Planning-level cost estimates are provided. Recommendations are prioritized considering community, stakeholder, and technical advisory committee (TAC) input.

2.1 Project Background

Several regional transportation planning studies have been completed since 2008. These studies vary in their focus and scope, goals, and recommendations. Studies have focused on United States Highway 191 (US 191) under the jurisdiction of the Utah Department of Transportation (UDOT). Others have focused on downtown Moab. This updated unified transportation plan does not replace the studies that have been previously completed.

The focus of the Grand County and City of Moab UTMP is the roads, streets, trails, transportation infrastructure, and connections that are under the jurisdiction and responsibility of Grand County and the City of Moab. While the UTMP makes recommendations for intersections of County or City streets with US 191, the study does not analyze or make recommendations for corridor improvements to US 191 or to the adjacent public lands. Adjacent public lands include Bureau of Land Management, Utah School and Institutional Trust Lands Administration (SITLA), National Parks, United States Forest Service, State Parks, or the adjacent San Juan County. In addition, the study does not provide any additional analysis or recommendation of potential bypass routes around Moab – as those have been previously analyzed – or any evaluation or recommendation regarding the proposed Book Cliffs Highway.

2.2 Goals and Objectives

The UTMP identifies actionable steps and projects to achieve the community's goals for a safe, reliable, connected, and efficient multimodal transportation system, as shown in **Figure 1**. Plan objectives to achieve this goal include:

- Identify current and future transportation needs for Grand County and City of Moab study area.
- Identify multimodal improvements and strategies to meet the needs.
- Prioritize improvements considering community and stakeholder input.
- Prepare preliminary cost estimates and identify applicable funding strategies.
- Develop an implementation plan for near-, mid-, and long-term planning horizons.

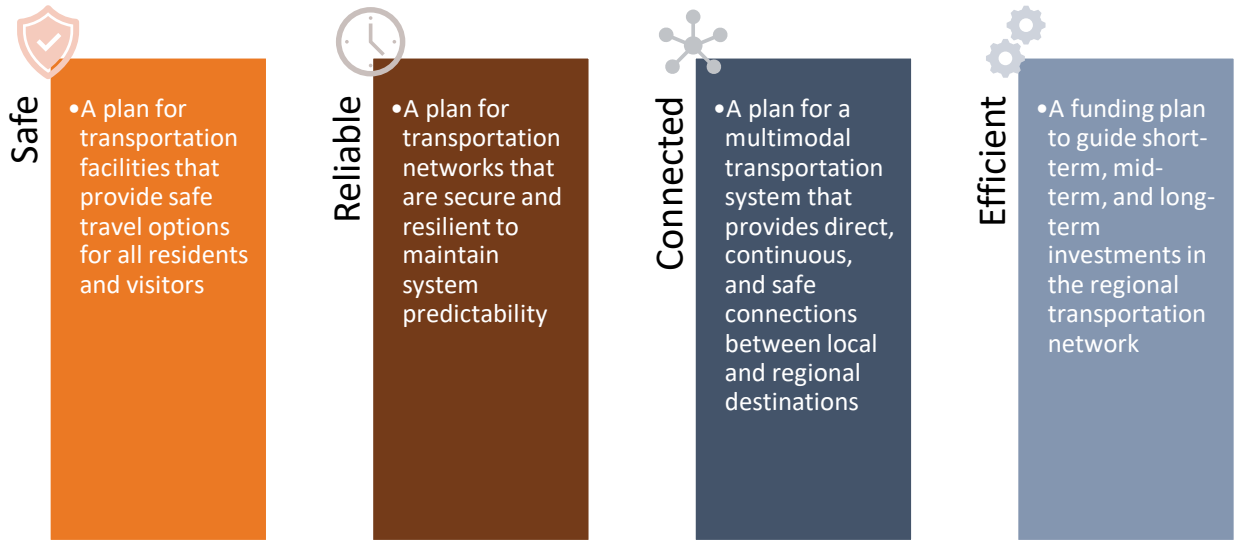


Figure 1. UTMP Outcome Goals

2.3 Study Area

The UTMP study area includes streets and roads under the jurisdiction of Grand County and the City of Moab. **Figure 3** shows the location of the study area within the State of Utah.

The study area encompasses 38.5 square miles and includes the entirety of the City of Moab and a portion of south-central Grand County, including the area known as Spanish Valley.

Figure 4 shows a detailed view of the study area, which generally follows the US 191 corridor in a northwest-southeast direction with extensions along Kane Creek Boulevard to the west and Sand Flats Road to the east. The study area also includes two locations that are discontinuous with the rest of the study area:

- Canyonlands Field Airport near the intersection of US 191 and Blue Hills Road.
- The area around the intersection of US 191 and Utah State Route (SR) 313.

2.4 Planning Process

The UTMP development followed a collaborative effort to establish a vision for the region's transportation system, based on direction from the TAC and considering input from the community and stakeholders.

The UTMP answers four key questions, as illustrated in **Figure 2**:

1. **Where are we now?**
    - The UTMP summarizes existing transportation system conditions and needs.
2. **Where do we want to go?**
    - The UTMP establishes transportation system goals and objectives.
3. **What will it take to get us there?**
    - The UTMP provides recommendations for various modes of transportation.

4. **How do we allocate our resources?**
    - The UTMP guides how resources will be expended for transportation improvements.

The next step following this UTMP is for Grand County and the City of Moab to program the projects within their respective Capital Improvement Programs (CIPs), identify funding sources, and establish timetables for delivery.

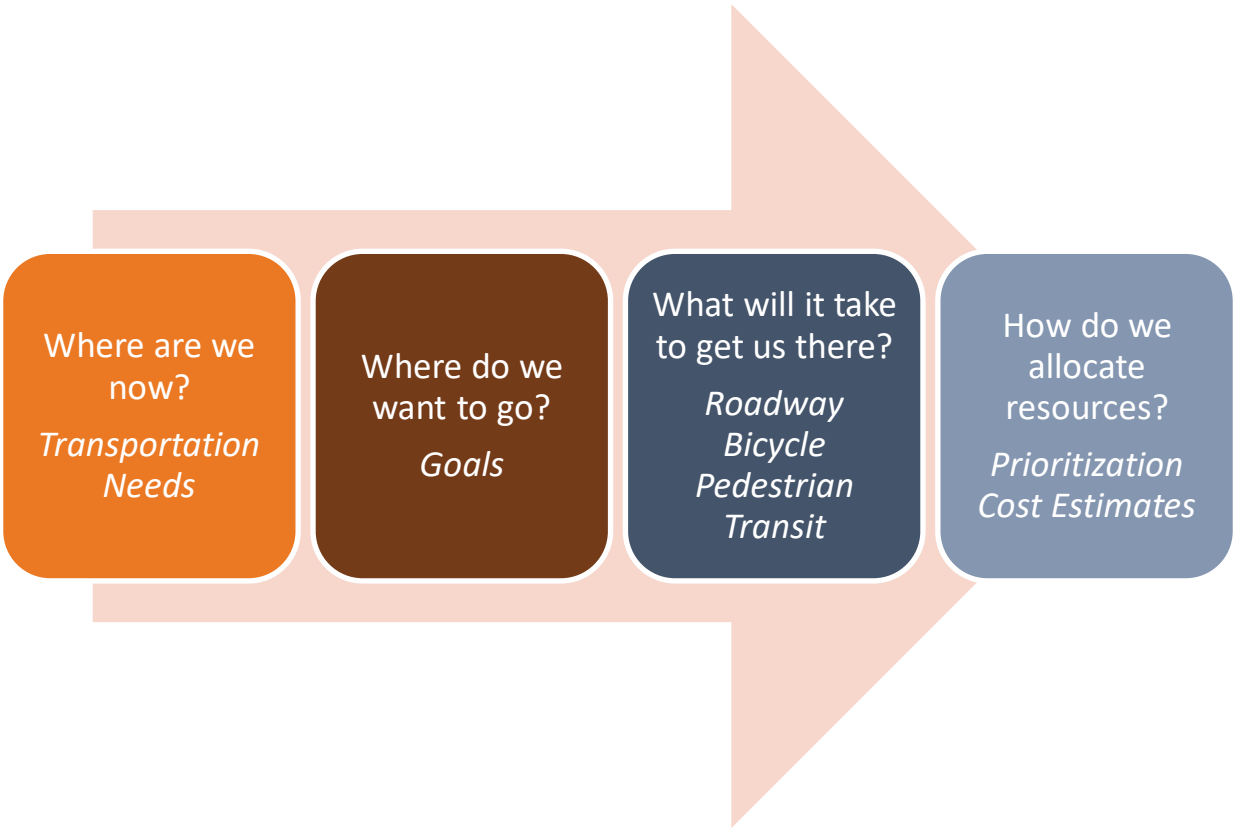


Figure 2. UTMP Planning Process

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Legend

- County
- Water
- Study Area

BOX ELDER
CACHE
RICH
WEBER
MORGAN
DAVIS
SALT LAKE
SUMMIT
DAGGETT
TOOELE
WASATCH
DUCHESNE
UINTAH
UTAH
JUAB
CARBON
MILLARD
EMERY
GRAND
SEVIER
BEAVER
PIUTE
WAYNE
IRON
GARFIELD
SAN JUAN
KANE

84 15 80 40 191 6 89 50 70

0 15 30 Miles

CITY OF MOAB UTAH

Figure 3. Study Area Location

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

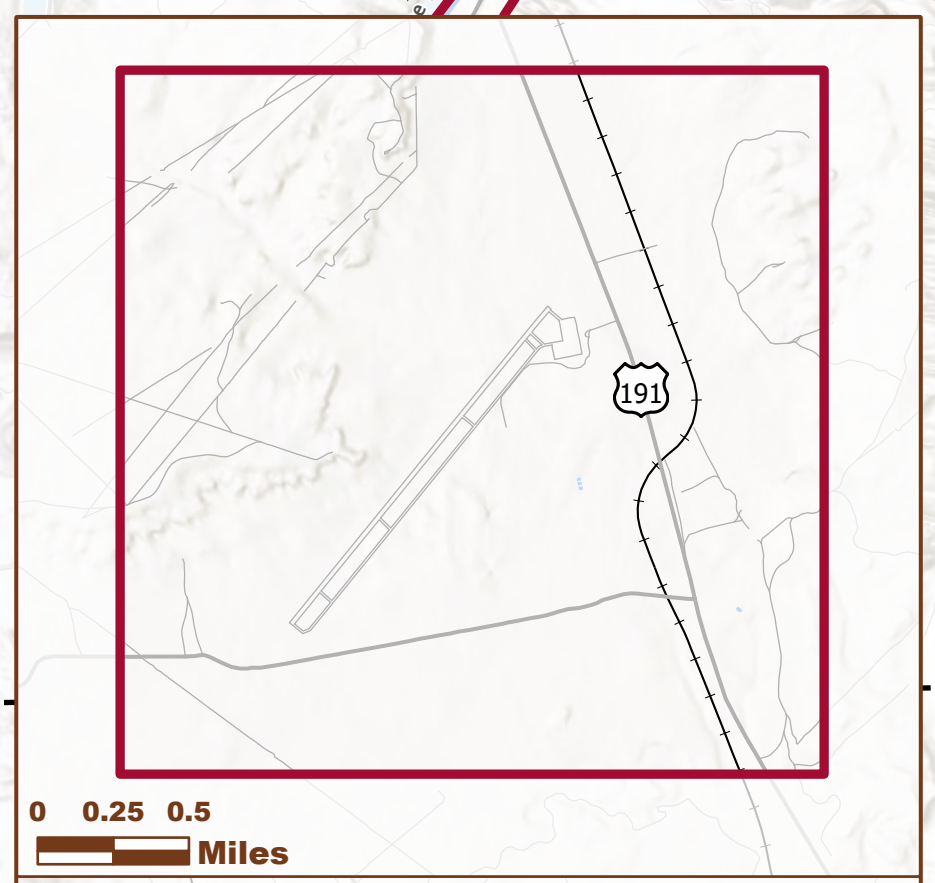
Arches National Park

Utah Hwy. 128 - River Rd.

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

191
279
Kane Springs Rd
Utah Hwy. 279 - Potash Rd.
500 West St
400 East St
Sand Flats Rd
Mill Creek Dr
Murphy Ln
Spanish Trail Rd
Spanish Valley Dr





Legend

- Major Road
- Other Road
- Railroads
- City of Moab
- Park
- Water
- Study Area

0 0.5 1
Miles

CITY OF MOAB UTAH

Figure 4. Study Area Detail

3. Previous Plans and Studies

Transportation-related plans and studies previously completed by agencies and jurisdictions within the study area were reviewed for relevant recommendations. The type of improvement recommended and implementation status, if known, were identified. The recommendations were reviewed with the UTMP project team and TAC to determine if a previous improvement recommendation should be further considered within the UTMP. **Table 1** lists the improvements summary by previous plan and study. Italicized projects are not advanced in the UTMP.

The following transportation-related plans, studies, and reports were reviewed. Included are the agencies involved and the year the study was completed.

- Moab and Spanish Valley 2050 Regional Transportation Plan (2021) – UDOT, Grand County, San Juan County, City of Moab, SITLA
- City of Moab 2021-2025 Capital Improvement Project List (2021) – City of Moab
- Moab City Roadway Evaluation and Facilities Plan (2020) – City of Moab
- Moab Downtown Plan (2019) – City of Moab
- Moab Parking Management Study (2019) – City of Moab
- US 191 Truck Parking Study (2019) – UDOT
- San Juan County Spanish Valley Area Plan (2018) – San Juan County
- Spanish Valley Plan – US Highway 191 Access Management Plan (2018)
- Main Street (US-191) Moab Bypass Planning Study (2018) – UDOT
- Grand County Spanish Valley Shared Use Path (2018) – Grand County
- US 191 Corridor Preservation Study, MP 112.0-123.4 (2015) – UDOT
- Book Cliffs Transportation Corridor Study (2015) – Grand County, Uintah County, Duchesne County, SITLA
- Grand County to Uintah County Connection Final Feasibility Study (2014) – UDOT
- Grand County Utah General Plan (2012) – Grand County
- Grand County Non-Motorized Trails Master Plan (2011) – Grand County
- Grand County Scenic Byways Corridor Management Plan (2008) – Grand County
- Spanish Valley Transportation Plan (2008) – Grand County
- Moab Transportation Plan (2004) – UDOT

Table 1. Previous Plans and Studies Recommended Improvements Summary

Previous Plan, Study, or Report	Recommendation	Improvement Category	Status	Feedback Received
Moab and Spanish Valley 2050 Regional Transportation Plan (2021)	US 191 SB passing lane, MP 143.9 to 145.4	Roadway Capacity	Incomplete	
	US 191 west multimodal path connection, 100 W to Kane Creek Boulevard	Active Transportation	Incomplete	
	Separated trail system along Spanish Valley Drive, from Millcreek Drive to Coronado Street	Active Transportation	Incomplete	This project has been funded and will be managed by Grand County
	Widen and update Kane Creek Road, including bike lanes, from US 191 to Campgrounds near Moab Rim Trailhead	Roadway Capacity	Incomplete	
	US 191 Frontage Road system from Millcreek to south Spanish Valley (Phases 1 and 2), intersection projects and frontage roads	Roadway Capacity	Incomplete	UDOT has a current study underway for this project
	Intersection improvement, 200 North and Main	Intersection Improvements	Incomplete	
	Electronic message board system for congestion, parking, and special notices	Parking	Incomplete	
	Transit/shuttle study including intercity bus service to Wasatch Front and Grand Junction	Transit	Ongoing	Awarded to Moab by UDOT for a five-year pilot to begin service spring of 2022
	Pilot shuttle project	Transit	Ongoing	
	Plan for Millcreek Parkway continuation	Active Transportation	Ongoing	
	Multimodal transfer center near Canyonlands Field Airport airport, connecting Moab Canyon Pathway, SR 128 Trail, and any shuttle service	Transit	Incomplete	
City of Moab 2021-2025 Capital Improvement Project List (2021)	400 East construction	Roadway Capacity	Incomplete (3-5 years)	This project is not currently funded
	400 East bridge widening (over Pack Creek)	Roadway Capacity	Incomplete (1-2 years)	This is a current programmed project
	Median parking	Parking	Incomplete (1-2 years)	This is a current programmed project
	100 West construction	Roadway Capacity	Incomplete (3-5 years)	This project is not currently funded
	Minnie Lee paving improvements	Maintenance/Preservation	Incomplete (1-2 years)	This is a current programmed project
	Emma Boulevard dispersed parking	Parking	Incomplete (1-2 years)	This is a current programmed project
	Shuttle/transit project	Transit	Incomplete (3-5 years)	Awarded to Moab by UDOT for a five-year pilot to begin service spring of 2022
Moab City Roadway Evaluation and Facilities Plan (2020)	Establish a comprehensive pavement maintenance program	Maintenance/Preservation	Incomplete	
	Budget funds for pavement preservation treatments	Maintenance/Preservation	Ongoing	

Previous Plan, Study, or Report	Recommendation	Improvement Category	Status	Feedback Received
Moab Downtown Plan (2019)	*Raised median, Main Street from 100 North to 100 South*	*Roadway Capacity*	*Incomplete*	*Recommend that project not advance*
	Support bypass (US-191)	*Roadway Capacity*	*Incomplete*	*Recommend that project not advance; UDOT does not have plans to further consider a US 191 bypass*
	Widen sidewalk on west side by two feet, Main Street from 400 North to 200 South	Active Transportation	Incomplete	
	Add curb bulb-outs, Main Street from 200 North to 100 South	*Intersection Improvements*	*Incomplete*	*Recommend that project not advance*
	Cycle track, 100 West from 400 North to 100 South	*Active Transportation*	*Incomplete*	*Recommend that project not advance*
	Bike Lanes, 100 South from 100 West to 100 East	*Active Transportation*	*Incomplete*	*Recommend that project not advance*
	Bike Lanes, 100 North from 100 West to 100 East	*Active Transportation*	*Incomplete*	*Recommend that project not advance*
	Bike Lanes, 100 East from 200 North to Millcreek Trail	Active Transportation	Incomplete	
	Downtown parking garage	*Parking*	*Incomplete*	*Recommend that project not advance; this project has been rescoped into dispersed parking*
	Back-in parking, 100 South from 100 West to 100 East	*Parking*	*Incomplete*	*Recommend that project not advance*
	Back-in parking, 100 North from 100 West to 100 East	Parking	Incomplete	Back-in parking was installed, and after numerous complaints, was reverted back to front-in parking
	Back-in parking, 100 East from 100 North to 100 South	Parking	Incomplete	
	Downtown Core: sidewalk, curb/gutter, vegetation, site amenities, lighting retrofits replacements	*Maintenance/Preservation*	*Incomplete*	*Many of the Main Street Improvements recommended would require UDOT approval*
Moab Parking Management Study (2019)	Continue with FREE parking	Parking	Ongoing	
	Public parking sign with a two-hour time limit	*Parking*	*Ongoing*	*City of Moab planning to implement*
	Add parking signs to encourage parking in the City-owned lots and available spaces	Parking	Incomplete	
	Add red curb paint to restrict parking within 30 feet of an intersection	Parking	Ongoing	
	Back-in angle parking on roads with planned bike lanes	*Parking*	*Incomplete*	*Recommend that project not advance*
	Delineate specific parking stalls for the parallel parking downtown, especially on Main Street	*Parking*	*Incomplete*	*Recommend that project not advance*
	Continue forward with the plan to add a parking garage on the current city lot	*Parking*	*Incomplete*	*Recommend that project not advance*
	Continue forward with the plan to add oversized parking lots north and south of Moab	Parking	Incomplete	
	Add wayfinding signs to encourage walking to destinations one to two blocks away	Active Transportation	Incomplete	

Previous Plan, Study, or Report	Recommendation	Improvement Category	Status	Feedback Received
US 191 Truck Parking Study (2019)	*No applicable projects recommended in study*			
San Juan County Spanish Valley Area Plan (2018)	Develop a well-connected transportation system with safe access from US 191 that incorporates multiple modes of transit (shuttle/bus, bicycle, walking, etc.)	Active Transportation	Ongoing	
Spanish Valley Plan - US Highway 191 Access Management Plan (2018)	Establish US 191 as a Limited Access Highway with three to five interchanges	Roadway Capacity	Incomplete	
	Establish frontage roads alignments along US 191	Roadway Capacity	Incomplete	Current UDOT Study
	Establish six east-west connector roads, one every mile	Roadway Capacity	Incomplete	
	Establish neighborhood centers along Spanish Valley Drive	Roadway Capacity	Incomplete	
Main Street (US-191) Moab Bypass Planning Study (2018)	*Add the bypass as a project to state and local transportation plans*	*Roadway Capacity*	*Ongoing*	*Recommend that project not advance; UDOT does not have plans to further consider a US 191 bypass. Moab City Council and Grand County Commission both passed resolutions against the bypass in 2020.*
	Advance the two alternatives studied by completing National Environmental Policy Act (NEPA) requirements, public outreach, and identifying funding	*Roadway Capacity*	*Incomplete*	
Grand County Spanish Valley Shared Use Path (2018)	Shared use path parallel to Spanish Valley Drive	Active Transportation	Ongoing	
US 191 Corridor Preservation Study, MP 112.0-123.4 (2015)	Traffic signal at Old Spanish Trail Arena (MP 120.6)	Intersection Improvements	Incomplete	
	Traffic signal at Spanish Trail Road (MP 121.5)	Intersection Improvements	Incomplete	Intersection improvements (signal) are in design
	Traffic signal at Millcreek Drive (MP 123.2)	Intersection Improvements	Incomplete	Should be evaluated
Books Cliffs Transportation Corridor Study (2015)	*No applicable projects recommended in study*			
Grand County to Uintah County Connection Final Feasibility Study (2014)	*No previous recommendations within the study area*			
Grand County Utah General Plan (2012)	Facilitate planning and coordination of regional multimodal transportation	Active Transportation	Ongoing	
	Work with UDOT and City of Moab to improve US 191 and its intersections south of Moab	Intersection Improvements	Ongoing	
Grand County Non-Motorized Trails Master Plan (2011)	Address overcrowding, create more single-track trails	Active Transportation	Ongoing	
Grand County Scenic Byways Corridor Management Plan (2008)	*No previous recommendations within the study area*			

Previous Plan, Study, or Report	Recommendation	Improvement Category	Status	Feedback Received
Spanish Valley Transportation Plan (2008)	Improve Millcreek Drive to a three- to four-lane cross section	Roadway Capacity	Incomplete	
	Improve Spanish Valley Drive to a three- to four-lane cross section from Millcreek Drive to the County Line	Roadway Capacity	Incomplete	
	Extend five-lane section of US 191 from Sage Avenue to Spanish Trail Road and eventually to County Line	Roadway Capacity	Incomplete	
	Construct new east-west connectors between Murphy Lane and Spanish Valley Drive at Marshall Lane; and between Spanish Valley Drive and US 191 near Beeman Road	Roadway Capacity	Incomplete	
	Geometric improvements and/or signalization at the following intersections: • US 191 / Spanish Valley Drive • Holyoak Lane / Millcreek Drive • Spanish Valley Drive / Millcreek Drive • Murphy Lane / Millcreek Drive • Sand Flats Road / Millcreek Drive • US 191 / Sage Avenue • US 191 / Spanish Trail Road • Spanish Trail Road / Spanish Valley Drive	Intersection Improvements	Incomplete	
Moab Transportation Plan (2004)	New signs and enforcement to reduce speeds on Main Street (US 191)	Enforcement	Ongoing	
	Add pedestrian crossing and bicycle lanes (downtown area)	Active Transportation	Ongoing	
	School crossings at US 191 at 400 North and Uranium	Active Transportation	Ongoing	
	Emergency vehicle preemption on Moab's traffic signals	Intersection Improvements		
	Traffic calming medians (general area)	Roadway Capacity	Ongoing	
	By-pass feasibility study	*Roadway Capacity*	*Complete*	*Moab City Council and Grand County Commission both passed resolutions against the bypass in 2020*
	Moab shuttle service	Transit	Ongoing	Programmed project; awarded to Moab by UDOT for a five-year pilot to begin service spring of 2022
	Enhancements to the North Corridor including adequate turning lanes and highway width and bicycle/pedestrian trails	Roadway Capacity	Ongoing	

4. Current Conditions

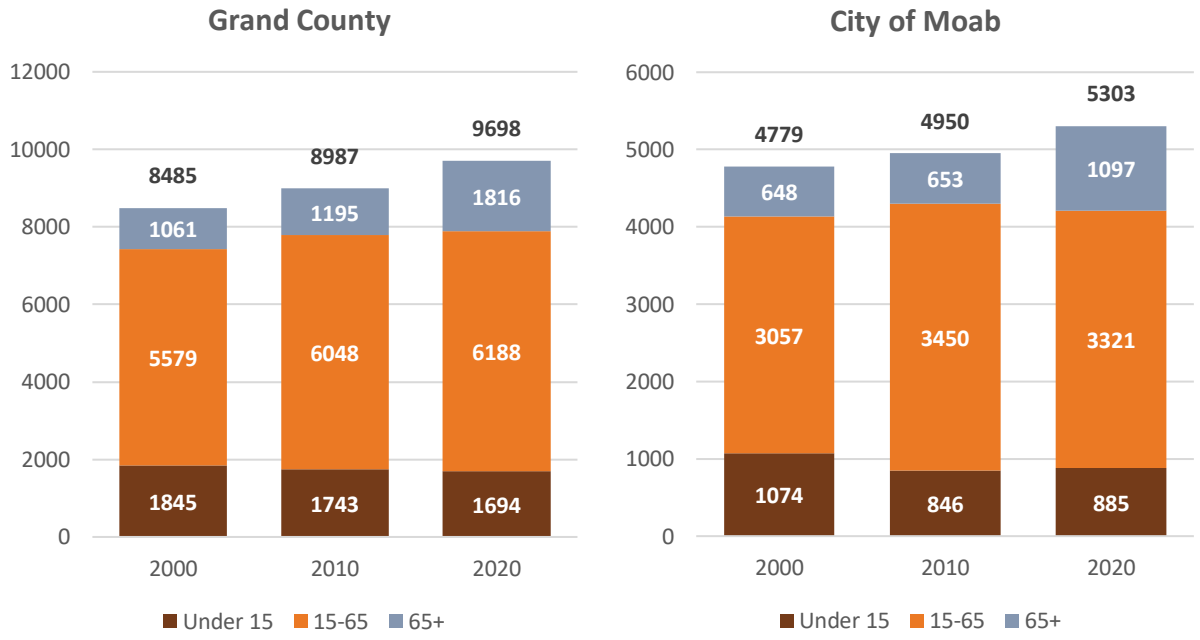
An understanding of the current state and potential deficiencies of the transportation system informs identification and prioritization of potential projects.

Current conditions also serve as the baseline for identification of future transportation deficiencies that will be addressed by UTMP recommendations.

4.1 Population, Employment, and Development

The total population of Grand County is estimated at approximately 9,698 residents, as shown in **Figure 5**. Since 2000, the population has grown by roughly 1,200 residents, an average annual rate of 0.67%. The fastest growing age group is those 65 and older, which grew by over 70% over the past 20 years. In contrast, the population age 15 and younger has declined by almost 9%.

Moab has seen slightly slower growth than Grand County, growing by over 500 permanent residents over the last 20 years, at an average annual growth rate of 0.52%. Similar to Grand County, the population 65 and older has grown by 69% and the population age 15 and younger has declined by 21%.



Source: U.S. Census Bureau (2000 Decennial Censuses, American Community Survey 2010 and 2020 5-Year Estimates)

Figure 5. Grand County and Moab Population by Age (2000-2020)

Study area population is unevenly distributed throughout the region. **Figure 6** shows population density by Traffic Analysis Zone (TAZ) from the Wasatch Front Regional Council (WFRC) Statewide Travel Demand Model (TDM). Population densities are highest to the north and west of downtown Moab, along the 400 North corridor. The area southeast of downtown Moab, along 300 South and Locust Lane also has relatively high population density. The remainder of the study area has relatively low population density, particularly away from central Moab and the residential areas in Spanish Valley.

What is a Traffic Analysis Zone?

The development of the UTMP relies in part on the analysis of the WFRC TDM, which forecasts future traffic patterns and trends based on calibrating a base-year model from observed traffic conditions and future projections of population and employment demographics.

The TDM uses unique, custom zones based on Census Tracts and Blocks as well as natural and manmade barriers to travel, such as rivers and railroads. Demographic information, such as population and employment characteristics, is assigned to each TAZ based on U.S. Census Bureau data paired with data from other local and state sources. In the UTMP study area, there are a total of 57 model TAZs within or partially within the study area.

4.1.1 Employment

Employment data was obtained from the WFRC Statewide TDM at the TAZ level. It is estimated that there are 8,311 jobs within the study area. Similar to population, employment is also unevenly distributed throughout the region. **Figure 7** shows the distribution of employment density. Employment is highly concentrated in downtown Moab. The area along US 191 between Bowling Alley Lane and 400 North has the highest density of employees in the study area. The remainder of the study area has sparse employment.

4.1.2 Potential Growth Areas

Vacant properties within the study area represent potential growth opportunities for Grand County and the City of Moab. **Figure 8** shows vacant properties by acreage in the study area. Larger properties provide an opportunity for regional-scale developments and planned communities, while smaller properties provide an opportunity for small-scale, infill development to increase density within the existing built environment.

Larger parcels are most prevalent on the edges of the study area, where topography may limit the development potential of some parcels. There are several large vacant properties on US 191 north of downtown Moab as well as properties on Sand Flats Road east of Millcreek Drive. There are several moderately sized vacant parcels on either side of 500 West, west of downtown Moab, though several of these parcels are impacted by Millcreek, which may limit development. Smaller parcels are scattered throughout the City.

4.1.3 Tourism

Grand County and Moab continue to be tourism destinations for the region. In 2021, Arches National Park recorded over 1.8 million visitors and nearby Canyonlands National Park recorded over 900,000 visitors[1]. Along with national parks, Grand County and Moab provide access to multiple other tourism and recreation destinations such as Dead Horse Point State Park, Utahraptor State Park, Green River State Park, Sand Flats Recreation Area, the Colorado River, and renowned hiking, biking, and off-road vehicle recreation.

[1] https://irma.nps.gov/STATS/, accessed April 2022

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

191

279

Sand Flats Rd

500 West St

400 East St

Kane Springs Rd

Utah Hwy. 279 - Potash Rd.

Mill Creek Dr

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

0 0.5 1 Miles

Legend

People/Sq. Mi.
- Less than 150
- 150 to 500
- 500 to 1,000
- 1,000 to 2,500
- Greater than 2,500
- Major Road
- Other Road
- Water
- Park
- City of Moab
- Railroads
- Study Area

CITY OF MOAB UTAH

Figure 6. Current Population Density by TAZ (2020)

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

191

279

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Sand Flats Rd

500 West St

400 East St

Sand Flats Rd.

Study Area extends southwest on Kane Creek Boulevard to Pritchett

Kane Springs Rd

Potash Rd.

Hwy. 279 -

Mill Creek Dr

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

191

191

191

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

0 0.5 1 Miles

Legend

Employees/Sq. Mi.
- Less than 250
- 250 to 1,000
- 1,000 to 2,500
- 2,500 to 5,000
- Greater than 5,000
- Major Road
- Other Road
- Water
- Park
- City of Moab
- Railroads
- Study Area

Figure 7. Current Employment Density by TAZ (2020)

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

191

279

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Sand Flats Rd

500 West St

400 East St

Mill Creek Dr

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

Kane Springs Rd

Hwy. 279 - Potash Rd.

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

Legend

Potential Growth Areas
- <2 acres
- 2 - 5 acres
- 5 - 20 acres
- 20 - 40 acres
- >40 acres

Major Road
Other Road
Water
Park
City of Moab
Railroads
Study Area

0 0.5 1 Miles

CITY OF MOAB UTAH

Figure 8. Potential Growth Areas

4.2 Planned Projects

Grand County and the City of Moab each have planned or programmed projects. The programmed transportation improvements will be considered when evaluating the 2040 and 2050 horizon years.

4.2.1 Grand County Projects

Several Grand County projects recommended in the 2008 Spanish Valley Transportation Plan are actively in the planning process. These projects are shown in **Table 2**.

Table 2. Grand County Project List

Project	Improvement Category
Improve Millcreek Drive to a three- to four-lane cross-section	Roadway Capacity
Improve Spanish Valley Drive to a three- to four-lane cross-section from Millcreek Drive to the County Line	Roadway Capacity
Extend the five-lane section of US 191 from Sage Avenue to Spanish Trail Road (and eventually to the County Line)	Roadway Capacity
Construct new east-west connectors between Murphy Lane and Marshall Lane	Roadway Capacity
Construct new east-west connectors between Spanish Valley Drive and US 191 near Beeman Road	Roadway Capacity
Geometric improvements and/or signalization at: • US 191 and Spanish Valley Drive • Holyoak Lane and Millcreek Drive • Spanish Valley Drive and Millcreek Drive • Murphy Lane and Millcreek Drive • Sand Flats Road and Millcreek Drive • US 191 and Sage Avenue • US 191 and Spanish Trail Road • Spanish Trail Road and Spanish Valley Drive	Intersection Improvements

4.2.2 City of Moab Projects

The City of Moab has programmed transportation projects in its 2021-2025 Capital Improvement Plan. **Table 3** shows the programmed transportation projects anticipated to be completed over the next five years.

Table 3. City of Moab Five-Year Plan Projects

Project	Improvement Category	Estimated Cost	Priority
400 East Construction	Roadway Capacity	$1,693,119	3-5 Years
400 East Bridge Widening (over Pack Creek)	Roadway Capacity	$740,000	1-2 Years
Median Parking	Parking	$6,765,406	1-2 Years
100 West Construction	Roadway Capacity	$1,247,936	3-5 Years
Emma Boulevard Dispersed Parking/Minnie Lee Paving Improvements	Maintenance/Preservation/Parking	$487,791	1-2 Years
Shuttle/Transit Project	Transit	$1,500,000	3-5 Years

Source: City of Moab 2021-2025 Capital Improvement Project List

4.3 Streets and Roadways

Roads serve as the foundation of the regional transportation network, accommodating motor vehicles, freight, transit users, pedestrians, and bicyclists. Roads are the main component of the transportation network throughout the study area, and the primary public space in which residents travel daily.

In all, there are 221 miles of roads of various conditions and types. The efficiency, safety, and condition of the area's road and bridge network is essential to the functionality of the other transportation modes and to the economic prosperity and quality of life of the region.

4.3.1 Functional Classification

Transportation planners and engineers categorize roadways based on the type of traffic they are intended to serve, referred to as functional classification.

Three main functional classes are defined by the Federal Highway Administration (FHWA): arterial, collector, and local based on speed, vehicular capacity, and relationships with adjacent land uses as described in **Table 4**.

Functional classifications have an inverse relationship between land access and mobility as shown in **Figure 9**, based on the types of trips they are intended to serve. The functional classification map for the study area is shown in **Figure 10**.

Arterials move people for long distances at higher speeds within a city or between cities.

Collector streets are lower speed and shorter distances than arterials and connect travelers to the arterials.

Local streets are very low speed, extend for short distances, and provide direct access to residential and commercial properties.

Table 4. Federal Functional Classification Definitions

Functional Classification	Services Provided	Types
Arterial	Provides the highest Level of Service (LOS) at the greatest speed for the longest uninterrupted distance, with some degree of access control.	• **Principal Arterial.** Serves major activity centers; links urban areas; provides high connectivity. • **Minor Arterial.** Connects principal arterials; provides accessibility.
Collector	Provides a less highly developed LOS at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.	• **Major Collector.** Generally, major collector routes are longer; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than minor collectors. • **Minor Collector.** These roadways collect traffic from the local roadway network and distribute them to the major collector or arterial system.
Local	All roads not defined as arterials or collectors; primarily provides access to land with little or no through traffic.	

Why is Federal Functional Classification Important?

A road must be federally functionally classified as an arterial or collector road to be eligible for federal funding for improvements.

There are 221 miles of roadways within the study area. **Table 5** shows the breakdown of functional classification by mileage: 9.2% of the roadway mileage in the study area is arterial roadways, 15.9% are collectors, and 74.9% are local. There are no freeways or interstates within the study area.

US 191 is the highest classified roadway in the region as the only principal arterial. Other major regional roadways are classified as minor arterials, including 4th East Street, 100 North, and Millcreek Drive. Kane Creek Boulevard, Sand Flats Road, and SR 313 are classified as major collectors.

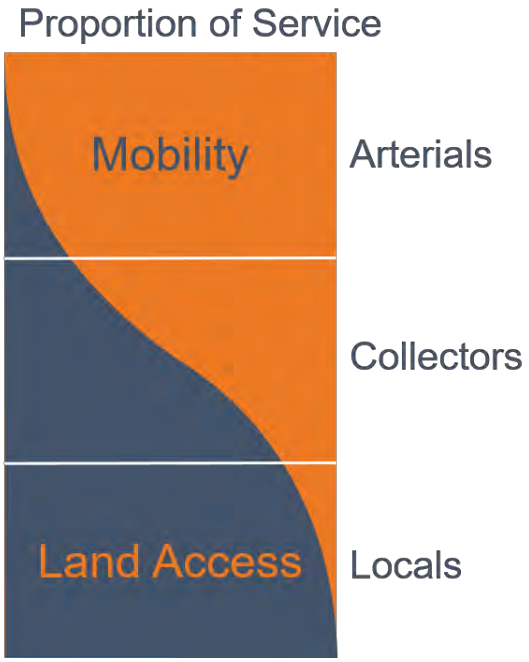


Figure 9 . Functional Classification

Table 5. Functional Classification Mileage

Functional Classification	Approximate Mileage	% of Total Mileage
Arterial	**20.4**	**9.2%**
Principal Arterial	16.8	7.6%
Minor Arterial	3.6	1.6%
Collector	**35.3**	**15.9%**
Major Collector	24.0	10.8%
Minor Collector	11.3	5.1%
Local	**165.5**	**74.9%**

4.3.2 Intersection Types

Most intersections in the study area are stop-controlled (either a four-way stop or side street stops). There are some intersections in the City of Moab that have different intersection control, including traffic signals, HAWK/PHB signals, and a roundabout. These locations are also shown geographically in **Figure 11**.

Table 6. Intersection Control by Location

Intersection Control Type	North-South Roadway	East-West Roadway
Traffic Signal	US 191	SR 128
	500 West	US 191
	US 191	100 North
	US 191	Center Street
	US 191	100 South
	US 191	200 South
	US 191	300 South
	US 191	Kane Creek Boulevard
	4th East	US 191
HAWK Signal	US 191	Uranium Avenue
	US 191	Rosalie Court
Roundabout	Murphy Lane	Spanish Trail Road

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

191

279

Potash Rd

Kane Springs Rd

State Hwy. 279

Sand Flats Rd

Mill Creek Dr

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

0 0.5 1 Miles

Legend

Functional Classification
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Other Road

- Railroads
- City of Moab
- Park
- Water
- Study Area

CITY OF MOAB UTAH

Figure 10. Functional Classification

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Legend

Intersection Type
- Traffic Signal
- HAWK Signal
- Roundabout

- Major Road
- Other Road
- Railroads
- City of Moab
- Park
- Water
- Study Area

0 0.5 1 Miles

Figure 11. Intersection Types

4.4 Active Transportation

Residents and visitors to Grand County and the City of Moab benefit from a climate and landscape conducive to choosing active transportation. With few rainy days, gentle topography along the valley floors, and beautiful vistas, walking and biking in Moab are enjoyable ways to travel.

This section provides an overview of active transportation in Grand County and the City of Moab including current trends, existing walking and biking infrastructure, local destinations, and gaps and needs in the network.

4.4.1 Existing Travel Trends

Eight percent of people in Moab live with a disability, 21% of the population is less than 18 years old, and 17.5% are 65 years or over, underscoring the importance of developing a transportation system that can provide for those who are unable to drive a vehicle.

Journey to Work

Based on the 2015-2019 ACS five-year estimates, most residents in Grand County commute to work by driving alone (74.5%), followed by bicycling at 5.9%.

Figure 12 compares Grand County's mode share compared to other small urban areas located near national parks, and to the State of Utah. It is important to note there is no public transit system in Grand County or the City of Moab.

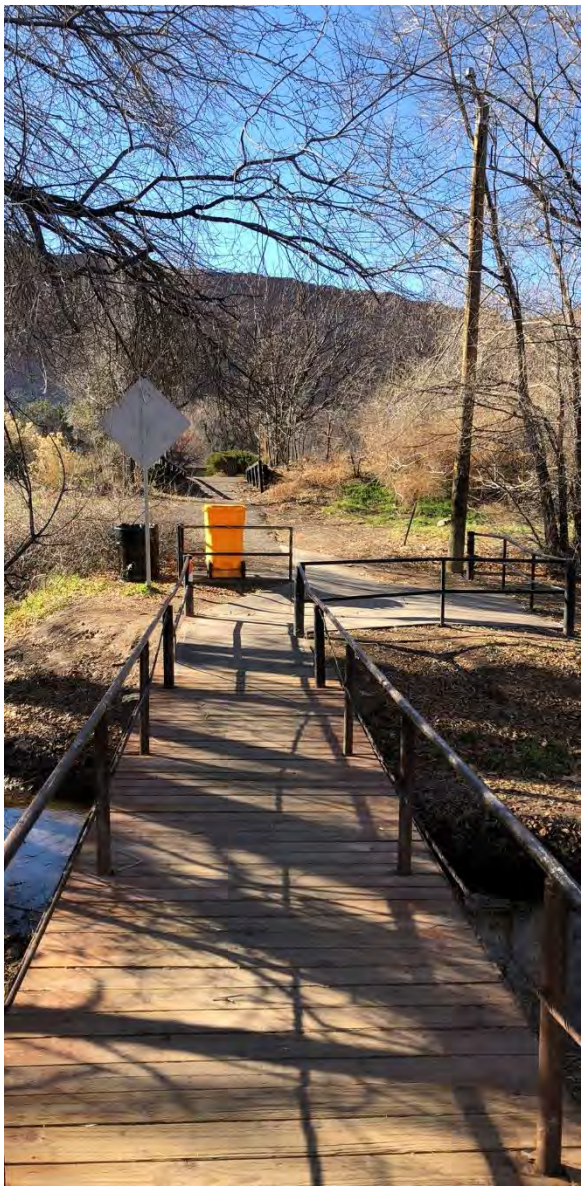


Image Credit: Kimley-Horn

While current bicycle/pedestrian mode share is relatively low, there is potential for progress. The ACS data show that the mean travel time to work for City of Moab residents is 9.4 minutes, compared to 26.9 minutes for the United States. Residents within the study area predominantly live within five miles of the center of Moab. These short times and distances create the opportunity to transform driving trips into walking or bicycling trips.

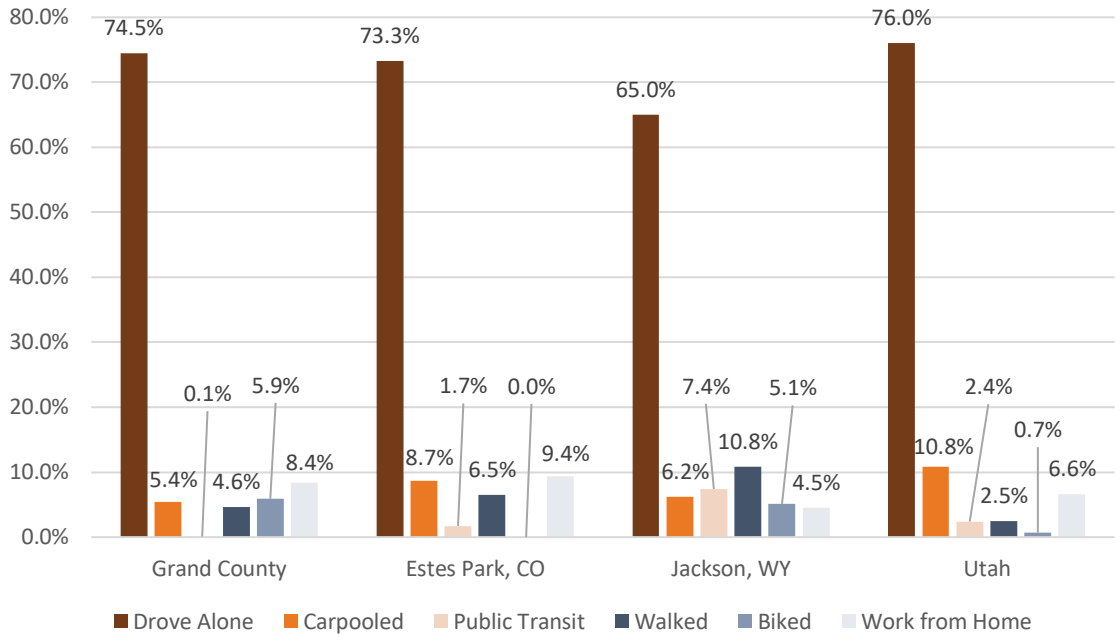


Figure 12. Commute Mode to Work

4.4.2 Trails, Paths, and Biking Infrastructure

Shared-Use Paths and Side Paths

These facilities are paved off-street paths/trails adjacent to roadways, along riparian or rail corridors, or through parks and open space. They are typically 10-12 feet wide (8 feet minimum) and are designed to accommodate two-way travel by people walking, biking, rolling, or using other non-motorized modes. There are approximately 11.3 miles of shared-use paths of varying character within the study area. The primary shared-use paths in and around Moab are:

- **Mill Creek Parkway.** This shared-use path runs along Mill Creek from 500 West to Lasal Road for roughly 1.6 miles. West of 100 West, the path is loose sand/dirt. East of 100 West, the path is paved.
- **Colorado River Pathway.** The paved Colorado River Pathway alternates between being a buffered and separated path between the Colorado River and SR 128. It would connect Lions Park to Grandstaff Campground and the Porcupine Rim Trail, except there is a 0.5-mile gap near Icebox Canyon.
- **500 West Side Path.** This attached, paved side path runs on the West side of 500 West between 400 North and Kane Creek Boulevard where it transitions into a sidewalk. Just after the intersection with Mountain View Drive, the sidewalk ends. The side path on 500 West provides a connection to an underpass that allows users to access either Williams Way or Mill Creek Parkway.
- **100 West Sidepath/Emma Boulevard.** This route runs from a HAWK signal on US 191 to the Mill Creek Parkway via a paved side path along 100 West, and a new trail parallel to Emma Boulevard. The facilities allow bicyclists to bypass busy Main Street (US 191).
- **Moab Canyon Pathway.** This paved, shared-use path connects Arches National Park and numerous destinations north of Moab. The trail is separated from traffic by a variety

of methods, including bollards, concrete barriers, and a dirt strip. The trail parallels US 191 north past the entrance to Arches National Park until it terminates at the intersection of US 191 and SR 313. The trail was recently extended further south into Moab to Emma Boulevard.



Image Credit: Kimley-Horn

Bike Lanes

Bike lanes are provided by designating four to seven feet of roadway width for exclusive bicycle use with six-inch striped lanes. There are approximately 4.9 miles of bike lanes in the study area. Bike lanes exist on several streets within Moab including 400 North, 500 West, and 4th East.

Figure 13 shows the bicycle network in the study area.

4.4.3 Pedestrian Infrastructure

Pedestrian infrastructure consists of trails, paths, and sidewalks. Sidewalks through downtown Moab, along Main Street/US 191, are attached and typically 8-12 feet wide to accommodate high pedestrian volumes on weekends and during peak tourism season.

There are 46.5 miles of existing sidewalks in Moab. While the sidewalk network within the city is generally complete, sidewalks are generally lacking throughout other parts of the study area and in Spanish Valley, except for small pockets within newer developments.

Figure 14 shows pedestrian facilities in Grand County and the City of Moab.



Image Credit: Kimley-Horn

4.4.4 Active Transportation Destinations

Figure 15 shows major active transportation destinations within the study area, which can benefit by improved active transportation access.

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

191

279

See Inset

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Sand Flats Rd.

Sand Flats Rd

100 West St

100 North St

Center St

100 South St

Kane Creek Blvd

Mill Creek Drive

400 East St

Mill Creek Dr

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

State Hwy. 279 - Potash Rd.

Kane Springs Rd



Legend

- Major Road
- Other Road
- Water
- Park
- Railroads
- Study Area
- Paved Shared Use Trails
- Bike Lanes
- Connecting Bike Routes

0 0.5 1 Miles

CITY OF MOAB UTAH

Figure 13. Bicycle Infrastructure

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

See Inset

191

279

State Hwy. 279 - Potash Rd.

Kane Springs Rd

100 West St

100 North St

Center St

100 South St

400 East St

Kane Creek Blvd

Mill Creek Drive

Mill Creek Dr

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

Sand Flats Rd.

Sand Flats Rd

400 North St

Williams Way

300 South St

0 0.15 0.3 Miles

Legend

- Major Road
- Other Road
- Water
- Park
- Railroads
- Study Area
- Sidewalk
- Hiking and Biking Trail
- Hiking-Only
- Trail Paved
- Shared Use Trails
- Dirt Trails

N

0 0.5 1 Miles

CITY OF MOAB UTAH

Figure 14. Pedestrian Infrastructure

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

191

Lions Park and Bike Path Trailhead

279

See Inset

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Sand Flats Rd.

Sand Flats Entrance Station

Kane Creek Blvd Recreation Access

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

State Hwy. 279 - Potash Rd.

Kane Springs Rd.

100 West St

100 North St

Center St

100 South St

400 East St

Kane Creek Blvd

Rotary Park

Mill Creek North Fork Trailhead

Mill Creek Dr

Murphy Ln

Old City Park

Spanish Trail Rd

Spanish Valley Dr

191

Red Rock Elementary

Helen M Knight Elementary

400 North St

Moab Recreation & Aquatic Center

191

100 West St

100 North St

Williams W

Moab Information Center

Grand County Public Library

Center St

Center Street Ballparks

100 South St

Main Street

400 East St

300 South St

Moab Charter School

Kane Creek Blvd

City Market

Grand County Middle School

Grand County High School

0 0.15 0.3 Miles

Legend

- Major Road
- Other Road
- Water
- Park
- Railroads
- Study Area
- Paved Shared Use Trails
- Bike Lanes
- Connecting Bike Routes

N

0 0.5 1 Miles

CITY OF MOAB UTAH

Figure 15. Active Transportation Destinations

4.5 Safety

Crash data was obtained from UDOT. During the five-year period (2017-2021) there were 824 crashes within the study area. Of these, 638 (77%) were non-injury crashes, 91 (11%) were possible injury crashes, 64 (8%) were suspected minor injury crashes, 23 (3%) were suspected serious injury crashes, and 8 (1%) were fatal crashes. A summary of crashes by severity type and year is shown in **Table 7** and **Figure 16**.

Table 7. Crash Summary by Year

Year	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Non-Injury	Total
2017	2	4	10	15	140	**171**
2018	1	6	7	23	152	**189**
2019	2	5	13	26	124	**170**
2020	3	5	8	14	110	**140**
2021	0	3	26	13	112	**154**
Total	**8**	**23**	**64**	**91**	**638**	**824**

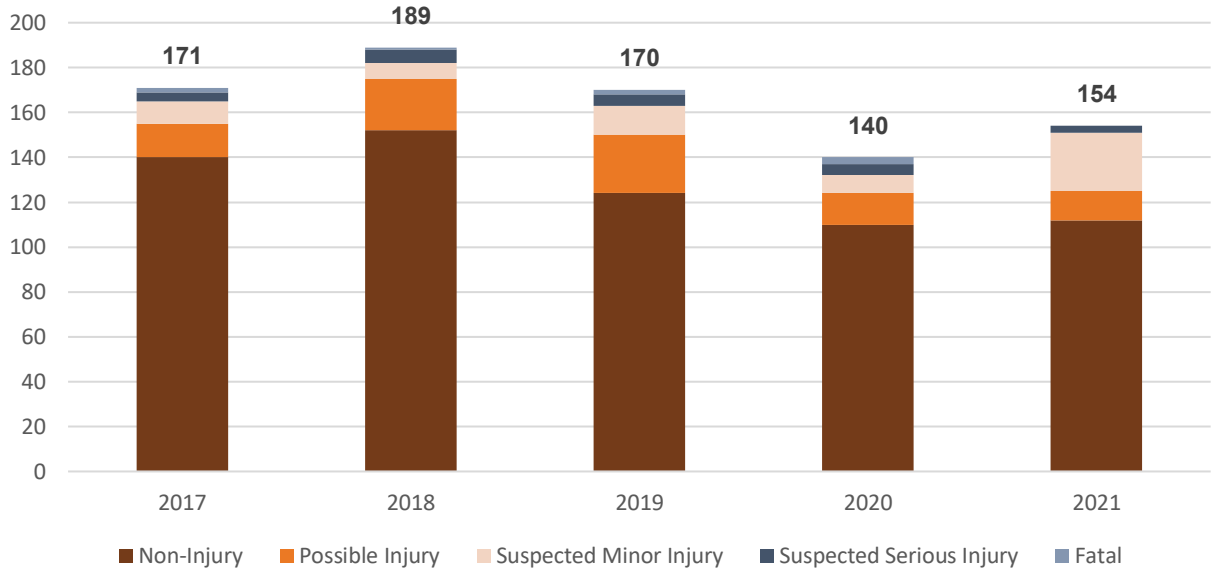


Figure 16. Study Area Crash Summary (2017-2021)

Crash densities are shown in **Figure 18** and crash severity by location is shown in **Figure 19**. The highest density of crashes is located along US 191 in central Moab, extending from 4th East Street to Mivida Drive. A majority of fatal and suspected serious injury crashes occurred on US 191, including four fatal crashes occurred on US 191 in Spanish Valley. Other fatal crashes occurred on US 191 in the vicinity of Arches Scenic Drive and in central Moab. One fatal crash occurred on Kane Creek Boulevard west of Moab.

There were 31 bicycle and pedestrian crashes in the analysis period, representing 3.8% of total crashes. Of the 31 bicycle and pedestrian crashes, two were fatal crashes (6%) and four were suspected serious injury crashes (13%).

Crash severity percentages for pedestrian/bicycle crashes compared with total crashes are shown in **Figure 17**. The comparison shows that a higher proportion of bicycle and pedestrian crashes result in fatalities, as compared to all crashes. **Figure 20** shows the location and severity of bicycle and pedestrian crashes in the study area.

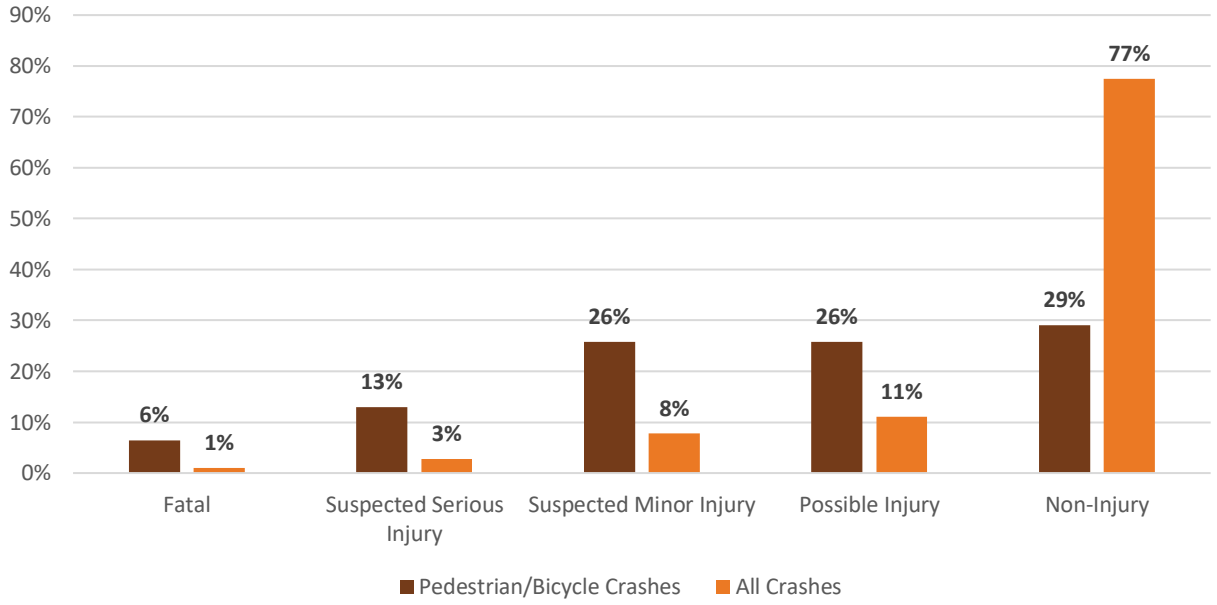
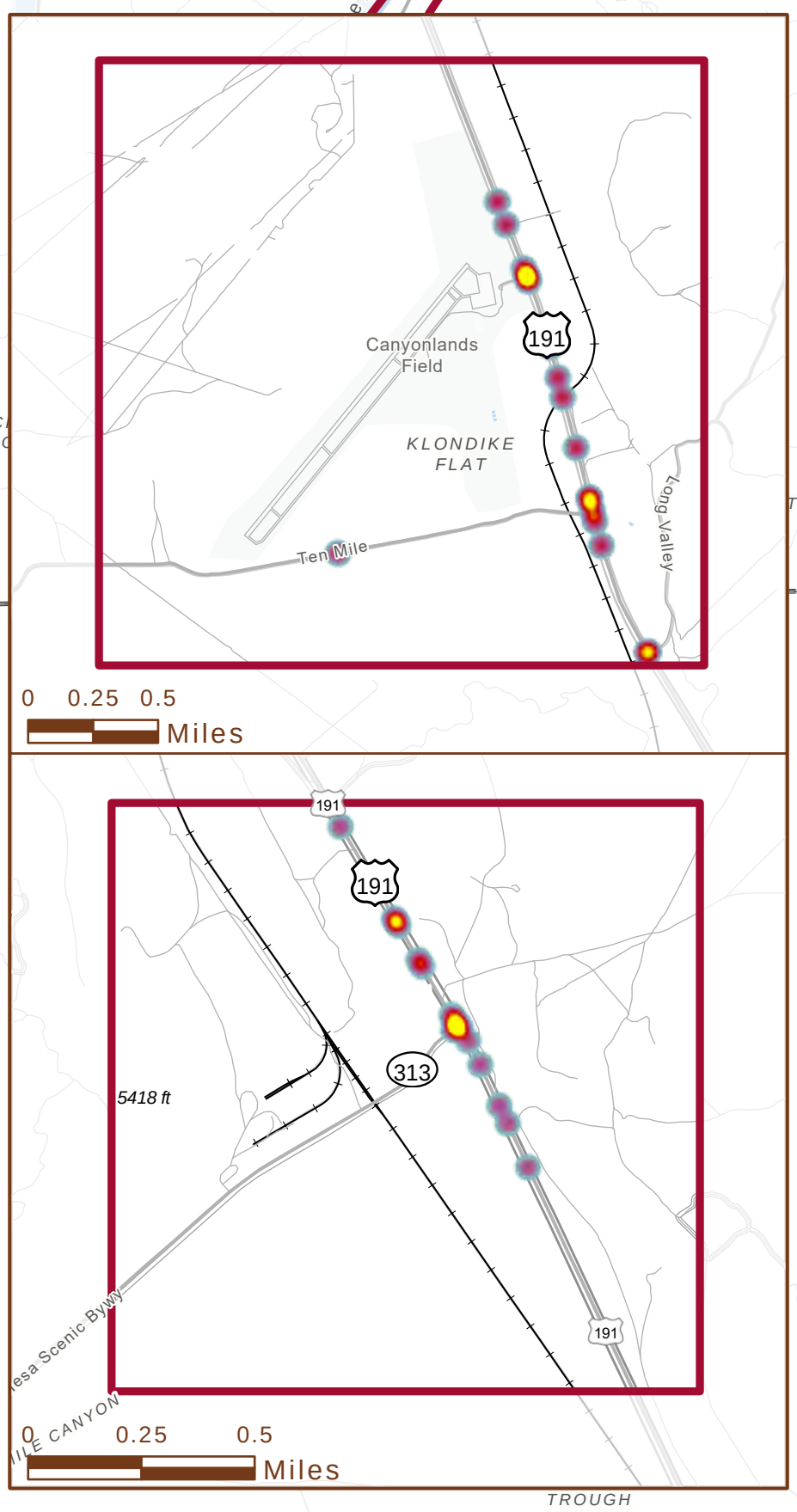


Figure 17. Pedestrian/Bicycle Crash Severities Compared to Total Crashes

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead



Legend

- Major Road
- Other Road
- Railroads
- City of Moab
- Park
- Water
- Study Area
- Crash Density
  - Sparse
  - Dense

0 0.5 1 Miles

Figure 18. Crash Density

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Legend

- Major Road
- Other Road
- Railroads
- City of Moab
- Park
- Water
- Study Area

Crash Severity
- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible injury
- No injury/PDO

0 0.5 1 Miles

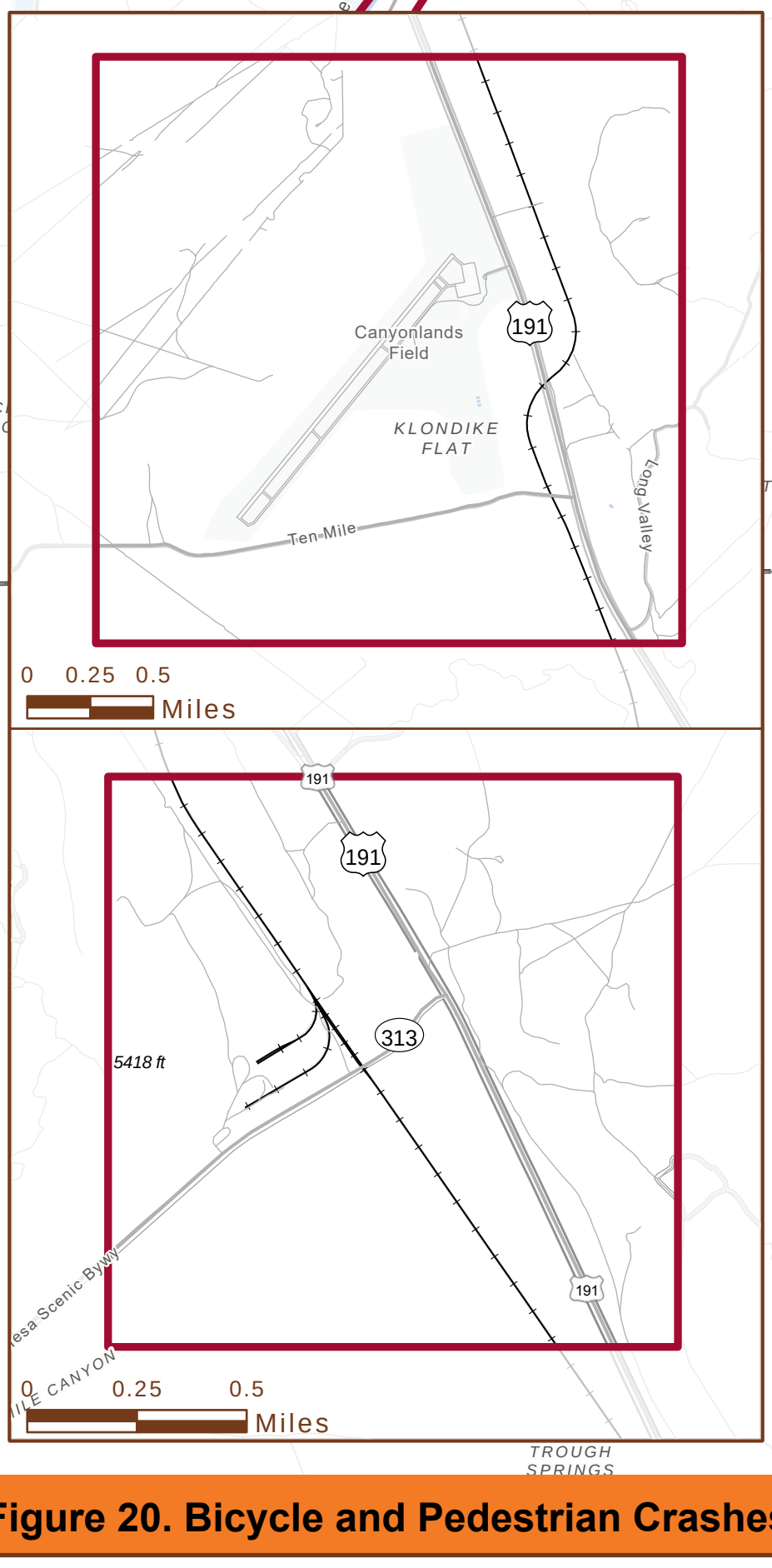
CITY OF MOAB UTAH

Figure 19. Crash Severity

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead



Legend

- Major Road
- Other Road
- Railroads
- City of Moab
- Park
- Water
- Study Area

Pedestrian Crashes
- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible injury
- No injury/PDO

Bicycle Crashes
- Suspected Serious Injury
- Suspected Minor Injury
- Possible injury
- No injury

0 0.5 1 Miles

Figure 20. Bicycle and Pedestrian Crashes

4.6 Travel Patterns and Traffic Operations

4.6.1 Traffic Count Data

Daily traffic volumes from 2016-2021 were obtained from the City of Moab on study area functionally classified roadways. All daily traffic volume data was normalized to 2021 using a 2% annual growth rate. Available 2021 daily traffic data is shown in **Figure 21.**

Existing AM and PM peak hour turning movement traffic count data was collected on Tuesday, September 21, 2021 at six intersections throughout the study area. Those intersections include:

1. Spanish Valley Drive and Millcreek Drive
2. Millcreek Drive and Sand Flats Road
3. 4th East Street and Millcreek Drive
4. Millcreek Drive and Murphy Lane
5. 4th East Street and 300 South
6. Spanish Valley Drive and Spanish Trail Road

All six study intersections are either two-way or all-way stop-controlled and represent the intersections understood to have high demand within the street network off US 191. A summary of the count data is provided in **Appendix A**.

4.6.2 Existing Capacity Analysis

A traffic operations LOS analysis was performed for functionally classified roadway segments and the six selected intersections. For roadway segments, the LOS analysis is based on daily traffic volumes and functional classification of the roadway segment. **Table 8** summarizes the LOS thresholds (C or better, D-F) for each functional classification in terms of available capacity. Most agencies consider LOS D or better as acceptable conditions.

Table 8. Roadway LOS Capacity Thresholds

Functional Classification	LOS Thresholds (maximum vehicles per day)		
	LOS C	LOS D	LOS E
Principal Arterial (more than 2 lanes)	27,280	30,690	34,100
Principal Arterial (2 lanes)	12,000	13,500	15,000
Minor Arterial	10,240	11,520	12,800
Major Collector	8,160	9,180	10,200
Minor Collector	7,360	8,280	9,200

Source: Adapted from Maricopa County Department of Transportation Roadway Design Guide

Figure 22 shows the capacity analysis for the existing traffic volumes. All roadway segments operate at acceptable LOS for average daily traffic conditions. Traffic data are collected in different months of the year and represent average conditions, rather than traffic conditions on peak weekends or holidays. Traffic conditions are commonly exasperated beyond the average during peak tourist times including holidays and weekends.

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

191

279

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Sand Flats Rd

500 West St

400 East St

Sand Flats Rd

Mill Creek Dr

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

Kane Springs Rd

e Hwy. 279 - Potash Rd.

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

Legend

2021 Average Daily Traffic
- Less than 2,500
- 2,500 to 5,000
- 5,000 to 10,000
- 10,000 to 15,000
- Greater than 15,000

- Major Road
- Other Road
- Railroads
- Water
- Park
- City of Moab
- Study Area

0 0.5 1 Miles

CITY OF MOAB UTAH

Figure 21. Roadway Daily Traffic (2021)

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

191

279

500 West St

100 North St
Center St
100 South St

Kane Creek Blvd

Mill Creek Drive

400 East St

Kane Springs Rd

Utah Hwy. 279 - Potash Rd.

Sand Flats Rd.

Sand Flats Rd

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

0 0.5 1 Miles

Legend

2021 Level of Service
- C or Better
- D
- E
- F
- Major Road

- Other Road
- Railroads
- Water
- Park
- City of Moab
- Study Area

Figure 22. Roadway Level of Service Capacity Analysis (2021)

The intersection analysis reports average total delay at intersections consistent with the *Highway Capacity Manual, 6th Edition* (HCM 6). LOS describes the operating performance of an intersection or roadway and is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst.

LOS for a four-way stop-controlled intersection is defined for all the intersection movements, while LOS for a two-way stop-controlled intersection is defined for only the minor street stop-controlled movements.

Table 9 shows the vehicle delay (in seconds per vehicle) at an unsignalized intersection for each LOS category.

Table 9. Intersection Level of Service Thresholds

Level of Service	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Source: Highway Capacity Manual, 6th Edition

Synchro Analysis and Optimization Software was used to analyze the intersection delay at the six locations. Synchro is an interactive computer program that enables planners and engineers to estimate traffic operations for various intersections in a network. Synchro utilizes HCM 6 methodology to analyze intersection delay and LOS.

Results indicate that the intersections operate at acceptable LOS (D or better) in both the AM and PM peak hours evaluated. The 2021 intersection analysis results are summarized in **Table 10**. Detailed Synchro analysis reports are in **Appendix B**.

Table 10. Intersection Level of Service Capacity Analysis

Intersection	Level of Service [Total Delay (sec/veh)]	
	AM Peak Hour	PM Peak Hour
Spanish Valley Drive / Millcreek Drive		
Two-Way Stop-Controlled		
Northbound Left	A [7]	A [8]
Eastbound Left/Right	A [9]	B [10]
Millcreek Drive / Sand Flats Road		
All-Way Stop-Controlled		
Total Intersection	A [8]	A [9]
4th East Street / Millcreek Drive		
Two-way Stop-Controlled		
Northbound Left	A [7]	A [7]
Eastbound Left/Through/Right	C [16]	C [16]
Westbound Left	C [17]	D [26]
Westbound Through/Right	B [11]	B [11]
Southbound Left	A [8]	A [8]
Millcreek Drive / Murphy Lane		
Two-Way Stop-Controlled		
Westbound Left/Right	A [10]	B [11]
Southbound Left	A [8]	A [8]
4th East Street / 300 South		
Two-Way Stop-Controlled		
Northbound Left	A [8]	A [8]
Eastbound Left	B [14]	B [14]
Eastbound Right	B [10]	B [11]
Spanish Valley Drive / Spanish Trail Road		
All-Way Stop-Controlled		
Total Intersection	A [8]	A [9]

4.7 Key Findings

- The population of older adults has grown faster than the population as a whole, and the proportion of the population 15 years old and younger has decreased over the last 20 years. Age-friendly planning and mobility improvements are increasingly important.
- The roadway network in the study area is heavily reliant on US 191 and incidents and closures on US 191 have a major impact on regional mobility, which reduces overall reliability and resiliency of the transportation network.
- The pedestrian network is well-connected in central Moab, but the remainder of the study area has isolated, disconnected sidewalks, making walking in many areas a challenge.
- There is an extensive network of bike lanes and trails that provide connectivity for bicyclists; however, there are key gaps in the system that if filled could provide better access to recreational areas and jobs.
- Total crashes in the study area limits increased in 2021 compared to the previous year (140 in 2020 and 154 in 2021).
- Crashes involving pedestrian and bicycle crashes are more likely to result in severe injuries or fatalities, indicating the benefits of additional active transportation facilities and to reduce crashes with motor vehicles.
- The roadway capacities evaluated currently operate at acceptable LOS for daily traffic conditions. Note that peak tourist season, including peak weekends, places additional demand on the transportation system.
- All six intersections analyzed for congestion issues are currently operating at acceptable LOS.

5. Future Conditions

Forecasted growth of the study area for two future horizon years, 2040 and 2050, was analyzed to identify potential deficiencies in the transportation network.

5.1 Future Population and Employment

Based on data from the Wasatch Front Regional Council (WFRC) Statewide TDM, the study area population and employment are anticipated to increase over the coming decades as shown in **Table 11**. The population is expected to increase at a rate higher than over the past 20 years (which has been 0.67% annually for Grand County and 0.52% annually for the City of Moab).

The study area is also anticipated to experience employment growth, drawing employees from surrounding areas. The projected population and employment growth rates are higher between 2020 and 2040 than between 2040 and 2050, though still higher than historic trends.

Table 11. Forecasted Population and Employment Growth

Year	2020	2040	2020-2040 Growth	2020-2040 Growth Rate	2050	2040-2050 Growth	2040-2050 Growth Rate
Population	9,845	11,897	2,052	0.95%	12,787	890	0.72%
Employment	8,311	10,657	2,346	1.25%	11,670	1,013	0.91%

Source: WFRC Statewide TDM

Figure 23 and **Figure 24** show forecasted 2050 population and employment densities of the study area, respectively. General growth trends include:

- Population densities are anticipated to increase in the central area of Moab and along the US 191 corridor in both Spanish Valley and north of Moab to the Colorado River.
- Employment densities are anticipated to increase in downtown Moab and the surrounding central area of the City. Additional employment is also anticipated to occur along the east side of US 191 in the Spanish Valley area on both sides of Spanish Trail Road.

It is also recognized that northern San Juan County is expected to continue growing in the Spanish Valley area. San Juan County growth will contribute to traffic in southern Grand County, particular via US 191 as a connector to the Wasatch Front.

Additionally, recreation visitors and tourism is expected to continue to increase in the area.

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

Utah Hwy. 279 - Potash Rd.

Kane Springs Rd

500 West St

400 East St

Sand Flats Rd

Mill Creek Dr

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

191

279

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

0 0.5 1 Miles

Legend

2050 Population Density
- Less than 150
- 150 to 500
- 500 to 1,000
- 1,000 to 2,500
- Greater than 2,500
- Major Road
- Other Road
- Water
- Park
- City of Moab
- Railroads
- Study Area

CITY OF MOAB UTAH

Figure 23. Future Population Density (2050)

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

191

279

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Sand Flats Rd

500 West St

400 East St

Sand Flats Rd.

Mill Creek Dr

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

Kane Springs Rd

Potash Rd.

Utah Hwy. 279 -

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

Legend

2050 Employment Density
- Less than 250
- 250 to 1,000
- 1,000 to 2,500
- 2,500 to 5,000
- Greater than 5,000

- Major Road
- Other Road
- Water
- Park
- City of Moab
- Railroads
- Study Area

N

0 0.5 1 Miles

Grand County Utah

CITY OF MOAB UTAH

Figure 24. Future Employment Density (2050)

5.2 Travel Patterns and Traffic Operations

To estimate future traffic volumes on the roadway network, the 2021 daily traffic volumes and turning movement counts were grown at a 2% annual growth rate to future years 2040 and 2050. These future volume projections were used to analyze future capacity needs on study area roadways. The 2040 future daily traffic projections are shown on **Figure 25** and 2050 future daily traffic projections are shown on **Figure 26.**

The 2040 and 2050 daily traffic projections were used to evaluate roadway segment LOS, based on maximum daily volumes for each LOS previously shown in **Table 8.**

Figure 27 and **Figure 28** summarize the 2040 and 2050 segment capacity analysis, respectively. All roadway segments operate at an acceptable LOS (D or better) with the exception of:

- US 191 between the Arches National Park entrance road and SR 313 (2050 only)
- US 191 near the Canyonlands Field Airport (2050 only)
- US 191 between 4th East Street and 100 South (2050 only)
- 100 West between 100 South and 100 North (2050 only)
- 4th East between 300 South and Millcreek Drive (2050 only)
- US 191 south of Spanish Trail Road (2050 only)

The 2040 and 2050 roadway segment and intersection capacity analysis represent average daily traffic volumes. Roadways and intersections may experience unacceptable LOS in peak tourist times or event weekends.

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

191

279

313

Sand Flats Rd

500 West St

400 East St

Mill Creek Dr

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

Kane Springs Rd

e Hwy. 279 - Potash Rd.

0 0.25 0.5 Miles

0 0.25 0.5 Miles

Legend

2040 Average Daily Traffic
- Less than 2,500
- 2,500 to 5,000
- 5,000 to 10,000
- 10,000 to 15,000
- Greater than 15,000

- Major Road
- Other Road
- Railroads
- Water
- Park
- City of Moab
- Study Area

0 0.5 1 Miles

CITY OF MOAB UTAH

Figure 25. Future Daily Traffic (2040)

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

191

279

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Sand Flats Rd

500 West St

400 East St

Sand Flats Rd.

Mill Creek Dr

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

Kane Springs Rd

e Hwy. 279 - Potash Rd.

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

0 0.5 1 Miles

Legend

2050 Average Daily Traffic

- Less than 2,500
- 2,500 to 5,000
- 5,000 to 10,000
- 10,000 to 15,000
- Greater than 15,000

- Major Road
- Other Road
- Railroads
- Water
- Park
- City of Moab
- Study Area

CITY OF MOAB UTAH

Figure 26. Future Daily Traffic (2050)

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

191
279
500 West St
100 North St
Center St
100 South St
400 East St
Kane Creek Blvd
Mill Creek Drive
Mill Creek Dr
Sand Flats Rd
Kane Springs Rd
Potash Rd.
Hwy. 279 -
Murphy Ln
Spanish Trail Rd
Spanish Valley Dr
313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

0 0.5 1 Miles

Legend

2040 Level of Service
- C or Better
- D
- E
- F
- Major Road
- Other Road
- Railroads
- Water
- Park
- City of Moab
- Study Area

Figure 27. Future Roadway LOS Capacity Analysis (2040)

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

191
279
500 West St
100 North St
Center St
100 South St
400 East St
Kane Creek Blvd
Mill Creek Drive
Mill Creek Dr
Murphy Ln
Sand Flats Rd
Kane Springs Rd
Potash Rd.
Hwy. 279 -
Spanish Trail Rd
Spanish Valley Dr
313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

0 0.5 1 Miles

Legend

2050 Level of Service
- C or Better
- D
- E
- F
- Major Road

- Other Road
- Railroads
- Water
- Park
- City of Moab
- Study Area

Figure 28. Future Roadway LOS Capacity Analysis (2050)

2040 Intersection Capacity Analysis

The 2040 intersection capacity analysis was performed using the methodology and thresholds as described for the 2021 intersection analyses. Results indicate the six study intersections operate at an acceptable LOS in 2040 in both the AM and PM peak hours, with exception of the westbound left stop-controlled movement at 4th East and Millcreek Drive in the PM peak hour. The 2040 conditions analysis results are summarized in **Table 12** and Synchro analysis reports are in **Appendix B**.

Table 12. 2040 Intersection Level of Service Capacity Analysis

Intersection	Level of Service [Total Delay (sec/veh)]	
	AM Peak Hour	PM Peak Hour
Spanish Valley Drive / Millcreek Drive		
Two-Way Stop-Controlled		
Northbound Left	A [7]	A [8]
Eastbound Left/Right	B [10]	B [12]
Millcreek Drive / Sand Flats Road		
All-Way Stop-Controlled		
Total Intersection	A [9]	B [11]
4th East Street / Millcreek Drive		
Two-Way Stop-Controlled		
Northbound Left	A [8]	A [8]
Eastbound Left/Through/Right	D [28]	D [26]
Westbound Left	D [30]	F [92]
Westbound Through/Right	B [13]	B [13]
Southbound Left	A [8]	A [9]
Millcreek Drive / Murphy Lane		
Two-Way Stop-Controlled		
Westbound Left/Right	B [11]	B [13]
Southbound Left	A [8]	A [8]
4th East Street / 300 South		
Two-Way Stop-Controlled		
Northbound Left	A [8]	A [9]
Eastbound Left	C [18]	C [19]
Eastbound Right	B [12]	B [15]
Spanish Valley Drive / Spanish Trail Road		
All-Way Stop-Controlled		
Total Intersection	A [9]	A [10]

2050 Intersection Capacity Analysis

The 2050 analysis indicates the intersections operate at acceptable LOS in both the AM and PM peak hours with exception of the eastbound stop-controlled approach and westbound left stop-controlled movement at 4th East and Millcreek Drive in both the AM and PM peak hour. The 2050 conditions analysis results are summarized in **Table 13** and Synchro analysis reports are in **Appendix B**.

Table 13. 2050 Intersection Level of Service Capacity Analysis

Intersection	Level of Service [Total Delay (sec/veh)]	
	AM Peak Hour	PM Peak Hour
Spanish Valley Drive / Millcreek Drive		
Two-Way Stop-Controlled		
Northbound Left	A [8]	A [8]
Eastbound Left/Right	B [11]	B [14]
Millcreek Drive / Sand Flats Road		
All-Way Stop-Controlled		
Total Intersection	B [11]	B [14]
4th East Street / Millcreek Drive		
Two-Way Stop-Controlled		
Northbound Left	A [8]	A [8]
Eastbound Left/Through/Right	F [56]	E [45]
Westbound Left	F [58]	F [435]
Westbound Through/Right	C [16]	C [16]
Southbound Left	A [9]	B [10]
Millcreek Drive / Murphy Lane		
Two-Way Stop-Controlled		
Westbound Left/Right	B [12]	C [15]
Southbound Left	A [8]	A [8]
4th East Street / 300 South		
Two-Way Stop-Controlled		
Northbound Left	A [9]	A [10]
Eastbound Left	C [23]	C [23]
Eastbound Right	B [13]	C [20]
Millcreek Drive / Sand Flats Road		
All-Way Stop-Controlled		
Total Intersection	A [10]	B [11]

5.3 Key Findings

- Population and employment are anticipated to grow at a rate faster than historically experienced in the study area. Population is expected to grow at a 0.95% annual growth rate while the historic annual growth (from 2000 to 2020) has been 0.67% and 0.52% annually for the County and City, respectively. Central Moab is anticipated to see a substantial increase in both population and employment in the coming decades.
- By 2040, congestion is anticipated to continue to increase on US 191. The intersection of 4th East and Millcreek Drive is projected to be congested during peak hours.
- By 2050, most of US 191 south of 100 South, as well as some surrounding roadway network in downtown Moab, are projected to be heavily congested.
- US 191 south of Spanish Trail Road and north of the Arches National Park entrance is anticipated to be congested.

6. Needs & Deficiencies

Transportation needs were identified from the review of previous plans and studies, stakeholder interviews, and the existing and future conditions technical analyses. They are categorized as safety, capacity, or active transportation needs and deficiencies.

6.1 Stakeholder Group Interviews

Stakeholder groups were identified with input from the project management team. Interviews were conducted to discuss their transportation-related concerns, specific needs, potential solutions, and their vision for transportation in the area. The following stakeholder groups were interviewed:

- Downtown business owners
- River/bicycle/shuttle business owners
- Universities/public schools
- Trails
- Emergency services
- Development (contractor/construction)
- Partner governments
- Citizens at large

Stakeholder interview participants were asked to provide feedback on the following questions regarding transportation in the area:

1. What do you view as the main mobility and transportation issues within Grand County and the City of Moab?
2. Are there specific intersections or roadways of most concern?
3. What is your vision for the future of transportation in Grand County and the City of Moab?
4. What solutions or projects are needed to realize the vision?

Stakeholder responses informed the needs and deficiencies presented in the following sections.

A detailed summary of the stakeholder group interviews is provided in **Appendix C**.

6.2 Safety Needs & Deficiencies

6.2.1 Crash Hot Spots

US 191 in Spanish Valley

The US 191 corridor in Spanish Valley had the highest number of fatal and serious injury crashes during the five-year analysis period, particularly between Spanish Trail Road and Millcreek Drive.

Downtown Moab

US 191 between Kane Creek Boulevard and 400 North is a crash hot spot for crashes of all types. This segment experienced several fatal and serious injury bicycle and pedestrian crashes, indicating a need for improved accommodation for active transportation users to reduce the frequency and severity of crashes involving non-motorists.

Arches National Park Entrance

There were three fatal crashes near the intersection of US 191 and the Arches National Park entrance. This area has a high number of tourists who are unfamiliar with the area, which may factor in these crashes.

6.2.2 Safety Needs Identified by Stakeholders

Stakeholders identified both general and location-specific safety needs. These are summarized in this section and shown in **Figure 29**.

Pedestrian Safety Throughout Downtown Moab

The downtown area is busy with pedestrians crossing US 191 to access destinations and businesses on both sides of the highway. Many are tourists who may be unfamiliar with the area. Stakeholder groups expressed the following concerns:

- Limited separation of users: trucks, vehicles, bicycles, and pedestrians
- Speed of motorists entering downtown north and south of downtown Moab, as there is no real “transition zone” for motorists to slow down
- Parking congestion and parking inhibiting sight distances in downtown

Pedestrian Crossings on US 191

Stakeholders identified a need to improve pedestrian crossing locations along US 191 (see **Figure 29**), including crossings utilized to access schools and parks.

Access Control on US 191

Stakeholders commented that driveway access locations along US 191 need to be managed, or specific movements prohibited. There are locations along US 191 where driveways create conflicts for motorists and other users.

Other Specific Location Concerns

Other concerns identified by stakeholders include:

- Left turns at signalized intersections downtown need to be protected movements.
- Provide designated routes for school children to walk or bike, including Spanish Valley Drive, 500 West, and 100 West.
- Evaluate/improve intersection control (traffic signals or roundabouts) at the following intersections:
    - Intersections on 500 West, from US 191 to Kane Creek Boulevard
    - 100 West and 400 North
    - Sand Flats Road and Millcreek Drive
    - 300 South and 4th East
    - 4th East and Millcreek Drive
    - 200 North and US 191
    - 400 North and US 191
- Kane Creek Boulevard, west of the Kane Creek Boulevard and 500 West intersection, is a high pedestrian use area with no pedestrian infrastructure.

- Additional crash hot spot locations:
  - US 191 and Spanish Trail Road intersection
  - US 191 and Dogwood Avenue area
- Deceleration turning and/or acceleration lanes to facilitate turning off and onto US 191 south of Moab in Spanish Valley.

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

191

279

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Confusing intersection

General intersection safety concerns

Roundabout intersection control

Bike path confusion and children crossing

Potential traffic signal

Lighting and potential traffic signal

Left-turns at downtown signals

Roundabout intersection control

Roundabout intersection control

Turns and roundabout intersection control

Need safe crossing

Access control

School route needs path or sidewalks

Signal for emergency vehicles

Need safe crossing

Need safe crossing or traffic signal

Intersection safety concern

Signage for southbound acceleration

500 West St

100 North St

400 East St

Sand Flats Rd

Kane Springs Rd

Hwy. 279 - Potash Rd.

Mill Creek Dr

Murphy Ln

Spanish Valley Dr

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

0 0.5 1 Miles

Legend

- Spot Safety Need
- Corridor Safety Need
- Major Road
- Other Road
- Railroads
- Water
- Park
- City of Moab
- Study Area

Figure 29. Safety Needs and Deficiencies Identified by Stakeholders

6.3 Capacity Needs & Deficiencies

6.3.1 Capacity Analysis Needs

Existing (2021) Capacity Needs

Technical analysis results indicate that the roadway and specified intersections within the study area operate at acceptable LOS in average daily traffic conditions. Note that intersections operate under more congested conditions during peak tourism season.

Future (2040) Capacity Needs

All roadway segments operate at LOS C or better, with exception of the following segments which operate at LOS D, based on 2040 daily traffic volumes.

- US 191 between the Arches National Park entrance road and SR 313
- US 191 near the Canyonlands Field Airport
- US 191 between 4th East Street and 100 South
- 100 West between 100 South and 100 North
- 4th East between 300 South and Millcreek Drive

Technical analysis results indicate the six study intersections operate at acceptable LOS in 2040 in both the AM and PM peak hours with exception of the westbound left stop-controlled movement at 4th East and Millcreek Drive in the PM peak hour.

Future (2050) Capacity Needs

All roadway segments operate at LOS D or better, with exception of the following segments which operate at either LOS E or LOS F, based on 2050 daily traffic volumes.

- US 191 between the Arches National Park entrance road and SR 313
- US 191 near the Canyonlands Field Airport
- US 191 between 4th East and 100 South
- 100 West between 100 South and 100 North
- 4th East between 300 South and Millcreek Drive
- US 191 south of Spanish Trail Road

Technical analysis results indicate the six study intersections operate at acceptable LOS in both the AM and PM peak hours with exception of the eastbound stop-controlled approach and westbound left stop-controlled movement at 4th East and Millcreek Drive in both the AM and PM peak hours.

6.3.2 Capacity Needs Identified by Stakeholders

Both general and location-specific capacity needs were identified by stakeholders and are summarized in this section and shown in **Figure 30.**

US 191 Capacity

Stakeholders suggested a need to widen US 191 to five lanes (two lanes in each direction and a center two-way left-turn lane) south of the City of Moab from approximately Sage Drive to Spanish Trail Road.

Stakeholders expressed concern about shifting congestion to side streets off US 191 in the downtown area. For instance, 100 East, 100 West, or 500 West may not be able to accommodate large amounts of detoured traffic from US 191.

Recreation Destinations

Recreation destinations such as Arches National Park, Sand Flats Recreation Area, Colorado River, regional destinations such as Canyonlands National Park, Dead Horse Point State Park, soon to be opened Utahraptor State Park, and world-class mountain biking, hiking, and utility terrain vehicle trails create heavy visitor traffic in the study area during peak periods. Stakeholders expressed concern with congestion during peak tourism and visitor times.

Off-Highway Vehicles (OHVs)

Street-legal OHVs are allowed on Moab streets to access trailheads and recreation areas. Access to popular OHV destinations is primarily on residential streets. Typically, OHVs are transported via trailers and trailer parking becomes a concern at trailheads, in public spaces, and in residential areas. Noise from OHVs is a significant concern to study area residents.

Truck Traffic

Stakeholders expressed concern regarding the truck traffic utilizing US 191 through downtown Moab, including impacts from congestion and noise.

Corridor Design and Integration

Corridor design limitations include the need for managed access improvements and integrated multimodal uses, particularly with the addition of frontage roads along US 191. Multimodal integration with corridors such as Spanish Valley Drive and Kane Creek Boulevard require design solutions to avoid conflicts. Safe alternative routes to US 191 need attention especially should the roadway become blocked.

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River Rd.

191

279

Congestion

Congestion and increased traffic

Speed control

Street connection

Street connection

Separated downtown crossing

Separated downtown crossing

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

Sand Flats Rd

400 North St

500 West St

Center St

Kane Creek Blvd

Mill Creek Drive

400 East St

Mill Creek Dr

Congestion

Improve capacity. Add a bike lane or path and widen road

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

Potash Rd. - Hwy. 279

Kane Springs Rd

Access control

Access control

Access control

Murphy Ln

Spanish Trail Rd

Spanish Valley Dr

Widen road to four lanes

Congestion and increased traffic

191

313

0 0.25 0.5 Miles

0 0.25 0.5 Miles

Legend

- Spot Capacity Need
- Corridor Capacity Need
- Major Road
- Other Road
- Railroads
- Water
- Park
- City of Moab
- Study Area

0 0.5 1 Miles

CITY OF MOAB UTAH

Figure 30. Capacity Needs and Deficiencies Identified by Stakeholders

6.4 Active Transportation Needs & Deficiencies

Active transportation needs were identified by stakeholders and are summarized in this section and shown in **Figure 31**.

Residents and tourists are interested in connecting to recreational facilities and trailheads, with destinations distributed throughout the region.

While farms, floodways, and dead-end streets create challenges to a well-connected street grid, there are multiple opportunities to connect routes for active transportation. In addition, several streets that connect residential and commercial areas have sufficient width to accommodate facilities for bicycles and pedestrians.

6.4.1 Challenges

US 191

US 191 is an obstacle for pedestrians and bicyclists in Grand County and the City of Moab. With traffic volumes and freight traffic, it is a difficult roadway to cross and travel along. In many areas, long distances exist between crossings (signalized or grade-separated), as shown in **Figure 32**. The Spanish Valley area lacks any signalized crossings for over four miles to the boundary of the study area and beyond. As development increases in this part of Grand County and destinations develop on both sides of US 191, the need for protected pedestrian crossings will increase. Even downtown, where there are more frequent signalized crossings, residents report difficulty crossing US 191.

Limited Street Connectivity

The study area is separated into two clusters of development, north and south, by a swath of development that contains many dead-end roads, large parcels, and few through streets. This area is bounded by 300 South and Millcreek Drive on its north edge, and US 191 and Holyoak Lane on its south edge. This lack of street grid or alternatives, forces many to use US 191 to reach their destination.

6.4.2 Bikeway Needs

North-South Bikeways

High traffic volumes, heavy freight traffic, and lack of dedicated bicycle facilities along US 191 through downtown make for a stressful bicycling experience. With the Moab Canyon Pathway paralleling US 191 from the north and major destinations such as the Utah State University (USU) in the south of town, there is a need to better accommodate north-south bicycle traffic through Moab. While improvements to US 191 are an option, it would require impacts to on-street parking and vehicle throughput in downtown. Parallel corridors such as 500 West, 100 West, and 100 East can potentially accommodate north-south connectivity but may require detours to overcome inconsistent street connectivity.

East-West Bikeways

Mill Creek Parkway, and its underpass, are the only locations along the bikeway network where bike facilities and a safe crossing of US 191 align to permit east-west travel. 300 South has a traffic signal, but the street grid ends on the west side of US 191. 200 North lacks a signal to cross US 191, and there is a gap in the bike lane network between US 191 and 100 West.

Kane Creek Boulevard between 500 West and US 191

High traffic volumes and speeds, as well as the lack of sidewalks or bicycle facilities, on Kane Creek Boulevard deter pedestrians and bicyclists from using this road. For bicyclists using 500 West to bypass downtown and avoid US 191, the stretch on Kane Creek Boulevard presents an obstacle to connecting to destinations on the south side of town.

6.4.3 Pedestrian Needs

Pedestrian Crossings of US 191

Destinations and residences on both sides of US 191 at 400 North and 200 North require additional crossings.

USU is constructing a 40-acre campus on the west side of US 191. Aggie Boulevard connects at the intersection of US 191 and Millcreek Drive. Considering the number of people that will travel to and from the campus, a signalized crossing would allow students to more comfortably reach Millcreek Drive to access downtown.

Many people cross between the signalized crossings at Kane Creek Boulevard and 4th East Street (a 0.5-mile distance) to reach commercial destinations. Higher speed traffic and the curve in the road lead to discomfort.

6.4.4 Trail and Pathway Needs

Colorado River Pathway Gap

The Colorado River Pathway is an important shared-use path connection between destinations along SR 128 and Moab, including campgrounds, river put-in sites, and the Porcupine Rim Trail. While the pathway was mostly completed in 2015, a gap forces pathway user onto the SR 128 shoulder between Grandstaff Canyon and the Goose Island campground.

Pathway Connectivity between the USU Campus and Downtown Moab

With the USU campus under construction, pedestrians and bicyclists will need facilities connecting the campus and the commercial destinations along US 191 south of downtown (City Market or the Moab Brewery, for example).

Sand Flats Road Connectivity

The Sand Flats Recreation Area has seen increases in traffic due to the recreational opportunities for hikers, mountain bikers, and OHVs. This growth has created conflicts between users on Sand Flats Road that are likely to increase once the proposed Lions Back Resort development is constructed. To mitigate these conflicts, accommodations for pedestrians and bicyclists should be considered to connect to the trailheads and recreational destinations at the top of the hill.

Mill Creek Parkway Improvements and Extension

West of 100 West, the shared-use path along Mill Creek turns from paved to sand. Despite bridges across the creek, the path surface is too soft to allow use by bicyclists, who must dismount and walk through heavy sand. Additional development in this area presents an opportunity to extend this pathway network to the west and south.

Millcreek Drive and Spanish Valley Drive

While sidewalks are present throughout Moab, they are absent in Spanish Valley. Two critical streets provide connections for residents of Spanish Valley to the destinations in Moab – Millcreek

Drive and Spanish Valley Drive. Together, these roads could provide a low-stress, parallel route to US 191. While a previous National Park Service study evaluated this corridor and recommended a side path along Spanish Valley Drive, a solution will require a long-term commitment to acquire the necessary right-of-way (ROW).

6.4.5 Supporting Infrastructure Needs

Comprehensive Bicycle Parking

Increasing tourism numbers and bike theft issues necessitate installation of bike parking throughout the downtown area. Parking solutions must consider fat bikes and e-bikes. Racks styles should accommodate a variety of frames, styles, and tire sizes. Given the cost of e-bikes and mountain bikes visitors bring to Moab, secure bike parking is vital to encourage recreational rides to seamlessly transition to post-ride dining and shopping.

Wayfinding Signage

Due to the area's tourism draw, many pedestrians and bicyclists in Moab are unfamiliar with the active transportation network. Wayfinding signage is needed to promote the available trails, connections to nearby trailheads, and designated bicycling routes including alternatives to US 191.

Speed Management along US 191 (Main Street)

Stakeholders expressed a desire for speed management elements on US 191 at the entrances to downtown. These elements would communicate to motorists that they are transitioning from a high-speed highway to a small-town Main Street. These improvements could take the form of landscaped medians, signage, speed-feedback signs, or curb extensions but would need to be carefully designed to accommodate the traffic volumes and freight functions of the corridor.

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

T1 T2 T3 T4 T5 B1 B2 IN3 BN1 BN2 BN3 P1

Legend

CHALLENGES
(B1) US 191
(B2) Limited Street Connectivity

BIKEWAY NEEDS
(BN1) North-South Bikeways
(BN2) East-West Bikeways
(BN3) Kane Creek Blvd between 500 W and US 191

PEDESTRIAN NEEDS
(P1) Safe Pedestrian Crossings of US 191 / Main Street

TRAIL AND PATHWAY NEEDS
(T1) Colorado River Pathway Gap
(T2) Pathway Connectivity between the New USU Campus and Moab
(T3) Sand Flats Road Connectivity
(T4) Mill Creek Parkway Improvements and Extension
(T5) Mill Creek Dr and Spanish Valley Dr.

SUPPORTING INFRASTRUCTURE NEEDS
(IN3) Traffic Calming Elements Along Main Street

N

0 0.5 1 Miles

CITY OF MOAB UTAH

Figure 31. Active Transportation Needs and Deficiencies Identified by Stakeholders

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

Arches National Park

Utah Hwy. 128 - River R

191

1.2 Miles

.59 Miles

279

ate Hwy-279 - Potash Rd

Study Area extends southwest on Kane Creek Boulevard to Pritchett Canyon Trailhead

Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

See Inset

Sand Flats Rd

400 North St

500 West St

Williams Way

100 North St

Center St

100 South St

100 East St

Sand Flats Rd

Kane Springs Rd

Kane Creek Blvd

DOGWOOD AVE

.56 Miles

Mill Creek Dr

MILL CREEK DR/
AGGIE BLVD

Spanish Trail Rd

SPANISH TRAIL DR.

Spanish Valley Dr

4.12 Miles

191

Old Airport Rd

400 N

400 North St

191

200 N

100 West St

100 North St

Williams Way

Center St

100 South St

300 South St

400 East St

Mill Creek Drive

Kane Creek Blvd

0 0.15 0.3 Miles

LEGEND

- Traffic Signal
- HAWK
- Roundabout
- CROSSING NEEDED

N

0 0.5 1 Miles

Grand County Utah

CITY OF MOAB UTAH

Figure 32. Crossing Distances

7. Stakeholder & Community Outreach

Community involvement is an important part of successful transportation planning. Community outreach is critical to identify community goals and context, and gain insight on desired and appropriate transportation solutions.

The UTMP effort engaged the community early in the process. Early engagement best enables input provided by stakeholders to influence decisions. Stakeholders represented government and elected officials, businesses, contractors, transportation advocates, conservation, surrounding governments, agencies, and USU.

Outreach for this project was accomplished through:

- **UTMP TAC**: Representatives of the UTMP TAC met regularly to discuss progress and issues, as well as to provide guidance for the plan.
- **Board of Supervisors/City Council Briefings**: Presentations on the UTMP were made to City of Moab and Grand County in July and August 2021 and the final plan will be presented in July 2022.
- **Stakeholder Interviews**: Information was gathered through discussions with various contacts representing different interests in Grand County and City of Moab related to transportation issues.
- **Stakeholder Survey**: An online stakeholder survey was conducted in late 2021 to obtain input on transportation needs in the community.
- **Community Meetings**: Community meetings were held to present findings of analysis, review potential projects and prioritization methodology, and review the UTMP report.

7.1 November 2021 Community Meeting

A community meeting to present findings and potential strategies and improvements was held November 10, 2021. Key findings from Working Paper #1, including needs and deficiencies and potential strategies were presented, followed by an open discussion with community members.

In addition, an online survey and comment form was distributed to stakeholders and the community. Responses provided valuable input that was considered by the project team in developing strategies and solutions moving.

Note that while the study team reviewed all comments submitted, several were not directly addressed as they pertain to issues outside of the scope, goals, or objectives of the UTMP.

Community and stakeholder feedback was recorded and is provided in **Appendix D**.

7.2 December 2021 Community and TAC Meeting

A TAC and community meeting were held December 16, 2021 to review proposed draft strategies and projects. The projects were based on the current and future conditions analysis, input from the November 2021 community meeting and survey, and project team and TAC input.

The community meeting served to solicit public and stakeholder perspectives on potential project solutions and strategies. The information gathered from the community meeting, stakeholders, and the project TAC and study team helped refine the UTMP project list.

Community and stakeholder feedback was recorded and is provided in **Appendix D**.

7.3 June 2022 Community Meeting

A community meeting will be held in June 2022 to solicit community and feedback on the draft UTMP final report including project prioritization results. The information and comments received from the community meeting will assist the study team in refining the draft UTMP final report and in preparing a final UTMP report for presentation to the community and local jurisdictions.

7.4 Grand County Commission and Moab City Council

The final UTMP report will be presented for adoption to the Grand County Commission and City of Moab City Council in summer 2022.

8. Transportation Strategies

This section presents an overview of proposed transportation policies, strategies, and improvements to make it more convenient, comfortable, and safe to walk, bicycle, and drive within and throughout Grand County and the City of Moab.

Implementing changes requires a combination of guiding policies, network-wide strategies, and specific improvement projects.

8.1 Guiding Policies

Recommended policies to be considered by Grand County and the City of Moab are listed in **Table 14**.

Table 14. Recommended Transportation Policies

Policy Name	Description
Complete Streets Policy	Develop a Complete Streets Policy to guide future design of multimodal streets. The policy will emphasize County and City goals to accommodate all users and modes of the transportation system, particularly downtown (e.g., trucks, vehicles, pedestrians, bicycles).
Downtown Bicycle Parking Facilities	Develop a policy to require bicycle parking facilities with new or re-development throughout the downtown area.
Future Trail Acquisition	Formalize policy and code to require a review of potential trail easements in conjunction with new development or redevelopment reviews.
UDOT Frontage Road Study	Support implementation of UDOT Frontage Study in future development plans and consider streetscape improvements that enhance a multimodal environment and safety.

8.1.1 Complete Streets Policy Information

Complete Streets is an approach to planning, designing, building, operating and maintaining streets that enable safety for all users, including pedestrians, bicyclists, and motorists of all ages and ability. A goal of a complete street is to reduce speeds on roadways to improve safety.

Complete Streets are a process and approach to street design or redesign – there is no singular design for Complete Streets. A complete street may look different in different community settings or areas. A complete street may include sidewalks, bike lanes (or wide shoulders), frequent and safe crosswalks, median islands, curb extensions, narrower travel lanes, roundabout, and more. Other streets should be designed to focus on freight and mobility needs. Not all streets can accommodate all users. Successful communities provide a network of streets that serve different users.

The Smart Growth America National Complete Streets Coalition provides resources for communities in drafting a complete streets policy. The National Complete Streets Coalition (NCSC) identified 10 elements of a comprehensive Complete Streets policy that serve as a model in developing Complete Streets, including the following:

1. **Vision and intent**: Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected network and specifies at least four modes, two of which must be biking or walking.
2. **Diverse users**: Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. **Commitment in all projects and phases**: Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable exceptions**: Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. **Jurisdiction**: Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. **Design**: Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. **Land use and context sensitivity**: Considers the surrounding community's current and expected land use and transportation needs.
8. **Performance measures**: Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria**: Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps**: Includes specific next steps for implementation of the policy.

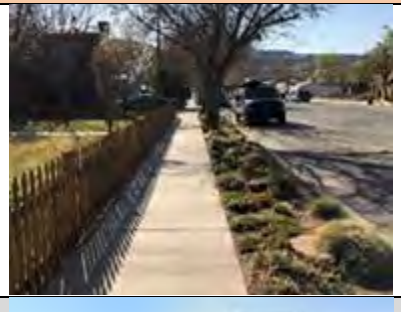
Source: https://smartgrowthamerica.org/resources/elements-complete-streets-policy/

8.2 Transportation Improvement Strategies

Transportation improvement strategies are separated into three categories:

1. Active transportation improvement strategies refer to those that improve conditions for walking and bicycling. Examples of active transportation strategies and their benefits and considerations are summarized in **Table 15**.
2. Roadway improvement strategies focus on those that improve connectivity and safety for those driving in and around the Moab area. Examples of roadway-focused improvements and their benefits and considerations are reported in **Table 16**.
3. Parking and transit improvement strategies, and their benefits and considerations are reported in **Table 17**.

Table 15. Active Transportation Strategies

Active Transportation Strategy		Purpose/Benefit	Considerations
Pedestrian Facilities			
Sidewalks		• Provide dedicated space for people to walk, run, skate, bike, etc. to help improve pedestrian safety • Improve transportation network connectivity	• Prioritize locations near transit stops, schools, parks, public buildings, and other areas with high concentration of pedestrians • Street furniture should not restrict pedestrian flow
PHB / HAWK Signal		• Improve pedestrian safety crossing at mid-block or uncontrolled intersections • Improve transportation network connectivity	• Three-lane or greater roadways with speed limits above 40 mph and annual average daily traffic (AADT) greater than 9,000 • Install with high-visibility crosswalks, advance yield/stop signage and pavement markings • The Manual on Uniform Traffic Control Devices (MUTCD) provides guidance on pedestrian volume warrants, design features, and restrictions associated with a PHB
Rectangular Rapid Flashing Beacons (RRFBs)		• For use at uncontrolled pedestrian and school crosswalk locations to improve pedestrian safety and increase motorist awareness	• Two-lane or greater roadways with speeds greater than 30 mph and daily traffic less than 15,000 or speeds less than 40 mph for daily traffic greater than 15,000 • Three-lane roadways with speeds less than 40 mph • Four-lane or greater roadways with speeds less than 40 mph and daily traffic less than 15,000 or speeds less than 30 mph for daily traffic greater than 15,000

Active Transportation Strategy		Purpose/Benefit	Considerations
In-Street Pedestrian Crossing Sign		• Remind roadways users of laws regarding ROW	• Recommended for multi-lane roadways where AADT is greater than 10,000 or on two- to three-lane roads where speed limits are 30 mph or less • Cannot be implemented at signalized locations • Other crossing improvements are required to prevent an increase in pedestrian crashes
Yield/Stop Here to Pedestrian Sign		• Provide advance warning to drivers of a marked crosswalk	• Implement along with Advance Yield/Stop pavement markings
Pedestrian Refuge Island		• Breaks up walking distance and allows pedestrians to focus on one direction at a time	• Recommended for roadways with raised median, especially for roadways with more than two lanes in each direction
Advance Yield/Stop Pavement Markings		• Improves pedestrian visibility by providing advance warning to drivers of marked crosswalk	• Recommended at uncontrolled crossings for three-lane roadways with speeds less than 30 mph, and daily traffic less than 9,000 • Implement with Advance Yield/Stop signage, RRFB, and PHB • Restrict parking between yield line and crosswalk to allow for better visibly • Effectiveness depends on motorist compliance with marked yield lines

Active Transportation Strategy		Purpose/Benefit	Considerations
High-Visibility Crosswalks		• Improves pedestrian visibility by providing advance warning to drivers	• Recommended for two- to three-lane roadways, with speeds less than 30 mph, and AADT less than 9,000 • Can be considered for two- to four-lane roadways with speed less than 40 mph, and AADT less than 15,000 with combination with other improvements such as advance yield/stop signage and pavement markings, pedestrian refuge islands, RRFB, and PHB
Raised Pedestrian Crossings		• Improves safety for pedestrians by increasing visibility for drivers and reduces speed of vehicles	• Recommended as an uncontrolled crossing for two- to three-lane roadways with speeds less than 30 mph and AADT less than 9,000 • Attention should be paid to impacts on drainage • May be inappropriate on curves or steep roadway grades
Curb Extension		• Improves safety for pedestrians at an intersection • Shortens required crossing distances • Increases visibility and reduces speed of turning vehicles	• Appropriate where there is an on-street parking lane and transit and bicyclist would travel outside curb edge • Curb extension should not extend more than six feet from curb • Consider turning needs for larger vehicles such as school buses or emergency vehicles • Consider impacts to drainage
Pedestrian Overpasses/ Underpasses (Tunnel)		• Provides physically separated crossings from vehicular traffic • Provide safe crossing over/under connectivity barriers such as freeways, railways, and natural barriers • Improves transportation network connectivity	• Use sparingly and as a measure of last resort • Pedestrian will not use if there is a more direct route • Lighting, drainage, graffiti removal, and security are major concern with underpasses • Long ramps may be necessary to accommodate wheelchairs

Active Transportation Strategy		Purpose/Benefit	Considerations
Separated Shared-Use Path		• Provides separated space for multimodal users • Creates additional transportation network connections	• Paths should be designed to ensure safety among all path users caused by high use and differences speeds. • Typical widths of 10-14 feet are desirable
Bicycle Facilities			
Bicycle Signage and Pavement Markings		• Increase motorist awareness • Create designated space for bicyclists • Provide warning and/or regulatory information to all road users	• Signage may include bicycle lane, share the road, bicycle guide information, etc. • Intersection markings may include dashed lines, color (green) pavement or bicycle box • Avoid overuse of signs, which may contribute to non-compliance or visual clutter
Bicycle Lanes		• Provides dedicated portion of the roadway for preferential use by bicyclist • May visually narrow the roadway to encourage reduced vehicle speeds	• Provide adequate bicycle lane width: o Five feet from face of curb o Six to seven feet for locations with higher bicycle traffic, higher vehicles speed, volume, or percentage large vehicles • Provide additional space between bicycle lane and on-street parking • Minimize paving joints in bicycle lanes • Marked crosswalk should extend across bicycle lanes

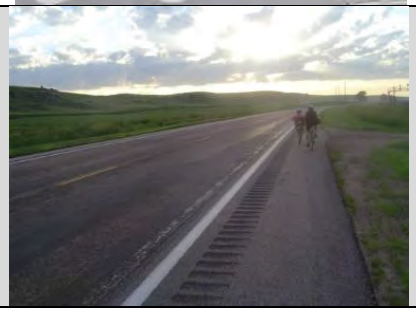
Active Transportation Strategy		Purpose/Benefit	Considerations
Separated Bicycle Lanes (Cycle Tracks or Protected Bicycle Lanes)		• Increases safety by physically separating bicyclists from vehicle traffic	• Minimum width of separated bicycle lane is five feet, with a minimum three-foot buffer • At intersections, make sure to have signage and pavement markings to improve awareness and provide guidance through the intersection • Consider separation such as jersey barriers or knock-down posts
Paved Shoulders		• Creates separated space for bicyclists	• Minimum width of shoulder is five feet • Provide rideable space if rumble strips are present • Create accommodations for bicycles through intersections

Table 16. Roadway Improvement Strategies

Roadway Improvement Strategy		Purpose/Benefit	Considerations
Traffic Signals		• Provides gaps in traffic flow for pedestrians to cross roadways	• A pedestrian phase should be automatically active for locations where pedestrian traffic is regular and frequent
System/Network Connectivity		• Increase multimodal usability for a transportation network system	• Consider connections for all users (roadway, sidewalks, transit, etc.)
Install Red Curb Markings		• Install red curb to increase corner sight distance at intersections.	• Red curb should be installed 10-25 feet from corner; additional length may be needed to accommodate corner sight distance

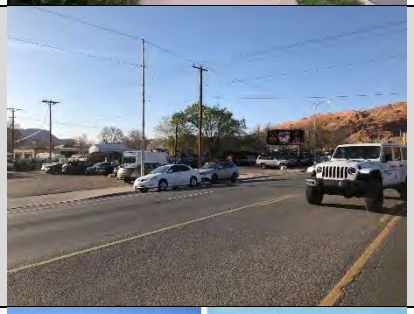
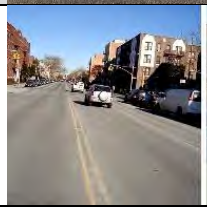
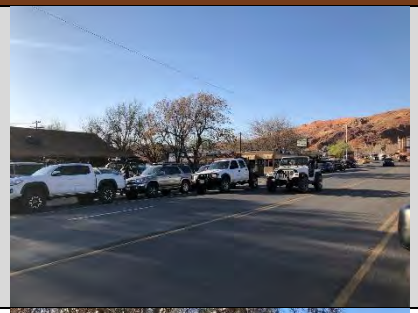
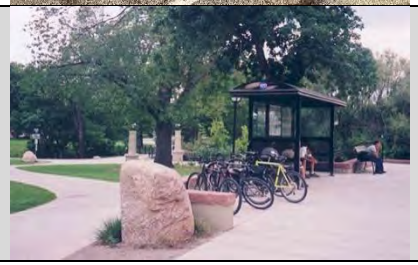
Roadway Improvement Strategy		Purpose/Benefit	Considerations
Roundabouts		• Help reduce vehicle speeds • Improve safety by eliminating left-turns and angled collisions	• Consider bicycle/pedestrian volumes, design vehicle, available ROW • Best where traffic flows are balanced on all approaches or at intersections with more than four approaches • Not suitable for high-speed roadways or for intersection of two multi-lane roads • Consider mini-traffic circles or smaller-scale roundabouts on low-speed and volume roadways
Sight Distance Improvements		• Improve visibility and awareness of all users by removing sight distance obstructions (e.g., overgrown vegetation, on-street parking)	• If there is on-street parking, should determine whether on-street parking is necessary or what is the most appropriate kind of parking • Determine if skewed intersection should be realigned
Access Management		• Increase safety by reducing the number of potential conflict points between pedestrians/bicyclists and motorists	• May assist to determine closing/consolidating or restricting movements at driveways
Road Diet/Lane Reductions	 	• Reconfigure roadway cross-section to optimize street space to benefit all users	• Four to three-lane conversation should be considered for roadways with documented safety concerns or prioritizes bicycling and walking routes • Community outreach is helpful to educate and gather input • Consider how roadway diet/lane reduction may affect alternative and neighboring routes

Table 17. Parking and Transit Strategies

Parking/Transit Strategy		Purpose/Benefit	Considerations
Parking Restriction		• Parking restriction may remove parked vehicles that can obstruct sightlines • Can increase visibility of pedestrian crossing the road	• Communicate with community stakeholders about removing parking spaces • Important to enforce parking restriction with signage, paint, and pavement markings
On-Street Parking Enhancements		• May serve as traffic calming (lane narrowing) to reduce vehicle speeds • Provides a buffer between sidewalk edge and motorist traffic, creating a safer environment	• May take up roadway space desired for other uses such as bicycle lanes • Can be combined with curb extensions (or bulb-outs) to increase safety
Transit Stop Improvements		• Increase usability of the transportation system • Provides safe and convenient access for people to wait	• Provide comfort items such as shelter, places to site, trash bins, and schedule information • Ensure a clear and visible path for pedestrians

Parking/Transit Strategy		Purpose/Benefit	Considerations
Access to Transit		• Provide safe and convenient access for all transportation network users	• Ensure stops are connected to sidewalks • Locate stops on the far side of the intersection where possible • Review Americans with Disabilities Access
Wayfinding		• Direct pedestrians and bicyclists to the best routes connecting destinations or circumventing obstacles	• Evaluate use of both regulatory and warning signs • Avoid overuse of signs, which may contribute to non-compliance or visual clutter
Freight Shuttles/ Loading and Unloading Areas		• Reduce truck traffic in congested and heavy pedestrian areas (downtown)	• Location with access for large trucks and ability to store/warehouse items before final destination

.

9. Recommended Improvements

Dozens of potential transportation improvements were evaluated considering existing and future conditions needs analysis, TAC, community and stakeholder input, and transportation strategies. The evaluation yielded 38 transportation improvement projects categorized as follows:

- 19 active transportation
- 14 roadway
- 3 parking
- 2 transit

A project information summary sheet was prepared for each improvement that provides the following information:

- Project Name
- Project Category
- Project Description
- Project Length
- Jurisdiction
- Planning Horizon: Near (1-6 years), Mid (7-12 years), and Long (13+ years)
- Cost Estimate (planning level)
- Priority (TAC and/or community input)
- Other Notes and Considerations

Transportation project information summary sheets are provided in **Appendix E** for active transportation improvement projects and **Appendix F** for roadway improvement projects.

9.1 Planning-Level Cost Estimates

Planning-level cost estimates for each project were prepared utilizing the following sources:

- UDOT's project cost estimator tool
- Moab and Spanish Valley 2050 Regional Transportation Plan (Completed 2021)
- Moab City Roadway Evaluation and Facilities Plan (Completed 2020)
- Recently completed construction projects in the State of Utah
- Input from the project team

Cost estimates account for inflation, preliminary engineering, ROW (when applicable), a contingency, and represent a future estimated cost for the designated horizon year.

9.2 Active Transportation Improvement Projects and Assessments

A total of 16 active transportation projects and 3 planning assessments were identified. Projects include pedestrian and bicycle facilities, shared-use paths, and planning assessments to improve connectivity, safety, and mobility for all users.

The active transportation improvement projects and assessments are shown in **Table 18**. The project number corresponds to the active transportation projects shown in **Figure 33**.

Table 18. Active Transportation Improvement Projects and Assessments

Project Number	Project Name	Project Category	Project Description	Project Length	Jurisdiction(s)	Planning Horizon	Cost Estimate	Priority	Other Notes (Issues, Concerns, ROW Considerations, etc.)
AT1	US 191 Sidewalk Improvements: Fourth East to Bittle Lane	Pedestrian Facilities	Construct sidewalk to connect existing gap along US 191 from Fourth East to Bittle Lane	425 ft.	City; UDOT	Near (1-6 years)	$70,000	Low	Will require coordination with UDOT
AT2	Dogwood Avenue and US 191 Area Crossing	Pedestrian Facilities	Construct enhanced pedestrian crossing on US 191 near Dogwood Avenue (PHB/HAWK crossing)	N/A	City; UDOT	Near (1-6 years)	$300,000	High	Will require coordination with UDOT
AT3	Millcreek Drive Sidewalk Improvements	Pedestrian Facilities	Construct sidewalk where missing on Millcreek Drive, Spanish Valley Drive to bridge north of Lasal Road	0.93 mi	City; County	Mid (7-12 years)	$800,000	High	
AT4	Holyoak Sidewalk Connection	Pedestrian Facilities	Construct sidewalk along Holyoak Lane from Mill Creek Drive to Wagner Avenue	0.47 mi	City	Mid (7-12 years)	$400,000	Low	
AT5	US 191 at Millcreek Drive/Aggie Boulevard Crossing	Pedestrian Facilities	Construct tunnel at US 191 and Millcreek Drive/Aggie Boulevard intersection to cross US 191	N/A	City	Long (13+ years)	$1,600,000	Medium	Will require coordination with UDOT
AT6	100 East Bicycle Lanes	Bicycle Facilities	Install bicycle lane pavement markings on 100 East from 200 North to Millcreek Trail and on to City Market	0.68 mi	City	Near (1-6 years)	$60,000	High	Recommended in Moab Downtown Plan (2019)
AT7	Kane Creek Boulevard Paved Shoulders (Bicycle) Improvements	Bicycle Facilities	Construct paved shoulders (for use by bicyclists) on Kane Creek Boulevard from 500 West to Kane Creek Recreation Parking (end of pavement)	3.87 mi	City; County	Long (13+ years)	$2,860,000	High	Similar recommendation in Moab and Spanish Valley 2050 Regional Transportation Plan (2021)
AT8	Kane Creek Boulevard Bicycle Lanes Improvements	Bicycle Facilities	Stripe bicycle lanes and construct paved shoulders (if needed) on Kane Creek Boulevard from US 191 to 500 West	0.77 mi	City	Mid (7-12 years)	$590,000	Medium	Similar recommendation in Moab and Spanish Valley 2050 Regional Transportation Plan (2021)
AT9	Murphy Lane Paved Shoulders (Bicycle) Improvements	Bicycle Facilities	Construct paved shoulders (for use by bicyclists) on Murphy Lane from Millcreek Drive to Spanish Trail Road	2.51 mi	County	Mid (7-12 years)	$1,860,000	Low	

Project Number	Project Name	Project Category	Project Description	Project Length	Jurisdiction(s)	Planning Horizon	Cost Estimate	Priority	Other Notes (Issues, Concerns, ROW Considerations, etc.)
AT10	Shared-Use Path Construction and Connections; Pack Creek and Mill Creek	Shared-Use Paths	Construct a shared-use path that connects the pedestrian hybrid beacon on US 191 at City Market crossing Pack Creek to Kane Creek Boulevard and north to 300 South; also connect to 100 West	0.40 mi	City	Mid (7-12 years)	$630,000	High	
AT11	Colorado River Shared-Use Path Gap	Shared-Use Paths	Construct shared-use path along Colorado River between Grandstaff Canyon and Goose Island (existing gap)	0.66 mi	County	Off the shelf	$4,530,000	High	Will require coordination with UDOT
AT12	Spanish Valley Drive Shared-Use Path	Shared-Use Paths	Construct a shared-use path on Spanish Valley Drive from Millcreek Drive to South County line	5.10 mi	County	Off the shelf	$8,500,000	High	Partially funded; to be implemented as development continues; recommended in Moab and Spanish Valley 2050 Regional Transportation Plan (2021)
AT13	Mill Creek Canyon Trailhead Connections	Shared-Use Paths	Construct trail connections to Mill Creek Canyon Trailhead (Powerhouse Lane) to Pack Creek and/or Millcreek pathways	1.11 mi	City; County	Long (13+ years)	$1,025,000	Low	
AT14	Sand Flats Recreation Area Bicycle and Pedestrian Access	Shared-Use Paths	Construct pedestrian and bicycle facilities to connect Sand Flats Recreation to downtown.	2.18 mi	City; County	Near (1-6 years)	$2,000,000	Low	May be completed concurrently with developments in the area
AT15	Sand Flats Road Shared-Use Path	Shared-Use Paths	Construct shared-use path from Sand Flats Road Access to Porcupine Rim Trailhead	7.0 mi	County	Long (13+ years)	$6,500,000	Low	
AT16	San Miguel Connection	Shared-Use Paths	Construct a connection between San Miguel north to path over Pack Creek, eventually connecting to Millcreek Drive	350 ft.	City	Mid (7-12 years)	$475,000	Medium	
AT Plan 1	500 West Safe Routes to School Improvements	Active Transportation Planning Assessment	Evaluate bike lane and parking needs on 500 West from 400 North to US 191 to provide a "Safe Route to School"	N/A	City	Off the shelf	$75,000	Medium	

Project Number	Project Name	Project Category	Project Description	Project Length	Jurisdiction(s)	Planning Horizon	Cost Estimate	Priority	Other Notes (Issues, Concerns, ROW Considerations, etc.)
AT Plan 2	100 West Corridor Assessment	Active Transportation Planning Assessment	Complete a corridor assessment for 100 West from Swanny City Park to 100 South including pedestrian and bicycle crossings, sidewalks, capacity improvements, and bike lane needs	N/A	City	Off the shelf	$75,000	Medium	
AT Plan 3	Pack Creek Drainage Assessment	Active Transportation Planning Assessment	Complete an assessment/feasibility study for improvements to the Pack Creek drainage including a bike trail, fire break, access, and floodway considerations	N/A	City; County	Off the shelf	$300,000	High	

Grand County & City of Moab
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Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead

See Inset Map Below

Inset Map

Legend
- Railroads
- Water
- Park
- City of Moab
- Study Area
- Proposed Projects
- Proposed Projects

0 0.2 0.4 Miles

0 0.5 1 Miles

Figure 33. Active Transportation Improvement Projects

9.3 Roadway Improvement Projects and Assessments

A total of 10 roadway projects and 4 roadway planning assessments were identified. Roadway projects include roadway connections, intersection control, roadway improvements, and planning assessments to improve connectivity, safety, and mobility for all users.

The roadway improvement projects and assessments are shown in **Table 19**. The project number corresponds to the projects shown in **Figure 34**.

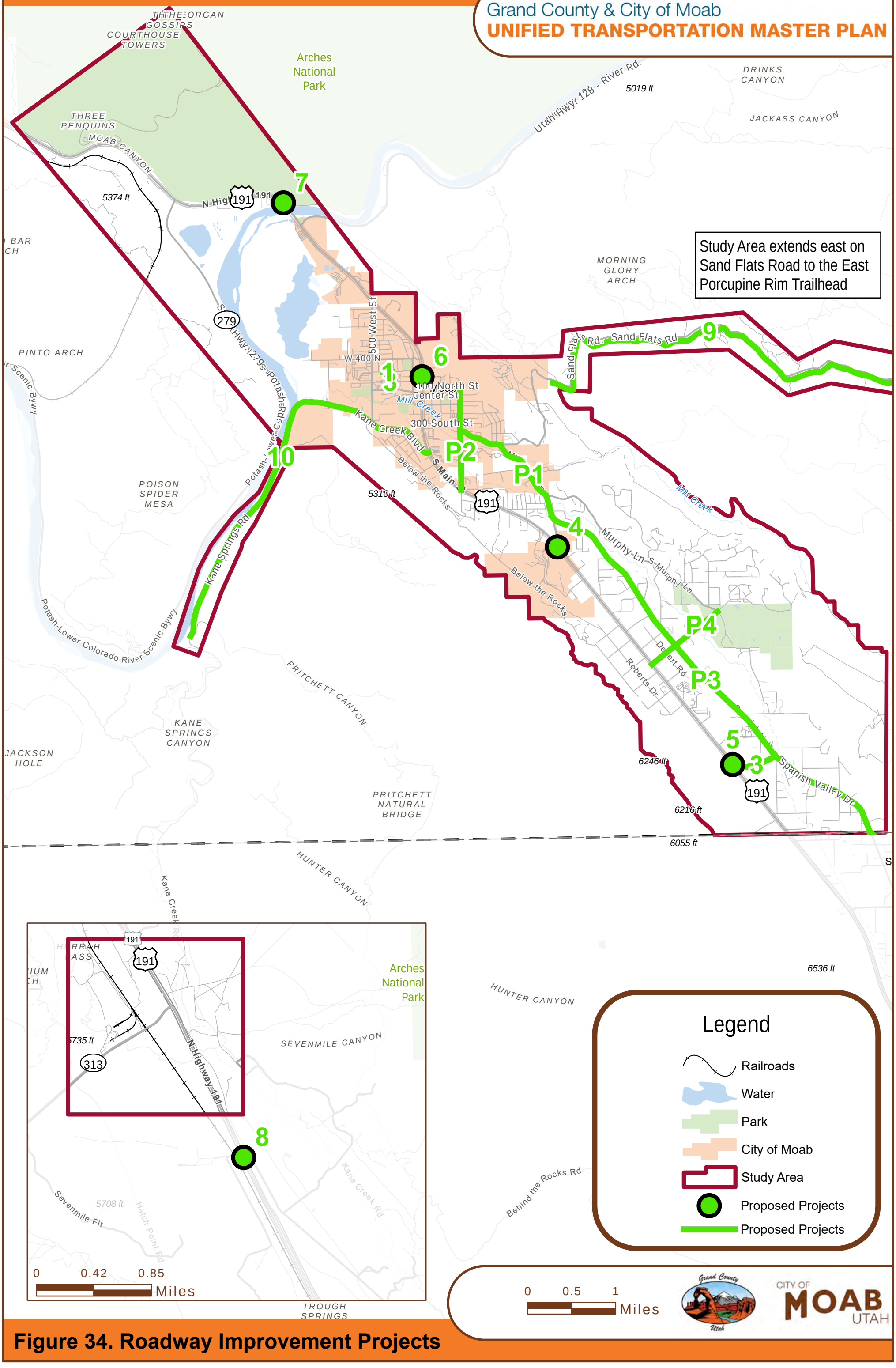
Table 19. Roadway Improvement Projects and Assessments

Project Number	Project Name	Project Category	Project Description	Project Length	Jurisdiction(s)	Planning Horizon	Cost Estimate	Priority	Other Notes (Issues, Concerns, ROW Considerations, etc.)
R1	Park Drive Connection	Roadway Connection	Construct street connection and sidewalk of Park Drive, Opal Avenue to Park Road	300 ft.	City	Mid (7-12 years)	$180,000	Low	
R2	Walnut Lane Street Connection	Roadway Connection	Construct street connection and sidewalk of Walnut Lane to Orchard Park Lane (Hospital Road)	100 ft.	City	Mid (7-12 years)	$60,000	Medium	
R3	US 191 to Spanish Valley Drive Connection near Beeman Road	Roadway Connection	Construct new east-west street connection between Spanish Valley Drive and US 191 near Beeman Road	0.5 mi	County	Mid (7-12 years)	$2,560,000	Medium	Similar recommendation in Spanish Valley Transportation Plan (2008); requires coordination with UDOT
R4	Millcreek Drive/Aggie Boulevard and US 191 Traffic Signal	Intersection Control	Construct traffic signal at Millcreek Drive and US 191 intersection	N/A	City; UDOT	Near (1-6 years)	$650,000	Medium	Requires coordination with UDOT
R5	Meador Drive and US 191 Traffic Signal	Intersection Control	Construct traffic signal at US 191/Meador Drive	N/A	County	Mid (7-12 years)	$775,000	Medium	Similar recommendation in US 191 Corridor Preservation Study (2015); requires coordination with UDOT
R6	200 North and US 191 Traffic Signal	Intersection Control	Construct traffic signal at US 191 at 200 North intersection	N/A	City; UDOT	Near (1-6 years)	$650,000	High	Recommended in Moab and Spanish Valley 2050 Regional Transportation Plan (2021); requires coordination with UDOT
R7	West Moab Boat Dock Road and US 191 Improvements	Roadway Improvement	Identify and construct safety improvements to Moab Boat Dock Road intersection at US 191	N/A	County; UDOT	Near (1-6 years)	$50,000-$200,000	High	Requires coordination with UDOT

Project Number	Project Name	Project Category	Project Description	Project Length	Jurisdiction(s)	Planning Horizon	Cost Estimate	Priority	Other Notes (Issues, Concerns, ROW Considerations, etc.)
R8	US 191 Gemini Bridges and Bar M Access Improvements	Roadway Improvement	Realignment of access roads on US 191 at Gemini Bridges and Bar M (AKA Old Highway, Moab Canyon)	500 ft.	County; UDOT	Mid (7-12 years)	$325,000	Medium	Requires coordination with UDOT
R9	Sand Flats Road Improvement	Roadway Improvement	Roadway improvement (paving) on Sand Flats Road from Sand Flats Road Access to Porcupine Rim Trailhead	7.0 mi	County	Long (13+ years)	$30,000,000	Low	See Section 10.3, RAISE and FLAP grant opportunities
R10	Kane Creek Boulevard	Roadway Improvement	Reconstruct and widen Kane Creek Boulevard from US 191 to Kane Creek Recreation Parking; include intersection improvements to Kane Creek Boulevard and 500 West	4.64 mi	City; County	Long (13+ years)	$20,000,000	High	Similar recommendation in Moab and Spanish Valley 2050 Regional Transportation Plan (2021)
Roadway Plan 1	Millcreek Drive Corridor Assessment and Preliminary Plan	Roadway Planning Assessment	Prepare preliminary plans for the Millcreek Drive from Spanish Valley Drive to Fourth East, including the Fourth East/300 South intersection. Plans may identify improvements to the following: • Millcreek Drive / Spanish Valley Drive • Millcreek Drive / Murphy Lane • Millcreek Drive / Sand Flats Road • Millcreek Drive / Fourth East • Fourth East / 300 South	1.65 mi	City; County	Off the shelf	$250,000	High	
Roadway Plan 2	Fourth East Improvements	Roadway Planning Assessment	Conduct an assessment of capacity and multimodal improvements (intersection and segment) to Fourth E. Street between 100 North and US 191	1.18 mi	City	Off the shelf	$100,000	Medium	
Roadway Plan 3	Spanish Valley Drive	Roadway Planning Assessment	Conduct multimodal assessment to Spanish Valley Drive from Millcreek Drive to County Line; Spanish Valley Drive is alternative route to US 191 during incidents	5.10 mi	County	Off the shelf	$100,000	High	Similar recommendation in Spanish Valley Transportation Plan (2008)
Roadway Plan 4	Spanish Trail Road	Roadway Planning Assessment	Conduct multimodal assessment to Spanish Trail Road from US 191 to Murphy Lane	0.95 mi	County	Off the shelf	$100,000	Medium	

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Study Area extends east on Sand Flats Road to the East Porcupine Rim Trailhead



Legend

- Railroads
- Water
- Park
- City of Moab
- Study Area
- Proposed Projects
- Proposed Projects

0 0.42 0.85 Miles

0 0.5 1 Miles

Figure 34. Roadway Improvement Projects

9.4 Parking and Transit Improvement Projects

A total of 3 parking and 2 transit-related projects were identified. Projects include improvements to parking and transit facilities that improve parking, access management, multimodal options, and overall mobility.

The parking and transit improvement projects are shown in **Table 20**.

Table 20. Parking and Transit Improvement Projects

Project Number	Project Name	Project Category	Project Description	Project Length	Jurisdiction(s)	Planning Horizon	Cost Estimate	Priority	Other Notes (Issues, Concerns, ROW Considerations, etc.)
P1	Oversized Lot Parking Improvements	Parking	Construct oversized parking lots north and south of downtown Moab	N/A	City; County	Mid (7-12 years)	$660,000	Medium	Requires ROW acquisition; recommended in Moab Parking Management Study (2019)
P2	Arches National Park Overflow Parking Area	Parking	Parking at UMTRA site for Arches National Park/City Shuttles/etc.	N/A	County	Long (13+ years)	$3,300,000	Low	Environmental clearance and coordination with National Parks Service
P3	US 191 Parking	Parking	Evaluate no parking zones on US 191 to limit parking inhibiting sight distances; include freight parking	N/A	City; UDOT	Off the shelf	$50,000	Medium	Evaluation for future potential improvements; will require coordination with UDOT
T1	Multimodal Transfer Center	Transit	Construct a multimodal transfer center near Canyonlands Regional Airport, connecting Moab Canyon Pathway, SR 128 Trail, SR 313, and shuttle services	N/A	County	Long (13+ years)	$8,000,000	Low	Recommended in Moab and Spanish Valley 2050 Regional Transportation Plan (2021)
T2	Grand County Shuttle System	Transit	Implement shuttles (transit, medical, retail, etc.) to serve key destinations including Arches, Airport, Hospital, USU, Spanish Valley/Spanish Trail Road, Rocky Mountaineer Hub, etc.	N/A	City; County	Mid (7-12 years)	$230,000 (annually)	Medium	

9.5 Network-Wide Strategies

The UTMP identifies network-wide projects that requiring further scoping. General network-wide strategies to be considered by Grand County and the City of Moab are listed in **Table 21**.

Table 21. Recommended General Strategies

Strategy Name	Project Description
Bicycle and Pedestrian Safety Awareness Campaign	Prepare education materials relating to safe practices by motorists, pedestrians, and bicyclists when using County or City streets. The materials can be distributed at hotels and visitor centers.
Downtown Wayfinding Signage Plan	Prepare a downtown signage wayfinding plan. The plan would identify the destinations, and locations for wayfinding signage. Destinations could include trails, trailheads, and on-street cycling routes alternatives to US 191 in downtown Moab.
Wayfinding Signage (Parking) Plan	Prepare a wayfinding plan to city-owned parking lots and available spaces.
Transportation Technology Plan	Identify opportunities to implement technology-based infrastructure to improve traffic operations and safety. These could include vehicle detection, communication, and travel information signs.
Multimodal Nodes	Consider future opportunities for multimodal interaction at key public/private spaces and include shuttles, bicycles, pedestrians, and links to trail heads. Also consider a conflict management strategy that recognizes different users (vehicles, pedestrians, bicyclists, OHVs, etc.), common corridors, traffic patterns, loading/transfer areas, trailheads, and potential mode conflicts.
Rail Service Feasibility Study	Conduct a feasibility study to evaluate short rail kickouts/spurs connecting the future parking at UMTRA project site to the airport that may include passenger rail service.
East-West Spanish Valley Connectivity	Conduct a study to identify needed future east-west connections in Spanish Valley, particularly to/from US 191.
Freight Transfer Plan	Conduct a feasibility study to evaluate need for and location outside of downtown Moab for a freight, goods, and cargo transfer station. The facility would facilitate transfer of freight, goods, and cargo from large trucks to local delivery vehicles, easing congestion on US 191.
Pavement Maintenance and Preservation Program (Grand County)	Establish a comprehensive pavement maintenance program.
Intelligent Transportation System (ITS)	Consider ITS in all project development. ITS components include technologies that improve safety, efficiency, or sustainability of the transportation network (cameras, communication, fiber, message signs, etc.).
Shared Use Path Design Standards	Evaluate and update standards, guidelines, and criteria for shared use path construction to reflect best practices. The standards will reflect a range of users including bicycles, pedestrians, scooters, e-bikes and road separation.

10. Prioritization & Implementation

10.1 Prioritization Methodology

A project prioritization methodology was developed for the UTMP to quantitatively score and rank recommended active transportation and roadway projects. The process considers the impacts of improvements on the transportation network for six categories: safety, livability and economic growth, traffic congestion and operations, implementation, preservation and resiliency, and community and stakeholder input.

A summary of the prioritization structure for roadway and active transportation projects is provided in **Figure 35**. Detailed information on each element's scoring and weighting used in the prioritization process is provided in **Appendix F**.



Figure 35. Roadway and Active Transportation Prioritization Elements

10.2 Project Prioritizations

10.2.1 Active Transportation Project Prioritization

Active transportation projects are shown in **Table 22** in prioritized order. The detailed project inputs to the project prioritization categories used in the project prioritization process for active transportation projects is provided in **Appendix F**.

Table 22. Prioritized Active Transportation Projects

Project Number	Project Name	Project Category	Project Description	Prioritized Ranking
AT10	Shared Use Path Construction and Connections; Pack Creek and Mill Creek	Shared-Use Paths	Construct a shared use path that connects the pedestrian hybrid beacon on US 191 at City Market crossing Pack Creek to Kane Creek Boulevard and north to 300 South; also connect to 100 West	1
AT2	Dogwood Avenue and US 191 Area Crossing	Pedestrian Facilities	Construct enhanced pedestrian crossing on US 191 near Dogwood Avenue (PHB/HAWK crossing)	2
AT5	US 191 at Millcreek Drive/Aggie Boulevard Bicycle and Pedestrian Crossing	Pedestrian Facilities	Construct tunnel at US 191 and Millcreek Drive/Aggie Boulevard intersection to cross US 191	3
AT1	US 191 Sidewalk Improvements: Fourth East to Bittle Lane	Pedestrian Facilities	Construct sidewalk to connect existing gap along US 191 from Fourth East to Bittle Lane	4
AT12	Spanish Valley Drive Shared-Use Path	Shared-Use Paths	Construct a shared use path on Spanish Valley Drive from Millcreek Drive to South County line	5
AT4	Holyoak Sidewalk Connection	Pedestrian Facilities	Construct sidewalk along Holyoak Lane from Mill Creek Drive to Wagner Avenue	6
AT8	Kane Creek Boulevard Bicycle Lanes Improvements	Bicycle Facilities	Stripe bicycle lanes and construct paved shoulders (if needed) on Kane Creek Boulevard from US 191 to 500 West	7
AT14	Sand Flats Recreation Area Bicycle and Pedestrian Access	Shared-Use Paths	Construct pedestrian and bicycle facilities to connect Sand Flats Recreation to downtown.	8
AT3	Millcreek Drive Sidewalk Improvements	Pedestrian Facilities	Construct sidewalk where missing on Millcreek Drive, Spanish Valley Drive to bridge north of Lasal Road	9
AT6	100 East Bicycle Lanes	Bicycle Facilities	Install bicycle lane pavement markings on 100 East from 200 North to Millcreek Trail and on to City Market	10
AT11	Colorado River Shared-Use Path Gap	Shared-Use Paths	Construct shared use path along Colorado River between Grandstaff Canyon and Goose Island (existing gap)	11
AT16	San Miguel Connection	Shared-Use Paths	Construct a connection between San Miguel north to path over Pack Creek, eventually connecting to Millcreek Drive	12
AT9	Murphy Lane Paved Shoulders (Bicycle) Improvements	Bicycle Facilities	Construct paved shoulders (for use by bicyclists) on Murphy Lane from Millcreek Drive to Spanish Trail Road	13
AT7	Kane Creek Boulevard Paved Shoulders (Bicycle) Improvements	Bicycle Facilities	Construct paved shoulders (for use by bicyclists) on Kane Creek Boulevard from 500 West to Kane Creek Recreation Parking (end of pavement)	14
AT13	Mill Creek Canyon Trailhead Connections	Shared-Use Paths	Construct trail connections to Mill Creek Canyon Trailhead (Powerhouse Lane) to Pack Creek and/or Millcreek pathways	15
AT15	Sand Flats Road Shared-Use Path	Shared-Use Paths	Construct shared-use path from Sand Flats Road Access to Porcupine Rim Trailhead	16

10.2.2 Roadway Project Prioritization

Roadway projects are shown in **Table 23** in prioritized order. The detailed project inputs to the project prioritization categories used in the project prioritization process for roadway projects is provided in **Appendix F.**

Table 23. Prioritized Roadway Projects

Project Number	Project Name	Project Category	Project Description	Prioritized Ranking
R6	200 North and US 191 Traffic Signal	Intersection Control	Construct traffic signal at US 191 at 200 North intersection	1
R10	Kane Creek Boulevard	Roadway Improvement	Reconstruct and widen Kane Creek Boulevard from US 191 to Kane Creek Recreation Parking; include intersection improvements to Kane Creek Boulevard and 500 West	2
R7	West Moab Boat Dock Road and US 191 Improvements	Roadway Improvement	Identify and construct safety improvements to Moab Boat Dock Road intersection at US 191	3
R4	Millcreek Drive/Aggie Boulevard and US 191 Traffic Signal	Intersection Control	Construct traffic signal at Millcreek Drive and US 191 intersection	4
R8	US 191 Gemini Bridges and Bar M Access Improvements	Roadway Improvement	Realignment of access roads on US 191 at Gemini Bridges and Bar M (AKA Old Highway, Moab Canyon)	5
R2	Walnut Lane Street Connection	Roadway Connection	Construct street connection and sidewalk of Walnut Lane to Orchard Park Lane (Hospital Road)	6
R5	Meador Drive and US 191 Traffic Signal	Intersection Control	Construct traffic signal at US 191/Meador Drive	7
R3	US 191 to Spanish Valley Drive Connection near Beeman Road	Roadway Connection	Construct new east-west street connection between Spanish Valley Drive and US 191 near Beeman Road	8
R1	Park Drive Connection	Roadway Connection	Construct street connection and sidewalk of Park Drive, Opal Avenue to Park Road	9
R9	Sand Flats Road Improvement	Roadway Improvement	Roadway improvement (paving) on Sand Flats Road from Sand Flats Road Access to Porcupine Rim Trailhead	10

10.2.3 Parking and Transit Project Prioritization

Parking and transit project improvements are shown in **Table 24** and were prioritized by the project team and TAC.

Table 24. Prioritized Parking and Transit Projects

Project Number	Project Name	Project Category	Project Description	Prioritized Ranking
P1	Oversized Lot Parking Improvements	Parking	Construct oversized parking lots north and south of downtown Moab	1
P3	US 191 Parking	Parking	Evaluate no parking zones on US 191 to limit parking inhibiting sight distances; include freight parking	2
T1	Multimodal Transfer Center	Transit	Construct a multimodal transfer center near Canyonlands Regional Airport, connecting Moab Canyon Pathway, SR 128 Trail, SR 313, and shuttle services	3
P2	Arches National Park Overflow Parking Area	Parking	Construct parking at UMTRA project site for Arches National Park/City Shuttles/etc.	4
T2	Grand County Shuttle System	Transit	Implement shuttles (transit, medical, retail, etc.) to serve key destinations including Arches, Airport, Hospital, USU, Spanish Valley/Spanish Trail Road, Rocky Mountaineer Hub, etc.	5

10.2.4 Planning Assessments Prioritization

Roadway and active transportation planning assessments were prioritized based on input from the project team and TAC. The planning assessments should be completed as funds are available. These projects will inform future project scoping and development. The County and City can coordinate efforts to complete planning assessments that span multiple jurisdictions.

The planning assessments were prioritized by the project team and TAC. Active transportation assessments are prioritized in **Table 25** and roadway assessments are prioritized in **Table 26**.

Table 25. Prioritized Active Transportation Planning Assessments

Project Number	Project Name	Project Category	Project Description	Prioritized Ranking
AT Plan 3	Pack Creek Drainage Assessment	Active Transportation Planning Assessment	Complete an assessment/feasibility study for improvements to the Pack Creek drainage including a bike trail, fire break, access, and floodway considerations	1
AT Plan 1	500 West Safe Routes to School Improvements	Active Transportation Planning Assessment	Evaluate bike lane and parking needs on 500 West from 400 North to US 191 to provide a "Safe Route to School"	2
AT Plan 2	100 West Corridor Assessment	Active Transportation Planning Assessment	Complete a corridor assessment for 100 West from Swanny City Park to 100 South including pedestrian and bicycle crossings, sidewalks, capacity improvements, and bike lane needs	3

Table 26. Prioritized Roadway Planning Assessments

Project Number	Project Name	Project Category	Project Description	Prioritized Ranking
Roadway Plan 1	Millcreek Drive Corridor Assessment and Preliminary Plan	Roadway Assessment	Prepare preliminary plans for the Millcreek Drive corridor from Spanish Valley Drive to Fourth East, including the Fourth East/300 South intersection. Plans may identify intersection improvements to the following: • Millcreek Drive / Spanish Valley Drive • Millcreek Drive / Murphy Lane • Millcreek Drive / Sand Flats Road • Millcreek Drive / Fourth East • Fourth East / 300 South	1
Roadway Plan 3	Spanish Valley Drive	Roadway Assessment	Conduct an assessment of capacity and multimodal improvements to Spanish Valley Drive from Millcreek Drive to County Line; Spanish Valley Drive to be an alternative route to US 191 during incidents	2
Roadway Plan 4	Spanish Trail Road	Roadway Assessment	Conduct an assessment of capacity and multimodal improvements to Spanish Trail Road from US 191 to Murphy Lane	3
Roadway Plan 2	Fourth East Improvements	Roadway Assessment	Conduct an assessment of capacity and multimodal improvements (intersection and segment) to Fourth E. Street between 100 North and US 191	4

10.3 Potential Funding Sources

Funding for transportation needs can come from a variety of federal, state, and local sources. The following sections explore different funding sources that may be leveraged during planning and implementation efforts.

Information in this section is summarized from the UDOT Local Public Agency (LPA) Guide[2].

10.3.1 Federal Funding Sources

Highway Safety Improvement Program Funds

The Highway Safety Improvement Program (HSIP) implements the FHWA Highway Safety Improvement Program. HSIP is a core Federal-Aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. UDOT accomplishes these objectives by identifying high crash locations and developing a program of roadway safety improvement projects for those locations. The UDOT Traffic and Safety Division maintains a three-year program of statewide HSIP projects. A local match of 6.77% is required.

American Rescue Plan Act – Travel, Tourism, and Outdoor Recreation Funds

As part of the American Rescue Plan Act (ARPA), passed in March of 2021, funding was authorized to help communities and regions devise and implement sustainable economic recovery strategies through a variety of non-construction and construction projects to respond to damage to the travel, tourism, and outdoor recreation sectors from the COVID-19 pandemic and to promote the economic resilience of regions dependent on those industries.

Funds are allocated in two buckets:

1. State Tourism Grants: $510 million in non-competitive awards to help states quickly invest in marketing, infrastructure, workforce, and other projects to rejuvenate safe leisure, business, and international travel.
2. Competitive Grants: $240 million to help communities that have been hardest hit by challenges facing the travel, tourism, and outdoor recreation sectors to invest in infrastructure, workforce, or other projects to support the recovery of the industry and economic resilience of the community in the future.

Rebuilding American Infrastructure with Sustainability and Equity Grant Program

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program provides opportunities for investment in road, rail, transit, and port projects. The RAISE grant program replaced the Transportation Investment Generating Economic Recovery (TIGER) grant program. Raise can provide capital funding directly to any public entity, including municipalities and counties.

Surface Transportation Block Grant Program

The Surface Transportation Block Grant (STBG) program is a federal-aid highway flexible funding program that funds a broad range of surface transportation capital improvements including roads,

[2] https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/

transit, airport access, and bicycle and pedestrian facilities. Planning, research, and development activities are also eligible for the use of STBG funds, within specifically defined types of projects.

Federal Lands Access Program

The Federal Lands Access Program (FLAP) awards funding to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The Access Program is funded by contract authority from the Highway Trust Fund.

Federal Transit Administration Funds – Section 5311 Formula Grants for Rural Areas

This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000. Eligible activities include planning, capital, operating, job access, and reverse commute projects (low income) and the acquisition of public transportation services. Federal/local share for capital projects is 80/20 percent and 50/50 percent for operating assistance.

Federal Transit Administration Funds – Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-depended populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary para-transit services. Program funds are to be used on capital projects that are public transportation projects or alternatives to public transportation that assist seniors and individuals with disabilities. Federal/local share for capital projects is 80/20 percent and 50/50 percent for operating assistance.

10.3.2 State Funding Sources

UDOT Statewide Transportation Improvement Program

UDOT administers federal Surface Transportation Program (STP) funds for projects listed on the Statewide Transportation Improvement Program (STIP). The STIP is a six-year plan of state and local highway and transit projects for the State of Utah. The STIP list is updated and published annually and includes transportation projects on state, city, and county highway systems as well as projects in national parks, national forests, and on Indian reservations. These projects use various federal and state funding programs.

Class B and C Road Funds

Class B and C roads are public highways, roads, or streets maintained by and under the jurisdiction of an incorporated municipality. Class B roads are county roads and Class C roads are city or town roads. These funds differ from ordinary local revenues in that they are subject to administrative direction by the state – UDOT is the administrative authority for the State of Utah.

UDOT Transportation Alternatives Program

Transportation Alternatives Program (TAP) provides funding for transportation alternatives including on- and off-road pedestrian and bicycle facilities, enhanced mobility, community improvements, environmental mitigations, recreational trails, safe routes to schools, etc.

UDOT grants each UDOT Region TAP funds for use on the state highway system.

UDOT Technical Planning Assistance Program

UDOT offers funding for technical planning assistance to local governments in Utah, especially to those that are experiencing rapid growth and/or lack sufficient resources to carry out planning projects on their own. These funds are awarded on a competitive basis and calls for projects are issued at least once per year.

UDOT Solutions Development Program

The UDOT Solutions Development is a planning process developed to capture the unique context of an area or corridor and develop a set of solutions to meet its transportation needs. Solution sets could include elements such as roadway improvements, transit and/or active transportation; travel demand management; ITS improvements; land use changes, etc.

The Solutions Development process integrates with the work of other UDOT divisions, such as Environmental, Operations, and Performance Management to help ensure holistic solutions that match the area's unique context and needs.

UDOT Safe Routes Grants Program

The main goal of the Safe Routes Grants program is to encourage and assist students living within 1.5-2 miles to safely walk or bike to school. Available grant funding can be used for projects that include non-infrastructure (such as education and encouragement) and infrastructure physical improvements (sidewalks, pavement markings, signage, bicycle parking, etc.). State funds are used for Safe Routes Grants (also known as Safe Routes to School [SRTS]) projects. Local matching funds are not required. UDOT requires infrastructure grant applicants to be submitted by the agency that owns the ROW where the project will be constructed.

UDOT Safe Sidewalk Program

State policy declares that "pedestrian safety" considerations shall be included in all state highway engineering and planning for all projects where pedestrian traffic would be a significant factor. The Safe Sidewalks Program provides a legislative funding source for construction of new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction of the route, at that location, is not planned for 10 or more years.

For a proposed sidewalk location to be considered for the Safe Sidewalks Program, it must first meet the following criteria:

- Located adjacent to a state highway
- Located within an urban area or an area where the immediate environment of the project is of an urban nature
- Significant pedestrian traffic
- 25% local government match (cash or ROW)

UDOT Road Usage Charge Local Overlay

UDOT has been awarded a federal grant through the Surface Transportation System Funding Alternatives (STSFA) program to further explore Road Usage Charge (RUC). A portion of the grant is to further explore the RUC Local Overlay to test the feasibility of local government agencies (cities and counties) to use Utah's RUC platform as a means to generate user-based revenue to pay for their transportation needs. Technologies, processes, and customer communication will be tested. This a program the County or City may be able to explore in the future.

10.3.3 Local and Other Funding Source

City and County General Funds

Projects may be funded through City and County general funds or capital improvement budgets.

Joint Highway Committee Non-Urban Funds

Utah's Joint Highway Committee (JHC) recommends projects to the Utah Transportation Commission (UTC) with a primary focus on areas of the State of Utah outside of the currently designated metropolitan planning organization (MPO) planning areas.

The JHC Non-Urban Program (NURB) provides federal funding for roadway safety and condition improvements in small cities. Eligible roads must be classified as a Major Collector or above and located outside MPO urban boundaries. The required local match is 6.77% and the maximum amount of federal aid per project is $2,000,000.

Joint Highway Committee Small Urban Funds

The JHC Small Urban Program (SMURB) provides federal funding for roadway safety and condition improvements in small cities. Eligible roads must be designated as a Collector or above and located outside the current MPO boundaries and within a designated small urban city with a population between 5,000 and 50,000. The required local match is 6.77% and the maximum amount of federal aid per project is $1,500,000.

Joint Highway Committee State Park Access Funds

The JHC State Park Access Funds (SPA) are available to make necessary improvements and repairs to roads leading to State Parks. Utah Code sections 72-3-201 to 72-3-206 list the roads that are eligible for this program. The required local match is 50% and the maximum amount of state aid per project is $500,000. A flexible match may be allowed.

Private Funding or Development

Sources of private funding may include private organizations that offer innovative ways to provide transportation infrastructure or services or public-private partnerships that leverage private funding for public infrastructure. The County and City may explore these options when the opportunities arise.

Development or Transportation Impact Fees

There is a direct correlation between development activity and vehicle trips added to the roadway network. Transportation or traffic impact fees are one way to obtain funds for transportation infrastructure projects resulting from and needed to serve new growth. State statutes govern how these types of impact fees may be used; impact fees can only be used to fund growth related system improvements. Adopting impact fees can leverage needed improvements serving growth areas.

Regional Sales Tax

An increase in the local sales tax to fund transportation improvements could drastically increase the amount of transportation improvements that can be funded in the future. Sales taxes also provide a revenue source that allow visitors and seasonal residents to contribute towards the region's transportation system that provides their travel needs to visit recreational sites, international destinations, or other locations.

Property Tax Increase

An option is available to raise property taxes and dedicate some, or all, to increase roadway and mobility improvements, which could help fill the gap in transportation funding.

10.3.4 Other Considerations

The County and City are responsible for the maintenance and operations of the existing and planned transportation infrastructure in the area, even if the construction funds were provided by state or federal grant funds. UDOT maintains and operates US 191 in the area and all state highways. Expanded or new transportation facilities will need to be factored into local jurisdictions' standard maintenance programs to ensure they are properly maintained over time. Typical maintenance and operating activities include, but are not limited to:

- Adverse weather response – closing flooded roads, de-icing bridges, removing wind-blown debris, removing rockfalls
- Clearing sight distance encroachments
- Signing, striping, and pavement markings
- Pavement management – everything from filling potholes to full pavement overlays

With limited transportation dollars, proactive maintenance of existing infrastructure is a cost-effective strategy to extend the functional life of transportation facilities. Preventative maintenance activities performed while pavement is still in good condition is a relatively inexpensive way to extend the life of pavement and reduce the frequency of needed major rehabilitation or reconstruction, which is significantly more expensive.

11. Next Steps

The UTMP identifies and prioritizes transportation improvement strategies, projects, and policies through a process that considered input from the community, stakeholders, and TAC members, along with a review of previous studies, current and future conditions analysis, and identification of needs and deficiencies.

Given the current challenges of increasing costs and limited potential for new funding sources to be implemented quickly, most new or improved roadways, pedestrian, bicycle, and transit facilities will likely rely on outside funding and will have to proactively seek grant or private funding sources.

Similar to any plan, this UTMP provides perspective from a specific point in time. The UTMP should be regularly updated to reflect work accomplished, identify new needs or deficiencies that arise, and update funding resources and cost estimates.

As vehicle technology matures, future updates should consider how to integrate automated vehicles, alternative fuel vehicles requiring different sources of recharging, electronic bicycles, transit options, and other new modes of mobility.

As population, employment, and tourism continue to increase in the region, the County and City must collaborate to improve the transportation system to accommodate all users.

Ultimately, implementation of the UTMP recommendations requires identification of funding for the proposed prioritized projects.

Appendices

Appendix A. Traffic Count Data

Appendix B. Capacity Analysis Results

Appendix C. Summary Memorandum of Stakeholder Group Interviews

Appendix D. Stakeholder and Community Outreach Summary

Appendix E. Active Transportation Improvement Project Summaries

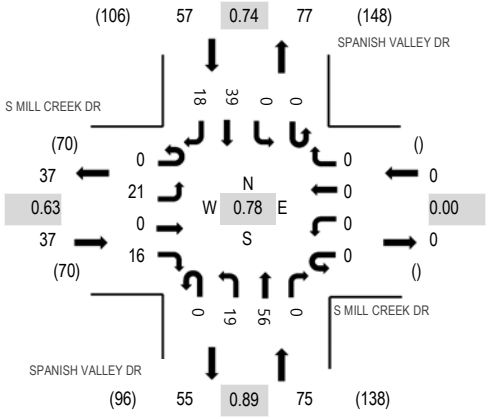
Appendix F. Roadway Improvement Project Summaries

Appendix A. Traffic Count Data

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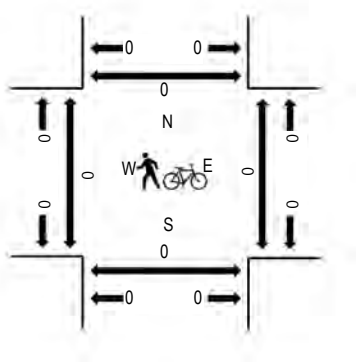
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Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



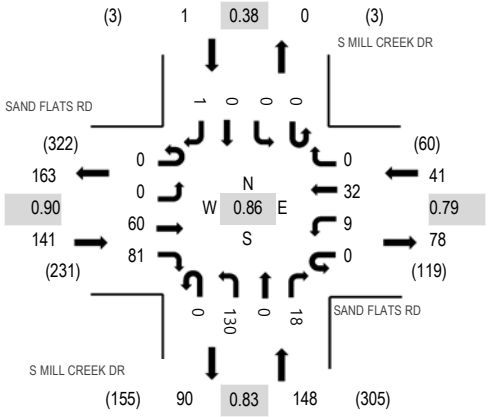
Traffic Counts

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8:30 AM	0	3	0	3	0	0	0	0	0	5	15	0	0	0	7	5	38		0	0	0	0
8:45 AM	0	6	0	4	0	0	0	0	0	2	15	0	0	0	14	6	47		0	0	0	0
Count Total	0	43	0	27	0	0	0	0	0	33	105	0	0	0	69	37	314		0	0	0	0
Peak Hour	0	21	0	16	0	0	0	0	0	19	56	0	0	0	39	18	169		0	0	0	0

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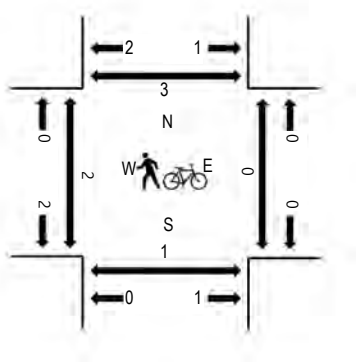
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Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



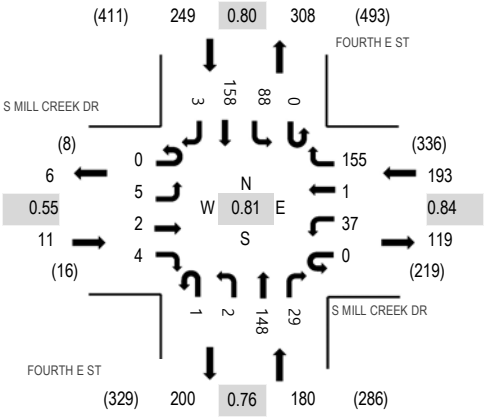
Traffic Counts

Interval Start Time	SAND FLATS RD Eastbound				SAND FLATS RD Westbound				S MILL CREEK DR Northbound				S MILL CREEK DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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8:15 AM	0	0	18	21	0	1	9	0	0	21	0	6	0	0	0	0	76		0	0	0	2
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Peak Hour	0	0	60	81	0	9	32	0	0	130	0	18	0	0	0	1	331		2	0	1	3

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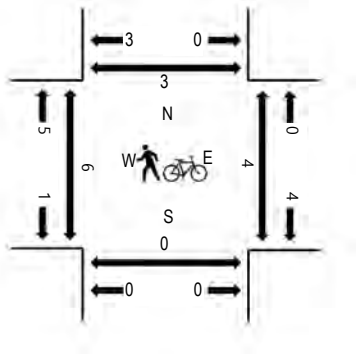
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Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



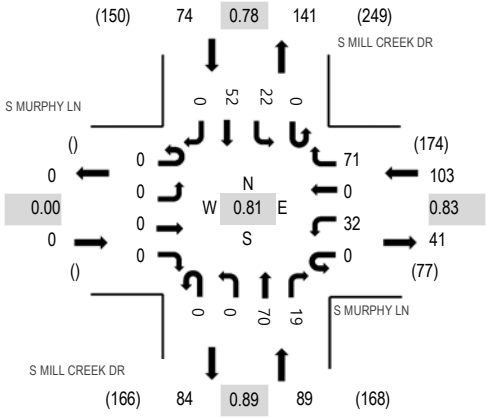
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Peak Hour	0	5	2	4	0	37	1	155	1	2	148	29	0	88	158	3	633		6	4	0	3

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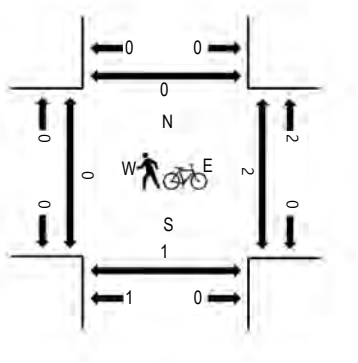
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Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



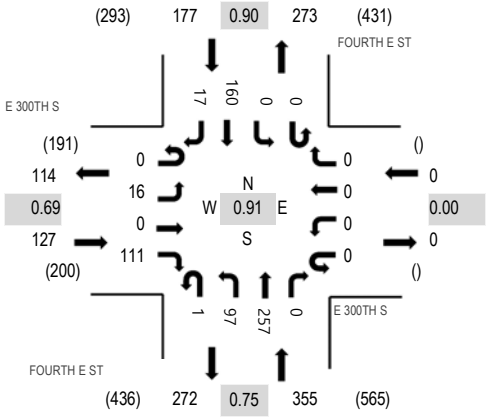
Traffic Counts

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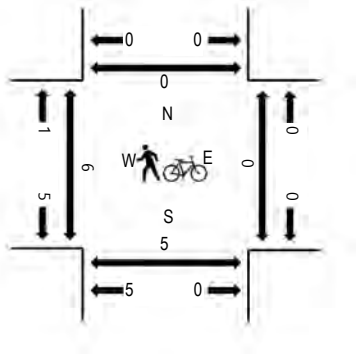
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Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



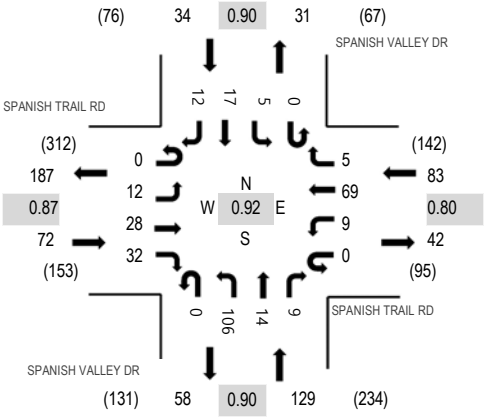
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8:15 AM	0	5	0	26	0	0	0	0	1	12	40	0	0	0	43	6	133		1	0	4	0
8:30 AM	0	4	0	18	0	0	0	0	0	17	38	0	0	0	29	3	109		1	0	0	0
8:45 AM	1	3	0	24	0	0	0	0	0	20	61	0	0	0	37	4	150		0	0	0	0
Count Total	1	26	0	173	0	0	0	0	1	159	405	0	0	0	262	31	1,058		4	0	4	0
Peak Hour	0	16	0	111	0	0	0	0	1	97	257	0	0	0	160	17	659		2	0	4	0

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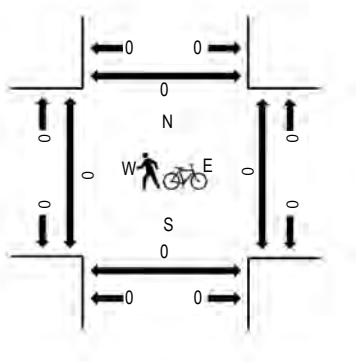
Location: 6 SPANISH VALLEY DR & SPANISH TRAIL RD AM
Date: Tuesday, September 21, 2021
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



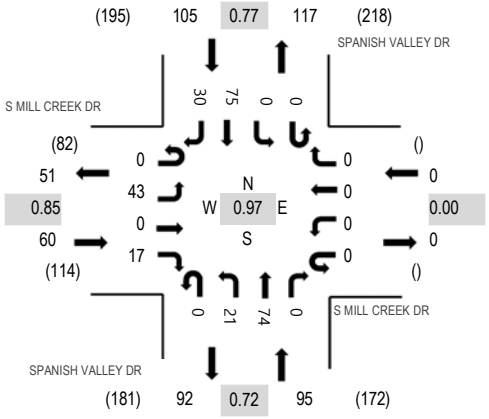
Traffic Counts

Interval Start Time	SPANISH TRAIL RD Eastbound				SPANISH TRAIL RD Westbound				SPANISH VALLEY DR Northbound				SPANISH VALLEY DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	11	11	0	1	6	0	0	15	7	2	0	0	5	2	60	297	0	0	0	0
7:15 AM	0	1	8	8	0	5	18	3	0	31	2	2	0	2	4	2	86	318	0	0	0	0
7:30 AM	0	1	8	11	0	2	16	0	0	21	2	2	0	0	2	4	69	306	0	0	0	0
7:45 AM	0	6	5	5	0	1	19	2	0	29	5	2	0	2	4	2	82	313	0	0	0	0
8:00 AM	0	4	7	8	0	1	16	0	0	25	5	3	0	1	7	4	81	308	0	0	0	0
8:15 AM	0	1	10	12	0	3	11	3	0	15	5	1	0	1	8	4	74		0	0	0	0
8:30 AM	0	2	13	7	0	0	12	1	0	23	5	4	0	0	5	4	76		0	0	0	0
8:45 AM	0	3	3	8	0	5	16	1	0	14	8	6	0	2	8	3	77		0	0	0	0
Count Total	0	18	65	70	0	18	114	10	0	173	39	22	0	8	43	25	605		0	0	0	0
Peak Hour	0	12	28	32	0	9	69	5	0	106	14	9	0	5	17	12	318		0	0	0	0

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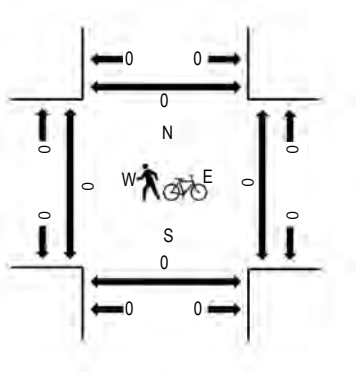
Location: 1 SPANISH VALLEY DR & S MILL CREEK DR PM
Date: Tuesday, September 21, 2021
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



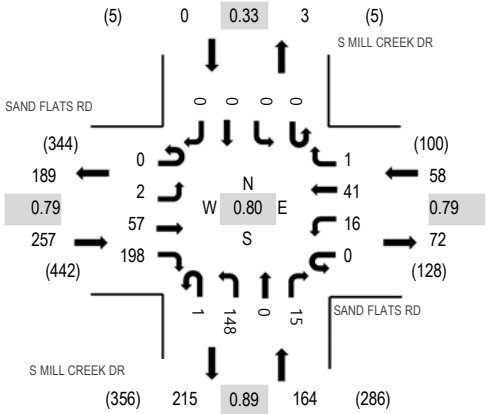
Traffic Counts

Interval Start Time	S MILL CREEK DR Eastbound				S MILL CREEK DR Westbound				SPANISH VALLEY DR Northbound				SPANISH VALLEY DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	0	7	0	0	0	0	0	10	23	0	0	0	15	8	67	260	0	0	0	0
4:15 PM	0	16	0	4	0	0	0	0	0	3	19	0	0	0	12	7	61	257	0	0	0	0
4:30 PM	0	15	0	3	0	0	0	0	0	1	18	0	0	0	22	6	65	252	0	0	0	0
4:45 PM	0	8	0	3	0	0	0	0	0	7	14	0	0	0	26	9	67	237	0	0	0	0
5:00 PM	0	12	0	7	0	0	0	0	0	2	26	0	0	0	15	2	64	221	0	0	0	0
5:15 PM	0	7	0	3	0	0	0	0	0	4	14	0	0	0	20	8	56		0	0	0	0
5:30 PM	0	10	0	6	0	0	0	0	0	3	11	0	0	0	16	4	50		0	0	0	0
5:45 PM	0	5	0	4	0	0	0	0	0	1	16	0	0	0	18	7	51		0	0	0	0
Count Total	0	77	0	37	0	0	0	0	0	31	141	0	0	0	144	51	481		0	0	0	0
Peak Hour	0	43	0	17	0	0	0	0	0	21	74	0	0	0	75	30	260		0	0	0	0

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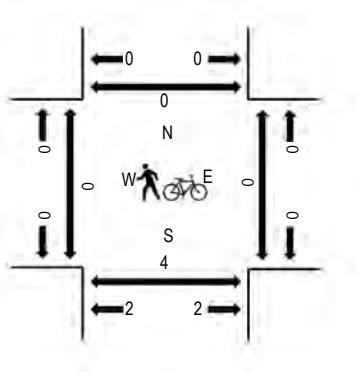
Location: 2 S MILL CREEK DR & SAND FLATS RD PM
Date: Tuesday, September 21, 2021
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



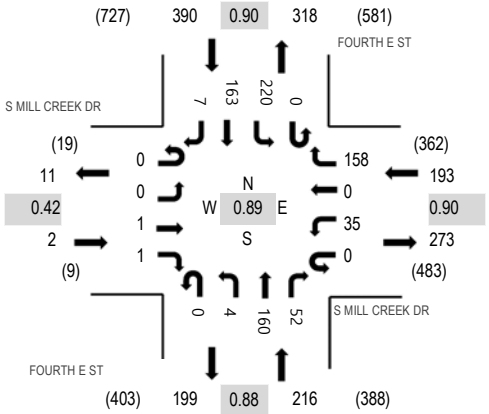
Traffic Counts

Interval Start Time	SAND FLATS RD Eastbound				SAND FLATS RD Westbound				S MILL CREEK DR Northbound				S MILL CREEK DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	7	40	0	2	15	1	0	30	0	1	0	0	0	3	100	448	0	0	1	0
4:15 PM	0	0	12	31	0	0	12	0	0	29	0	2	0	0	0	1	87	468	0	0	0	0
4:30 PM	0	1	15	41	0	4	15	1	0	32	0	2	0	0	0	0	111	479	0	0	0	0
4:45 PM	0	0	20	61	0	7	16	0	0	45	0	1	0	0	0	0	150	456	0	0	2	0
5:00 PM	0	1	12	55	0	2	6	0	1	37	0	6	0	0	0	0	120	385	0	0	2	0
5:15 PM	0	0	10	41	0	3	4	0	0	34	0	6	0	0	0	0	98		0	0	0	0
5:30 PM	0	0	17	36	0	0	8	0	0	24	0	2	0	0	0	1	88		0	0	0	0
5:45 PM	0	0	11	30	0	2	2	0	0	30	0	4	0	0	0	0	79		0	0	0	0
Count Total	0	3	104	335	0	20	78	2	1	261	0	24	0	0	0	5	833		0	0	5	0
Peak Hour	0	2	57	198	0	16	41	1	1	148	0	15	0	0	0	0	479		0	0	4	0

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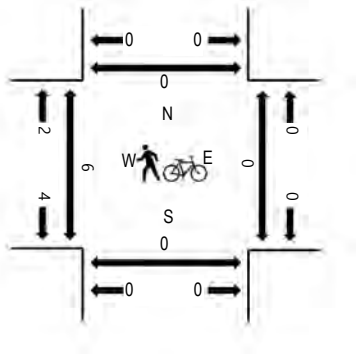
Location: 3 FOURTH E ST & S MILL CREEK DR PM
Date: Tuesday, September 21, 2021
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



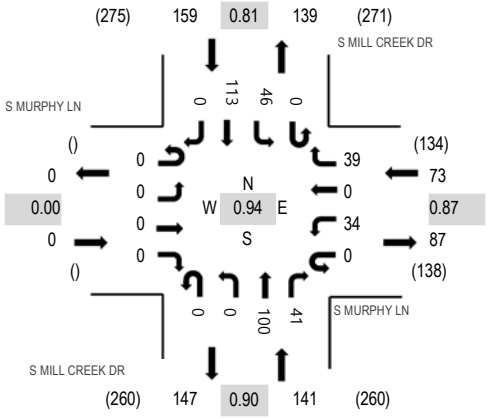
Traffic Counts

Interval Start Time	S MILL CREEK DR Eastbound				S MILL CREEK DR Westbound				FOURTH E ST Northbound				FOURTH E ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	2	0	12	0	44	0	0	25	10	0	40	48	1	182	749	0	0	0	0
4:15 PM	0	0	0	0	0	4	0	41	0	0	29	6	0	39	40	1	160	779	0	0	0	0
4:30 PM	0	0	1	1	0	9	0	40	0	0	27	13	0	54	37	0	182	801	5	0	0	0
4:45 PM	0	0	0	0	0	13	0	45	0	2	48	13	0	67	37	0	225	796	0	0	0	0
5:00 PM	0	0	0	0	0	5	0	34	0	2	48	14	0	52	51	6	212	737	0	0	0	0
5:15 PM	0	0	0	0	0	8	0	39	0	0	37	12	0	47	38	1	182		1	0	0	0
5:30 PM	0	1	0	2	0	8	1	22	0	2	30	18	0	44	49	0	177		0	0	0	0
5:45 PM	0	0	2	0	0	5	1	31	0	0	40	12	0	39	34	2	166		0	0	0	0
Count Total	0	1	3	5	0	64	2	296	0	6	284	98	0	382	334	11	1,486		6	0	0	0
Peak Hour	0	0	1	1	0	35	0	158	0	4	160	52	0	220	163	7	801		6	0	0	0

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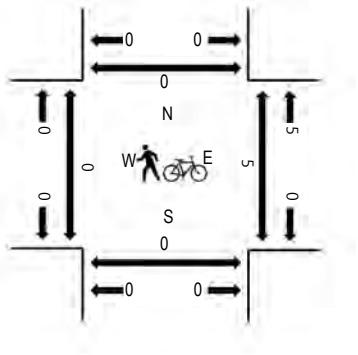
Location: 4 S MILL CREEK DR & S MURPHY LN PM
Date: Tuesday, September 21, 2021
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



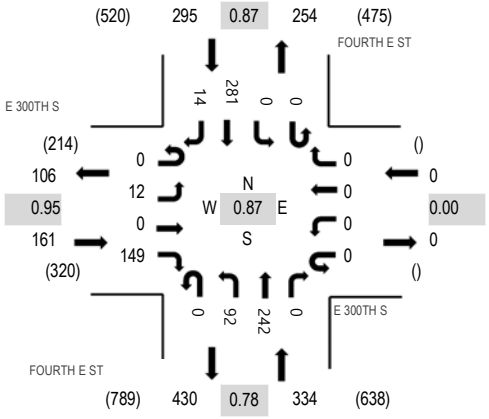
Traffic Counts

Interval Start Time	S MURPHY LN Eastbound				S MURPHY LN Westbound				S MILL CREEK DR Northbound				S MILL CREEK DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	5	0	7	0	0	22	8	0	10	28	0	80	352	0	2	0	0
4:15 PM	0	0	0	0	0	9	0	9	0	0	34	9	0	4	18	0	83	370	0	0	2	0
4:30 PM	0	0	0	0	0	10	0	7	0	0	21	18	0	4	30	0	90	373	0	0	0	0
4:45 PM	0	0	0	0	0	8	0	12	0	0	26	4	0	14	35	0	99	343	0	1	0	0
5:00 PM	0	0	0	0	0	5	0	10	0	0	32	11	0	15	25	0	98	317	0	0	0	0
5:15 PM	0	0	0	0	0	11	0	10	0	0	21	8	0	13	23	0	86		0	0	0	0
5:30 PM	0	0	0	0	0	5	0	8	0	0	17	4	0	8	18	0	60		0	1	0	0
5:45 PM	0	0	0	0	0	5	0	13	0	0	22	3	0	5	25	0	73		0	0	0	0
Count Total	0	0	0	0	0	58	0	76	0	0	195	65	0	73	202	0	669		0	4	2	0
Peak Hour	0	0	0	0	0	34	0	39	0	0	100	41	0	46	113	0	373		0	1	0	0

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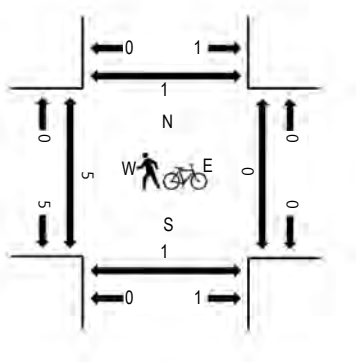
Location: 5 FOURTH E ST & E 300TH S PM
Date: Tuesday, September 21, 2021
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



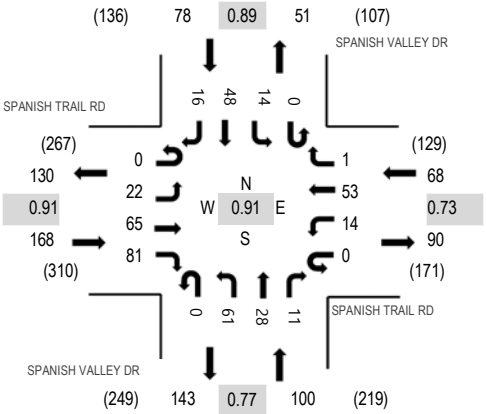
Traffic Counts

Interval Start Time	E 300TH S Eastbound				E 300TH S Westbound				FOURTH E ST Northbound				FOURTH E ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	0	42	0	0	0	0	0	32	46	0	0	0	53	0	176	747	6	0	0	0
4:15 PM	0	2	0	35	0	0	0	0	0	19	61	0	0	0	58	3	178	782	0	0	0	0
4:30 PM	0	4	0	36	0	0	0	0	0	23	47	0	0	0	49	8	167	786	2	0	1	1
4:45 PM	0	1	0	34	0	0	0	0	0	34	76	0	0	0	78	3	226	790	0	0	0	0
5:00 PM	0	2	0	40	0	0	0	0	0	21	63	0	0	0	79	6	211	731	0	0	0	0
5:15 PM	0	6	0	37	0	0	0	0	0	22	58	0	0	0	55	4	182		0	0	0	0
5:30 PM	0	3	0	38	0	0	0	0	0	15	45	0	0	0	69	1	171		0	0	0	0
5:45 PM	0	4	0	33	0	0	0	0	1	21	54	0	0	0	52	2	167		0	0	0	0
Count Total	0	25	0	295	0	0	0	0	1	187	450	0	0	0	493	27	1,478		8	0	1	1
Peak Hour	0	12	0	149	0	0	0	0	0	92	242	0	0	0	281	14	790		0	0	0	0

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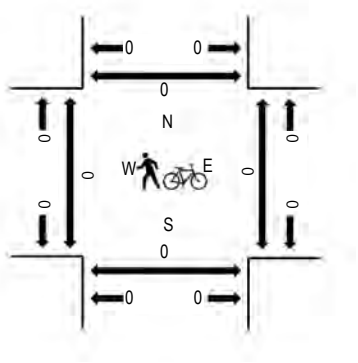
Location: 6 SPANISH VALLEY DR & SPANISH TRAIL RD PM
Date: Tuesday, September 21, 2021
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	SPANISH TRAIL RD Eastbound				SPANISH TRAIL RD Westbound				SPANISH VALLEY DR Northbound				SPANISH VALLEY DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	9	16	24	0	2	12	2	0	19	6	5	0	0	6	3	104	397	0	0	0	0
4:15 PM	0	2	16	13	0	3	13	0	0	15	9	1	0	1	15	6	94	407	0	0	0	0
4:30 PM	0	5	13	20	0	2	8	0	0	16	10	2	0	2	11	4	93	414	0	0	0	0
4:45 PM	0	7	19	20	0	4	11	1	0	12	7	3	0	4	13	5	106	396	0	0	0	0
5:00 PM	0	5	20	21	0	7	18	0	0	17	6	3	0	3	12	2	114	397	0	0	0	0
5:15 PM	0	5	13	20	0	1	16	0	0	16	5	3	0	5	12	5	101		0	0	0	0
5:30 PM	0	2	11	10	0	4	11	0	0	14	11	2	0	0	8	2	75		0	0	0	0
5:45 PM	0	3	25	11	0	2	11	1	0	24	11	2	0	2	8	7	107		0	0	0	0
Count Total	0	38	133	139	0	25	100	4	0	133	65	21	0	17	85	34	794		0	0	0	0
Peak Hour	0	22	65	81	0	14	53	1	0	61	28	11	0	14	48	16	414		0	0	0	0

Appendix B. Capacity Analysis Results

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	16	19	56	39	18
Future Vol, veh/h	21	16	19	56	39	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	89	89	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	28	21	63	52	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	169	64	76	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	821	1000	1523	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	810	1000	1523	-	-	-
Mov Cap-2 Maneuver	810	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1523	-	883	-	-
HCM Lane V/C Ratio	0.014	-	0.072	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	60	81	9	32	0	130	0	18	0	0	1
Future Vol, veh/h	0	60	81	9	32	0	130	0	18	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.79	0.79	0.79	0.80	0.80	0.80	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	67	90	11	41	0	163	0	23	0	0	4
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	7.9	8.1	8.9	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	88%	0%	0%	22%	0%
Vol Thru, %	0%	100%	0%	78%	0%
Vol Right, %	12%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	60	81	41	1
LT Vol	130	0	0	9	0
Through Vol	0	60	0	32	0
RT Vol	18	0	81	0	1
Lane Flow Rate	185	67	90	52	4
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.232	0.093	0.108	0.068	0.004
Departure Headway (Hd)	4.52	5.031	4.327	4.702	4.025
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	797	714	830	763	890
Service Time	2.534	2.747	2.044	2.721	2.047
HCM Lane V/C Ratio	0.232	0.094	0.108	0.068	0.004
HCM Control Delay	8.9	8.3	7.6	8.1	7.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.9	0.3	0.4	0.2	0

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↱			↔		↰	↱	
Traffic Vol, veh/h	5	2	4	37	1	155	3	148	29	88	158	3
Future Vol, veh/h	5	2	4	37	1	155	3	148	29	88	158	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	55	-	-	-	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	82	82	82	76	76	76	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	4	7	45	1	189	4	195	38	110	198	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	737	661	200	648	644	214	202	0	0	233	0	0
Stage 1	420	420	-	222	222	-	-	-	-	-	-	-
Stage 2	317	241	-	426	422	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	334	383	841	383	391	826	1370	-	-	1335	-	-
Stage 1	611	589	-	780	720	-	-	-	-	-	-	-
Stage 2	694	706	-	606	588	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	240	350	841	352	358	826	1370	-	-	1335	-	-
Mov Cap-2 Maneuver	240	350	-	352	358	-	-	-	-	-	-	-
Stage 1	609	541	-	778	718	-	-	-	-	-	-	-
Stage 2	533	704	-	548	540	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	11.9	0.1	2.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1370	-	-	351	352	819	1335	-	-
HCM Lane V/C Ratio	0.003	-	-	0.057	0.128	0.232	0.082	-	-
HCM Control Delay (s)	7.6	0	-	15.9	16.7	10.7	7.9	-	-
HCM Lane LOS	A	A	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.9	0.3	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	71	70	19	22	52
Future Vol, veh/h	32	71	70	19	22	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	86	86	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	86	81	22	30	70

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	222	92	0	0	103	0
Stage 1	92	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	766	965	-	-	1489	-
Stage 1	932	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	750	965	-	-	1489	-
Mov Cap-2 Maneuver	750	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	886	1489	-
HCM Lane V/C Ratio	-	-	0.14	0.02	-
HCM Control Delay (s)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	111	98	257	160	17
Future Vol, veh/h	16	111	98	257	160	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	45	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	75	75	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	161	131	343	178	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	783	178	197	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	362	865	1376	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	328	865	1376	-	-	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	545	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1376	-	432	865	-	-
HCM Lane V/C Ratio	0.095	-	0.054	0.186	-	-
HCM Control Delay (s)	7.9	-	13.8	10.1	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	0.7	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	28	32	9	69	5	106	14	9	5	17	12
Future Vol, veh/h	12	28	32	9	69	5	106	14	9	5	17	12
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.90	0.90	0.90	0.71	0.71	0.71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	31	36	11	86	6	118	16	10	7	24	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	8.1	8.5	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	82%	17%	11%	15%
Vol Thru, %	11%	39%	83%	50%
Vol Right, %	7%	44%	6%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	72	83	34
LT Vol	106	12	9	5
Through Vol	14	28	69	17
RT Vol	9	32	5	12
Lane Flow Rate	143	80	104	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.18	0.095	0.128	0.058
Departure Headway (Hd)	4.523	4.264	4.453	4.329
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	842	807	828
Service Time	2.54	2.28	2.469	2.349
HCM Lane V/C Ratio	0.18	0.095	0.129	0.058
HCM Control Delay	8.5	7.7	8.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.4	0.2

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	17	21	74	75	30
Future Vol, veh/h	43	17	21	74	75	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	72	72	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	23	29	103	100	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	281	120	140	0	-	0
Stage 1	120	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	709	931	1443	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	694	931	1443	-	-	-
Mov Cap-2 Maneuver	694	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1443	-	748	-	-
HCM Lane V/C Ratio	0.02	-	0.107	-	-
HCM Control Delay (s)	7.5	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	57	198	16	41	1	149	0	15	0	0	0
Future Vol, veh/h	2	57	198	16	41	1	149	0	15	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.63	0.63	0.63	0.89	0.89	0.89	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	72	251	25	65	2	167	0	17	0	0	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	9	8.6	9.7	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	91%	3%	0%	28%	0%
Vol Thru, %	0%	97%	0%	71%	100%
Vol Right, %	9%	0%	100%	2%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	164	59	198	58	0
LT Vol	149	2	0	16	0
Through Vol	0	57	0	41	0
RT Vol	15	0	198	1	0
Lane Flow Rate	184	75	251	92	0
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.254	0.106	0.306	0.125	0
Departure Headway (Hd)	4.968	5.116	4.395	4.899	5.108
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	722	701	817	730	0
Service Time	3.005	2.845	2.124	2.939	3.162
HCM Lane V/C Ratio	0.255	0.107	0.307	0.126	0
HCM Control Delay	9.7	8.5	9.1	8.6	8.2
HCM Lane LOS	A	A	A	A	N
HCM 95th-tile Q	1	0.4	1.3	0.4	0

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	1	35	0	158	4	160	52	220	163	7
Future Vol, veh/h	0	1	1	35	0	158	4	160	52	220	163	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	55	-	-	-	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	83	83	83	84	84	84	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	4	42	0	190	5	190	62	247	183	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1007	943	187	916	916	221	191	0	0	252	0	0
Stage 1	681	681	-	231	231	-	-	-	-	-	-	-
Stage 2	326	262	-	685	685	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	219	263	855	253	272	819	1383	-	-	1313	-	-
Stage 1	440	450	-	772	713	-	-	-	-	-	-	-
Stage 2	687	691	-	438	448	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	143	213	855	212	220	819	1383	-	-	1313	-	-
Mov Cap-2 Maneuver	143	213	-	212	220	-	-	-	-	-	-	-
Stage 1	438	365	-	769	710	-	-	-	-	-	-	-
Stage 2	525	688	-	350	364	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	13.5	0.1	4.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1383	-	-	341	212	819	1313	-	-
HCM Lane V/C Ratio	0.003	-	-	0.023	0.199	0.232	0.188	-	-
HCM Control Delay (s)	7.6	0	-	15.8	26.1	10.7	8.4	-	-
HCM Lane LOS	A	A	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0.9	0.7	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	39	100	41	46	113
Future Vol, veh/h	34	39	100	41	46	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	82	82	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	45	122	50	57	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	401	147	0	0	172	0
Stage 1	147	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	605	900	-	-	1405	-
Stage 1	880	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	578	900	-	-	1405	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	715	1405	-
HCM Lane V/C Ratio	-	-	0.117	0.04	-
HCM Control Delay (s)	-	-	10.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	149	92	242	281	14
Future Vol, veh/h	12	149	92	242	281	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	45	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	76	76	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	159	121	318	323	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	883	323	339	0	-	0
Stage 1	323	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	316	718	1220	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	718	1220	-	-	-
Mov Cap-2 Maneuver	409	-	-	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1220	-	409	718	-	-
HCM Lane V/C Ratio	0.099	-	0.031	0.221	-	-
HCM Control Delay (s)	8.3	-	14.1	11.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.8	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	65	81	14	53	1	61	28	11	14	48	16
Future Vol, veh/h	22	65	81	14	53	1	61	28	11	14	48	16
Peak Hour Factor	0.91	0.91	0.91	0.68	0.68	0.68	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	71	89	21	78	1	69	31	12	16	54	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.4	8.6	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	13%	21%	18%
Vol Thru, %	28%	39%	78%	62%
Vol Right, %	11%	48%	1%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	168	68	78
LT Vol	61	22	14	14
Through Vol	28	65	53	48
RT Vol	11	81	1	16
Lane Flow Rate	112	185	100	88
Geometry Grp	1	1	1	1
Degree of Util (X)	0.148	0.219	0.129	0.113
Departure Headway (Hd)	4.736	4.268	4.647	4.626
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	842	771	774
Service Time	2.768	2.294	2.678	2.659
HCM Lane V/C Ratio	0.148	0.22	0.13	0.114
HCM Control Delay	8.6	8.5	8.4	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.8	0.4	0.4

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	23	28	82	57	26
Future Vol, veh/h	31	23	28	82	57	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	89	89	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	40	31	92	76	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	248	94	111	0	-	0
Stage 1	94	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	740	963	1479	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	724	963	1479	-	-	-
Mov Cap-2 Maneuver	724	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	874	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1479	-	810	-	-
HCM Lane V/C Ratio	0.021	-	0.115	-	-
HCM Control Delay (s)	7.5	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	87	118	13	47	0	189	0	26	0	0	1
Future Vol, veh/h	0	87	118	13	47	0	189	0	26	0	0	1
Peak Hour Factor	0.90	0.90	0.90	0.79	0.79	0.79	0.80	0.80	0.80	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	97	131	16	59	0	236	0	33	0	0	4
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	8.5	8.7	10.4	7.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	88%	0%	0%	22%	0%
Vol Thru, %	0%	100%	0%	78%	0%
Vol Right, %	12%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	87	118	60	1
LT Vol	189	0	0	13	0
Through Vol	0	87	0	47	0
RT Vol	26	0	118	0	1
Lane Flow Rate	269	97	131	76	4
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.354	0.142	0.167	0.106	0.005
Departure Headway (Hd)	4.748	5.29	4.585	5.024	4.383
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	758	678	781	712	812
Service Time	2.781	3.025	2.32	3.067	2.434
HCM Lane V/C Ratio	0.355	0.143	0.168	0.107	0.005
HCM Control Delay	10.4	8.9	8.2	8.7	7.5
HCM Lane LOS	B	A	A	A	A
HCM 95th-tile Q	1.6	0.5	0.6	0.4	0

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↑			↔		↰	↑	
Traffic Vol, veh/h	7	3	6	54	1	226	4	216	42	128	230	4
Future Vol, veh/h	7	3	6	54	1	226	4	216	42	128	230	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	55	-	-	-	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	82	82	82	76	76	76	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	5	11	66	1	276	5	284	55	160	288	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1071	960	291	941	935	312	293	0	0	339	0	0
Stage 1	611	611	-	322	322	-	-	-	-	-	-	-
Stage 2	460	349	-	619	613	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	198	257	748	243	265	728	1269	-	-	1220	-	-
Stage 1	481	484	-	690	651	-	-	-	-	-	-	-
Stage 2	581	633	-	476	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	110	222	748	211	229	728	1269	-	-	1220	-	-
Mov Cap-2 Maneuver	110	222	-	211	229	-	-	-	-	-	-	-
Stage 1	479	421	-	687	648	-	-	-	-	-	-	-
Stage 2	359	630	-	402	420	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.6	16.3	0.1	3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	188	211	721	1220	-	-
HCM Lane V/C Ratio	0.004	-	-	0.155	0.312	0.384	0.131	-	-
HCM Control Delay (s)	7.8	0	-	27.6	29.6	13.1	8.4	-	-
HCM Lane LOS	A	A	-	D	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.3	1.8	0.5	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	103	102	28	32	76
Future Vol, veh/h	47	103	102	28	32	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	86	86	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	124	119	33	43	103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	325	136	0	0	152	0
Stage 1	136	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	669	913	-	-	1429	-
Stage 1	890	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	648	913	-	-	1429	-
Mov Cap-2 Maneuver	648	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	809	1429	-
HCM Lane V/C Ratio	-	-	0.223	0.03	-
HCM Control Delay (s)	-	-	10.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	162	143	374	233	25
Future Vol, veh/h	23	162	143	374	233	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	45	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	75	75	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	235	191	499	259	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1140	259	287	0	-	0
Stage 1	259	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	222	780	1275	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	189	780	1275	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	405	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1275	-	308	780	-	-
HCM Lane V/C Ratio	0.15	-	0.108	0.301	-	-
HCM Control Delay (s)	8.3	-	18.1	11.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	1.3	-	-

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	41	47	13	101	7	154	20	13	7	25	17
Future Vol, veh/h	17	41	47	13	101	7	154	20	13	7	25	17
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.90	0.90	0.90	0.71	0.71	0.71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	46	52	16	126	9	171	22	14	10	35	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.9	9.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	82%	16%	11%	14%
Vol Thru, %	11%	39%	83%	51%
Vol Right, %	7%	45%	6%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	105	121	49
LT Vol	154	17	13	7
Through Vol	20	41	101	25
RT Vol	13	47	7	17
Lane Flow Rate	208	117	151	69
Geometry Grp	1	1	1	1
Degree of Util (X)	0.275	0.148	0.199	0.089
Departure Headway (Hd)	4.767	4.553	4.727	4.642
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	752	785	758	768
Service Time	2.808	2.595	2.768	2.691
HCM Lane V/C Ratio	0.277	0.149	0.199	0.09
HCM Control Delay	9.6	8.4	8.9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.5	0.7	0.3

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	63	25	31	108	109	44
Future Vol, veh/h	63	25	31	108	109	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	72	72	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	33	43	150	145	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	411	175	204	0	-	0
Stage 1	175	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	597	868	1368	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	577	868	1368	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1368	-	638	-	-
HCM Lane V/C Ratio	0.031	-	0.184	-	-
HCM Control Delay (s)	7.7	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	83	288	23	60	1	217	0	22	0	0	0
Future Vol, veh/h	3	83	288	23	60	1	217	0	22	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.63	0.63	0.63	0.89	0.89	0.89	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	105	365	37	95	2	244	0	25	0	0	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	11.2	9.8	12.1	0
HCM LOS	B	A	B	-

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	91%	3%	0%	27%	0%
Vol Thru, %	0%	97%	0%	71%	100%
Vol Right, %	9%	0%	100%	1%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	239	86	288	84	0
LT Vol	217	3	0	23	0
Through Vol	0	83	0	60	0
RT Vol	22	0	288	1	0
Lane Flow Rate	269	109	365	133	0
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.401	0.165	0.478	0.198	0
Departure Headway (Hd)	5.374	5.441	4.717	5.35	5.853
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	663	654	758	663	0
Service Time	3.461	3.212	2.487	3.444	3.853
HCM Lane V/C Ratio	0.406	0.167	0.482	0.201	0
HCM Control Delay	12.1	9.3	11.8	9.8	8.9
HCM Lane LOS	B	A	B	A	N
HCM 95th-tile Q	1.9	0.6	2.6	0.7	0

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↱			↔		↰	↱	
Traffic Vol, veh/h	0	1	1	51	0	230	6	233	76	320	237	10
Future Vol, veh/h	0	1	1	51	0	230	6	233	76	320	237	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	55	-	-	-	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	83	83	83	84	84	84	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	4	61	0	277	7	277	90	360	266	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1467	1373	272	1332	1333	322	277	0	0	367	0	0
Stage 1	992	992	-	336	336	-	-	-	-	-	-	-
Stage 2	475	381	-	996	997	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	106	146	767	131	154	719	1286	-	-	1192	-	-
Stage 1	296	324	-	678	642	-	-	-	-	-	-	-
Stage 2	570	613	-	294	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	50	101	767	97	107	719	1286	-	-	1192	-	-
Mov Cap-2 Maneuver	50	101	-	97	107	-	-	-	-	-	-	-
Stage 1	294	226	-	673	638	-	-	-	-	-	-	-
Stage 2	348	609	-	201	225	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.2	27.3	0.1	5.3
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	178	97	719	1192	-	-
HCM Lane V/C Ratio	0.006	-	-	0.045	0.633	0.385	0.302	-	-
HCM Control Delay (s)	7.8	0	-	26.2	91.5	13.1	9.3	-	-
HCM Lane LOS	A	A	-	D	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.1	1.8	1.3	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	57	146	60	67	165
Future Vol, veh/h	50	57	146	60	67	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	82	82	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	66	178	73	83	204

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	585	215	0	0	251	0
Stage 1	215	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	473	825	-	-	1314	-
Stage 1	821	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	439	825	-	-	1314	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	585	1314	-
HCM Lane V/C Ratio	-	-	0.21	0.063	-
HCM Control Delay (s)	-	-	12.8	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	217	134	353	409	20
Future Vol, veh/h	17	217	134	353	409	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	45	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	76	76	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	231	176	464	470	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1286	470	493	0	-	0
Stage 1	470	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	181	594	1071	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	151	594	1071	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	435	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	2.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1071	-	285	594	-	-
HCM Lane V/C Ratio	0.165	-	0.063	0.389	-	-
HCM Control Delay (s)	9	-	18.5	14.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	1.8	-	-

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	95	118	20	77	1	89	41	16	20	70	23
Future Vol, veh/h	32	95	118	20	77	1	89	41	16	20	70	23
Peak Hour Factor	0.91	0.91	0.91	0.68	0.68	0.68	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	104	130	29	113	1	100	46	18	22	79	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.1	9.4	9.8	9.2
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	13%	20%	18%
Vol Thru, %	28%	39%	79%	62%
Vol Right, %	11%	48%	1%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	245	98	113
LT Vol	89	32	20	20
Through Vol	41	95	77	70
RT Vol	16	118	1	23
Lane Flow Rate	164	269	144	127
Geometry Grp	1	1	1	1
Degree of Util (X)	0.234	0.343	0.201	0.178
Departure Headway (Hd)	5.132	4.593	5.031	5.046
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	694	778	706	703
Service Time	3.212	2.659	3.109	3.131
HCM Lane V/C Ratio	0.236	0.346	0.204	0.181
HCM Control Delay	9.8	10.1	9.4	9.2
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.9	1.5	0.7	0.6

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	28	34	99	69	32
Future Vol, veh/h	37	28	34	99	69	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	89	89	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	48	38	111	92	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	301	114	135	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	691	939	1449	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	672	939	1449	-	-	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1449	-	766	-	-
HCM Lane V/C Ratio	0.026	-	0.146	-	-
HCM Control Delay (s)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	107	144	16	57	0	231	0	32	0	0	2
Future Vol, veh/h	0	107	144	16	57	0	231	0	32	0	0	2
Peak Hour Factor	0.90	0.90	0.90	0.79	0.79	0.79	0.80	0.80	0.80	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	119	160	20	72	0	289	0	40	0	0	8
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	9.2	9.2	12	7.8
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	88%	0%	0%	22%	0%
Vol Thru, %	0%	100%	0%	78%	0%
Vol Right, %	12%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	107	144	73	2
LT Vol	231	0	0	16	0
Through Vol	0	107	0	57	0
RT Vol	32	0	144	0	2
Lane Flow Rate	329	119	160	92	8
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.449	0.181	0.213	0.135	0.01
Departure Headway (Hd)	4.914	5.493	4.787	5.274	4.654
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	730	650	746	675	760
Service Time	2.967	3.254	2.547	3.349	2.74
HCM Lane V/C Ratio	0.451	0.183	0.214	0.136	0.011
HCM Control Delay	12	9.5	8.9	9.2	7.8
HCM Lane LOS	B	A	A	A	A
HCM 95th-tile Q	2.3	0.7	0.8	0.5	0

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	4	7	66	2	275	5	263	51	156	281	5
Future Vol, veh/h	9	4	7	66	2	275	5	263	51	156	281	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	55	-	-	-	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	82	82	82	76	76	76	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	7	13	80	2	335	7	346	67	195	351	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1306	1171	354	1148	1141	380	357	0	0	413	0	0
Stage 1	744	744	-	394	394	-	-	-	-	-	-	-
Stage 2	562	427	-	754	747	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	137	193	690	176	201	667	1202	-	-	1146	-	-
Stage 1	407	421	-	631	605	-	-	-	-	-	-	-
Stage 2	512	585	-	401	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	159	690	144	165	667	1202	-	-	1146	-	-
Mov Cap-2 Maneuver	58	159	-	144	165	-	-	-	-	-	-	-
Stage 1	404	349	-	626	600	-	-	-	-	-	-	-
Stage 2	252	580	-	320	349	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.4	24.3	0.1	3.1
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1202	-	-	105	144	653	1146	-	-
HCM Lane V/C Ratio	0.005	-	-	0.346	0.559	0.517	0.17	-	-
HCM Control Delay (s)	8	0	-	56.4	57.8	16.3	8.8	-	-
HCM Lane LOS	A	A	-	F	F	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.4	2.8	3	0.6	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	126	124	34	39	92
Future Vol, veh/h	57	126	124	34	39	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	86	86	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	152	144	40	53	124

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	394	164	0	0	184	0
Stage 1	164	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	611	881	-	-	1391	-
Stage 1	865	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	586	881	-	-	1391	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	762	1391	-
HCM Lane V/C Ratio	-	-	0.289	0.038	-
HCM Control Delay (s)	-	-	11.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	197	174	456	284	30
Future Vol, veh/h	28	197	174	456	284	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	45	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	75	75	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	286	232	608	316	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1388	316	349	0	-	0
Stage 1	316	-	-	-	-	-
Stage 2	1072	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	157	724	1210	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	724	1210	-	-	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	329	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1210	-	245	724	-	-
HCM Lane V/C Ratio	0.192	-	0.166	0.394	-	-
HCM Control Delay (s)	8.7	-	22.6	13.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.6	1.9	-	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	50	57	16	123	9	188	25	16	9	30	21
Future Vol, veh/h	21	50	57	16	123	9	188	25	16	9	30	21
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.90	0.90	0.90	0.71	0.71	0.71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	56	63	20	154	11	209	28	18	13	42	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	9.7	10.7	8.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	82%	16%	11%	15%
Vol Thru, %	11%	39%	83%	50%
Vol Right, %	7%	45%	6%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	128	148	60
LT Vol	188	21	16	9
Through Vol	25	50	123	30
RT Vol	16	57	9	21
Lane Flow Rate	254	142	185	85
Geometry Grp	1	1	1	1
Degree of Util (X)	0.35	0.189	0.254	0.115
Departure Headway (Hd)	4.948	4.78	4.937	4.88
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	723	744	722	727
Service Time	3.016	2.854	3.006	2.963
HCM Lane V/C Ratio	0.351	0.191	0.256	0.117
HCM Control Delay	10.7	9	9.7	8.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.6	0.7	1	0.4

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	30	37	131	133	53
Future Vol, veh/h	76	30	37	131	133	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	72	72	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	40	51	182	177	71

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	497	213	248	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	532	827	1318	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	509	827	1318	-	-	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1318	-	571	-	-
HCM Lane V/C Ratio	0.039	-	0.248	-	-
HCM Control Delay (s)	7.8	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	101	352	28	73	2	265	0	27	0	0	0
Future Vol, veh/h	4	101	352	28	73	2	265	0	27	0	0	0
Peak Hour Factor	0.79	0.79	0.79	0.63	0.63	0.63	0.89	0.89	0.89	0.25	0.25	0.25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	128	446	44	116	3	298	0	30	0	0	0
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	14.7	11	15.1	0
HCM LOS	B	B	C	-

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	91%	4%	0%	27%	0%
Vol Thru, %	0%	96%	0%	71%	100%
Vol Right, %	9%	0%	100%	2%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	105	352	103	0
LT Vol	265	4	0	28	0
Through Vol	0	101	0	73	0
RT Vol	27	0	352	2	0
Lane Flow Rate	328	133	446	163	0
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.527	0.215	0.629	0.265	0
Departure Headway (Hd)	5.788	5.813	5.085	5.835	6.406
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	623	618	708	615	0
Service Time	3.821	3.543	2.815	3.874	4.464
HCM Lane V/C Ratio	0.526	0.215	0.63	0.265	0
HCM Control Delay	15.1	10.1	16.1	11	9.5
HCM Lane LOS	C	B	C	B	N
HCM 95th-tile Q	3.1	0.8	4.5	1.1	0

Intersection	
Int Delay, s/veh	26

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	2	62	0	281	7	284	92	391	289	12
Future Vol, veh/h	0	2	2	62	0	281	7	284	92	391	289	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	55	-	-	-	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	83	83	83	84	84	84	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	8	75	0	339	8	338	110	439	325	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1789	1674	332	1627	1625	393	338	0	0	448	0	0
Stage 1	1210	1210	-	409	409	-	-	-	-	-	-	-
Stage 2	579	464	-	1218	1216	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	63	95	710	82	102	656	1221	-	-	1112	-	-
Stage 1	223	255	-	619	596	-	-	-	-	-	-	-
Stage 2	501	564	-	221	254	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	57	710	~ 50	61	656	1221	-	-	1112	-	-
Mov Cap-2 Maneuver	21	57	-	~ 50	61	-	-	-	-	-	-	-
Stage 1	221	154	-	613	591	-	-	-	-	-	-	-
Stage 2	240	559	-	125	154	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44.9	91.8	0.1	5.8
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1221	-	-	106	50	656	1112	-	-
HCM Lane V/C Ratio	0.007	-	-	0.151	1.494	0.516	0.395	-	-
HCM Control Delay (s)	8	0	-	44.9	$ 434.6	16.2	10.3	-	-
HCM Lane LOS	A	A	-	E	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	7.1	3	1.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	69	178	73	82	201
Future Vol, veh/h	60	69	178	73	82	201
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	82	82	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	79	217	89	101	248

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	712	262	0	0	306	0
Stage 1	262	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	399	777	-	-	1255	-
Stage 1	782	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	362	777	-	-	1255	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	582	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	2.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	507	1255	-
HCM Lane V/C Ratio	-	-	0.292	0.081	-
HCM Control Delay (s)	-	-	15	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.3	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	265	163	430	499	25
Future Vol, veh/h	21	265	163	430	499	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	45	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	76	76	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	282	214	566	574	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1568	574	603	0	-	0
Stage 1	574	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	122	518	975	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	518	975	-	-	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.1	2.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	975	-	223	518	-	-
HCM Lane V/C Ratio	0.22	-	0.1	0.544	-	-
HCM Control Delay (s)	9.7	-	22.9	19.9	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0.8	-	0.3	3.2	-	-

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	115	144	25	94	2	108	50	20	25	85	28
Future Vol, veh/h	39	115	144	25	94	2	108	50	20	25	85	28
Peak Hour Factor	0.91	0.91	0.91	0.68	0.68	0.68	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	126	158	37	138	3	121	56	22	28	96	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.1	10.5	11.1	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	13%	21%	18%
Vol Thru, %	28%	39%	78%	62%
Vol Right, %	11%	48%	2%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	298	121	138
LT Vol	108	39	25	25
Through Vol	50	115	94	85
RT Vol	20	144	2	28
Lane Flow Rate	200	327	178	155
Geometry Grp	1	1	1	1
Degree of Util (X)	0.31	0.452	0.27	0.238
Departure Headway (Hd)	5.579	4.964	5.464	5.525
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	644	724	657	648
Service Time	3.621	2.999	3.506	3.571
HCM Lane V/C Ratio	0.311	0.452	0.271	0.239
HCM Control Delay	11.1	12.1	10.5	10.3
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.3	2.4	1.1	0.9

Appendix C. Summary Memorandum of Stakeholder Group Interviews

MEMORANDUM

Re: Stakeholder Group Interviews Summary

Date: October 1, 2021

The purpose of this memorandum is to provide a summary of stakeholder interviews completed with various groups for the Grand County and City of Moab Unified Transportation Master Plan (UTMP). Stakeholder groups representing various interests in the region were identified with the input from the project management team. The summary helps to identify general concerns/issues, specific needs, potential solutions, and the vision of stakeholders, to inform Draft Working Paper #1 – Current and Future Conditions of the UTMP. This memorandum will be presented to the project Technical Advisory Committee (TAC) as part of Draft Working Paper #1.

The following stakeholder groups were interviewed:

- Downtown Business Owners
- River/Bicycle/Shuttle Business Owners
- Universities/Public Schools
- Trails
- Emergency Services
- Development (Contractor/Construction)
- Partner Governments
- Citizens at Large

Stakeholder group participants were asked to provide feedback and comment on the following questions regarding transportation in the area:

1. What do you view as the main mobility and transportation issues within Grand County and the City of Moab?
2. Are there specific intersections or roadways of most concern?
3. What is your vision for the future of transportation in Grand County and the City of Moab?
4. What solutions or projects are needed to realize the Vision?

Relevant discussions and comments were identified and have been organized first by stakeholder group and then by topic.

Downtown Business Owners

General Concerns/Issues:

- The amount of traffic, especially truck traffic, going through downtown Moab
- Truck traffic on US 191 produces excess pollution and noise
- Hard to create a safe pedestrian area with US 191 cutting through downtown Moab

Specific Needs/Potential Solutions:

- Lighting is poor at 200 North and US 191
- 400 North and 100 West is confusing for all users
- Access control on US 191
    - US 191 and Sage Drive requires a sharp southbound left-turn
    - US 191 and Bowling Alley Lane, and the surrounding area
    - Mivida Drive and US 191 has poor sight distance
- US 191 and SR 313 needs additional signage for the southbound acceleration lane
- Landscaped median islands on US 191 from 100 North to 300 South with green space to help slow traffic and provide a better experience
- Either better bicycle infrastructure along US 191 in downtown or route all bicycles to 100 West as an alternative route
- Eliminate parking on US 191 downtown from 100 North to 300 South
- Left-turns at the signals in downtown should be protected

Vision:

- Alternative modes of transportation for sustainable communities
- Be able to ride around the City more safely via bike paths and trails

River/Bicycle/Shuttle Business Owners

General Concerns/Issues:

- The number of trucks and through traffic traveling through downtown makes active transportation unsafe
- Sidewalks are lacking and children can't walk to school on sidewalks
- Major roads don't have bike paths or shoulders, large gaps in the bicycle network
- Too difficult to cross US 191 in downtown area; lack of pedestrian crossings
- Difficult and unsafe to cross US 191 south of downtown as there is no "transition zone" for people to slow down (unsafe for active transportation or vehicles)
- Need to have a route for active transportation to/from downtown and the USU campus
- Need sidewalks downtown
- Sand Flat Roads is experiencing a large increase in UTV traffic
    - Unpleasant for cyclists to get to Slick Rock Trail from downtown
    - Alternative route for UTVs to get to Sand Flats without utilizing Sand Flats Road
- Noise pollution from OHVs and trucks
- Not enough room to bicycle downtown and not a lot of walking room
- Need a parking facility for bikes around the area
    - Extra wide slots for e-bikes, pay slots for visitors, etc.)
- Wayfinding in the City to access Sand Flats

Specific Needs/Potential Solutions:

- Kane Creek Boulevard from 500 West to the river is dangerous for pedestrians
    - Bike paths or shoulders on Kane Creek Boulevard
- Fill in the bicycle path gap on SR 128
- US 191 south of the City of Moab to be widened to four lanes, to at least Spanish Trail Road
    - Left turns both from and to US 191 in this section are difficult
- Remove parking from one side of US 191 in the downtown area and create a cycle track or protected bicycle lane
- Fourth East and Millcreek Drive is a busy intersection and difficult to turn left
- Parking on US 191 in downtown needs to be behind buildings, not on US 191
- Need bicycle access coming from Poison Spider Trail or The Portal to downtown (a potential bicycle path on the south side of the tailing pond)

Vision:

- Have the downtown area more bicycle and pedestrian friendly and less vehicle-centric
- Remove trucks from US 191
- New solutions for people to get to downtown Moab
- Plan to accommodate a growing number of e-bikes in the area

Universities/Public Schools

General Concerns/Issues:

- The impact of OHVs on the streets
  - Their overall traffic behavior
  - Noise
- Equity in transportation
- Safety for children by connecting sidewalks and improving bus stop locations
- People on the east side of US 191 have difficulty reaching the west side of US 191, and vice-versa, particularly school children who aren't eligible for bussing
- Lack of safe crossings along US 191 in downtown
- Kids walk a long way without sidewalks
- Need to provide a connection for pedestrians from Aggie Boulevard to downtown Moab
- Limit pollution, idling, and dust
  - Air quality spikes on busy weekends
- Noise pollution and conserving quiet spaces
  - Engine braking along US 191 is loud
- Dangerous to bike along US 191
- Faded or non-existing bike lanes
- Need green infrastructure to diminish urban heat island effect
  - Traffic calming islands with greenery
  - Protected bike lanes with green medians
  - May help with stormwater and flooding
- No crossing guard program for school children
- Cycling along Spanish Valley Drive is scary

Specific Needs/Potential Solutions:

- A separated crossing (over?) US 191
  - 100 North
  - 100 South
- Frontage roads on US 191 to help get buses on/off the road safely
- Sidewalk gap on Holyoak Lane
- Road condition on 100 South, from Main Street to 400 East (a main route to the bus barn)
- A lot of the tourism industry employees live in San Juan County and walk on Spanish Valley or US 191 to get to work or appointments
  - Plan for a paved trail system
- Bike infrastructure in the City is dismal
  - US 191 and 100 North
  - US 191 and Center Street
  - US 191 and 100 South

Vision:

- Encourage alternative modes of transportation for sustainable communities
- Equity in transportation

- Be able to reach the southern part of the valley easily on a trail
- Have shuttles that can easily be accessed by both residents and tourists
- Insert bicycle and walking infrastructure as development grows and continues in new places
- Decrease exposed pavement and increase the shade canopy in the City
- Protect bicyclists and calm traffic

Trails

General Concerns/Issues:

- Lack of pedestrian infrastructure, separated bicycle lanes, and too much traffic
- Lack of secure bicycle infrastructure (storage/racks)
    - Increase in bicycle theft
    - With so many visitors, need to make sure there are areas people can find information and leave their bikes securely
- Need information about bicycle routes/wayfinding
- Connectivity to USU Campus once open
- Gaps in the sidewalk network and lack of sidewalk space
- General lack of connectivity

Specific Needs/Potential Solutions:

- A bicycle lane on Spanish Valley Drive
- Complete the gap on the trail along SR 128
- More safe crossings on US 191 in the City of Moab
- A bicycle lane on US 191 south of the City to Spanish Trail Road
- Provide maps and wayfinding at transportation hubs
- Connectivity issues for the Mountain View neighborhood
- Need safe crossings on US 191 at/near the following:
    - North of downtown in the new four-lane section
    - Aggie Boulevard
    - Spanish Trail Drive
    - Dogwood Avenue (a HAWK crossing)
- Bicycle path north of the USU Campus to downtown so those on the northwest side of the City do not have to cross US 191 to get to the campus
- A route for equestrians from Spanish Valley Arena to Ken's Lake

Vision:

- Any active transportation infrastructure should be tied into a future shuttle system
- Advertise a car-free vacation to Moab
- Have more electric powered mobility (electric scooters, bikes, motorcycles, eventually vehicles and OHVs)
- Have a community where people walk or bike to where they are going
- Secure bicycle parking at major hubs (MIT, aquatic center, grocery store, etc.)
- Facilities accommodating visitors that want to ride to/from the Spanish Valley Arena without crossing or riding on US 191
- Access to and linking of existing trails for equestrians

Emergency Services

General Concerns/Issues:

- Emergency response vehicles often get stuck in traffic or congestion
  - Emergency response vehicles are not marked
- Left-turns downtown are unsafe
  - Many unfamiliar users (tourists and children)
  - Need left-hand turn signals for traffic signals on US 191 downtown
- Crossing US 191 is difficult in downtown
- Deceleration lanes off of US 191 south of the City of Moab
- Noise pollution in downtown Moab
- Need public transportation between Spanish Valley and City of Moab
  - Key locations in Moab: hospital, downtown, village market, etc.
- The need for transportation to/from bedroom communities servicing Moab is going to increase (LaSal, Thompson, Green River)

Specific Needs/Potential Solutions:

- US 191 and 100 South, Center Street, and 100 North have unsafe left-turns as people get impatient and the amount of pedestrians
- Potential traffic signal locations:
  - US 191 and 200 North
  - US 191 and 400 North
- Potential roundabout locations:
  - Millcreek Drive and Sand Flats Road
  - 500 West and Kane Creek Boulevard
  - 300 South and 400 East
  - 400 East and Millcreek Drive
- Congestion at Sand Flats recreation booth on Sand Flats Road
- Congestion at US 191 and 500 West
- Widen US 191 south of the City of Moab downtown to four lanes
- Crash hot spots:
  - US 191 and Spanish Trail Road
  - US 191 and Dogwood Avenue
- Williams Way and 100 West – the bike path puts children headed to school onto the wrong side of the street northbound
- Need a bicycle path that brings bicycles down from Sand Flats Road and routes them to the Potatoe Salad Road to the Power Dam parking lot (down Powerhouse Lane to Millcreek Drive)
- Kane Creek Boulevard from 500 West to the river is dangerous for pedestrians and cyclists – drivers going too fast and too many bicyclists
- Bicycle lanes on Spanish Valley Drive from Moab City to County Line (and beyond)
- A user-initiated stoplight for getting emergency vehicles out of the emergency center onto US 191 in Spanish Valley (across from San Jose)

Vision:

- Safe movement of public and first responders

- Plan now for all the expected growth
- A bicycle commuter network for mobility, not only for recreation

Development (Contractor/Construction)

General Concerns/Issues:

- Too much traffic and congestion downtown
- Need a new solution beyond a bypass to get truck and pass-through traffic off of US 191 downtown
- Rural development in the south end of the County continues to increase
- Lack of parking for trailers (for OHVs) at trailheads
- OHV and OHV trailer traffic on Fourth East at Millcreek Drive, 300 South, 100 South, and 100 North
- No “transition zone” coming into the City from the South on US 191 (high speeds)
- Separated crossing (under) US 191 is the best type of east-west connection
- Get local and tourist traffic into a public transportation system, essentially leaving the trucks on US 191
- Don’t designate a UTV route in the City, leave them dispersed.

Specific Needs/Potential Solutions:

- Shuttle service to/from downtown Moab and Arches National Park
- Shuttle service utilizing US 191 and Spanish Valley Drive to remove vehicles from US 191
- Connect Utah State University Campus to other parts of the City
- Crossing US 191 at Aggie Boulevard is challenging
- Crossing US 191 in the downtown area
- Sand Flats Road and Millcreek Drive intersection is dangerous
- Southern curve of US 191 in Moab is dangerous for pedestrians and bicycles (Dogwood)
- Sidewalk gap on US 191 between Fourth East and Kane Creek Boulevard
- Bike path gap along Pack Creek near Chevron
- Need crossing improvements on US 191 at the following locations:
    - Pack Creek
    - Aggie Boulevard
    - Spanish Trail Road
- Path gap on SR 128
- Potential bypass along SR 279 south to the Hole in the Rock to eliminate truck traffic out of the valley
- Improve Spanish Valley Drive with a bicycle lane and/or widening

Vision:

- Want to be innovative, maybe something with electric vehicles
- Implement a public transportation system
- Reduce reliance on single vehicles
- More bicycle paths

Partner Governments

General Concerns/Issues:

- Need to understand the relationship of visitors and land use of surrounding areas
- 100 West is redeveloping
    - 100 West and Williams Way is a busy intersection with many children crossing
- Need an alternative to US 191 in downtown – potentially 100 West
- A parking area of 12-20 acres would be required for a mandatory shuttle parking hub for Arches National Park
- Coordination with the City and County on a shuttle system for Arches National Park
- Visitors to Sand Flats Road is increasing and getting busier
- Evaluate trailer parking areas to get them out of the City

Specific Needs/Potential Solutions:

- US 191 widened to four lanes south of the City of Moab
- Additional traffic signals on US 191 south of the City of Moab at:
    - Spanish Trail Road
    - Aggie Boulevard
- More people using 500 West as a “bypass” to Main Street
    - Concerns over intersection safety with the increased traffic on 500 West. Intersections of 400 North, Bartlett Avenue, Williams Way, and Kane Creek Boulevard
- Access control needed on US 191, specifically from Kane Creek Boulevard through the bend south on US 191 (many near misses in the two-way left-turn lane)
- Lack of shoulder or bicycle lane on Spanish Valley Drive, particularly for children going to school
- 100 South as a one-way south street and Main Street as a one-way north street to combat downtown traffic issues
- Left turns on US 191 in downtown are an issue (short times, long delays, and dangerous)
- Emergency Vehicle Bypass needed at the entrance of Arches National Park
- Parking along US 191 create sight problems, specifically in the Dogwood Avenue/US 191 area
- Street parking on US 191 in downtown Moab creates a hazard for through traffic, truck traffic, and truck traffic with trailers
- Potentially pay to park trailers outside of the City
- Complete the missing segment of pathway on SR 128

Vision:

- A shuttle system and parking at trailheads/hubs
    - Parking hubs at Airport, SR 313, Arches National Park, Willow Springs, etc.
- Get the through traffic off of US 191 in the City of Moab
- A transit system within the City to move people within downtown

Citizens at Large

General Concerns/Issues:

- Traveling along US 191 for vehicles and bicyclists is difficult
- US 191 splitting the community and the division of east versus west
- Need better east-west connectors
- There is a lot of emphasis on bicycle trails and trailheads, but not on bicycle commuting to schools, work, etc.
- People do not know about alternative bicycle routes; or, they know but still decide to stay on the road regardless
- Many unfamiliar bicycle riders (tourists, children, families, etc.)
- Navigating downtown is troublesome on a bicycle. Narrow riding lanes, minimal bike lanes, etc.
- Increased growth and development along Spanish Valley Drive, need to focus on additional transportation options in the area
- Unsafe and/or completely disconnected non-motorized travel routes
- Too much focus on keeping downtown business activity isolated to Main Street, which creates parking and congestion issues
- Make it harder and more inconvenient to drive in downtown Moab
- Lack of green painted bike lanes in critical areas with right turn lanes and at intersections crossing US 191
- Kane Creek private property along Pack Creek (currently closed with fencing); general failure to secure easements through private property along Pack Creek/Mill Creek trail systems

Specific Needs/Potential Solutions:

- Crossing US 191, particularly for bicyclists and pedestrians, is difficult in the downtown area
- Traffic signals downtown are chaotic and not efficient to move people
- Gaps in the multimodal network that force users back to US 191:
    - 5/8ths of a mile on the path along SR 128 at the east end near Grand Staff Canyon
    - 100 South to City Market, no parallel bike lane off US 191
    - Going north on 100 East beyond 200 North
    - Connect Millcreek Bicycle path to Kane Creek (200 South to the west)
        - Currently dirt trails that people can bike through but there is a major gap from the US 191/Market Place are to Kane Creek Boulevard
    - Uranium Avenue has a pedestrian crossing but needs a connection from Uranium Avenue to the Green Belt west of US 191 and connect to the Skunk Alley Bridge to the north over Pack Creek.
- 400 north and 100 West area is confusing for all users (bicyclists, pedestrians, and vehicles)
- Install sidewalks along US 191 from 400 East to Aggie Boulevard
- Install sidewalks along Millcreek Drive from the residential to US 191/Aggie Boulevard
- Potential trail underpass at US 191/Aggie Boulevard; or some type of protected crossing

- The area of Beeman Road and Stocks Drive is getting a lot of traffic and development in the area.
    - No acceleration on US 191 north from Stocks Drive
- US 191 and Kane Creek Boulevard: vehicles are utilizing the northbound left-turn lane to exit McDonalds.
- Many pedestrians and cyclists crossing mid-block on US 191 from Kane Creek Boulevard to Fourth East
- 300 South and 400 East is a difficult left-turn due to heavy traffic
- Trimming trees on Mill Creek parkway near high school/YGP (bad sightlines)
- Bullicks Cross Creek Park gravel (pave gravel section)
- Connect 300 South to Kane Creek Blvd via skunk alley; pave gravel path behind retaining wall and secure easement from Zions Bank
- Crossing into northbound bike lane from Mill Creek path at 100 South
- Connect 200 South to Mill Creek Pathway from Virginian Hotel
- Figure out bike roads and pave/stripe smooth bike lanes (200 Sout between Mill Creek parkway and 400 East; 400 North from 100 West to 500 West; 200 South from Main St. to Bullicks Park)
- Angle parking that would allow for bike lanes throughout downtown
- Mill Creek Drive and Spanish Valley Drive intersection
- Through streets/connectors at W Park Drive and Walnut Lane
- Support business development on 100 West, 100 East, and the streets that cross Main Street downtown to support integrating land uses
- Implement best practices for designing a bike and pedestrian friendly community while acknowledging that visitors to Moab have to arrive by plane, train, or automobile
- Utilize best practices identified in the transportation and mobility study commissioned by the Colorado Association of Ski Towns
- Think of Moab and Grand County as a destination with land use, economic, transportation, and mobility issues (and opportunities) more akin to an urban/urbanizing environment or college town, rather than an isolated community
- Support and encourage the City's and County's continued utilization of planning experiments (i.e. low-cost, short-term, innovative changes that can be tested, iterated, and scaled when successful)

Vision:

- More transit options that allow living further away from the City center
- Alternative transportation friendly community
- More bicycle friendly and walking around the City center
- Less cars and congestion and more people traveling by foot and bicycle
- Eliminate parking issues
- Have a bicycle friendly community
- Reduce crowding and congestion on streets, particularly US 191 in downtown Moab
- Have a safe bicycle and walking commute
- Safe bicycle and pedestrian infrastructure for children
- Prioritize non-motorized travel

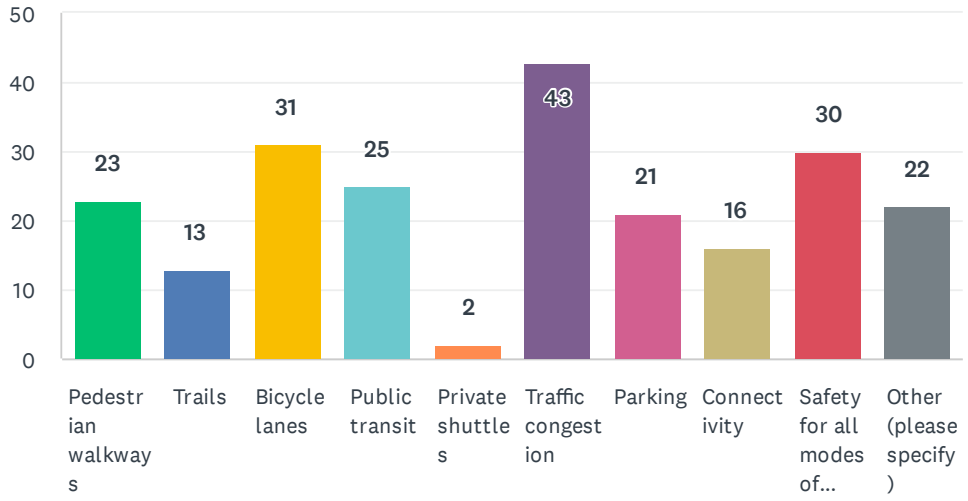
- Within 2 years, it should always be easier and faster to bike commute than auto commute
- Within 5 years, visitors should be able to have a car-free trip to Moab if they so choose.
- Within 5 years, visitors should be able to arrive in Moab by commuter train and/or air and transfer to a shuttle in terms of accessing downtown Moab
- In whatever timeline is possible given NEPA and other federal lands regulations, Moab's local transportation infrastructure is integrated with Arches National Park

Appendix D. Stakeholder and Community Outreach Summary

Results from the online survey distributed to the public and stakeholders:

Q1 What do you view as the main mobility and transportation issues within Grand County and the City of Moab? (select all that apply)

Answered: 65 Skipped: 0



ANSWER CHOICES	RESPONSES	
Pedestrian walkways	35.38%	23
Trails	20.00%	13
Bicycle lanes	47.69%	31
Public transit	38.46%	25
Private shuttles	3.08%	2
Traffic congestion	66.15%	43
Parking	32.31%	21
Connectivity	24.62%	16
Safety for all modes of travel	46.15%	30
Other (please specify)	33.85%	22
Total Respondents: 65		

#	OTHER (PLEASE SPECIFY)	DATE
1	Off Highway vehicles on the highway, trailers on side streets	11/22/2021 8:56 AM
2	no enforcement of existing laws, jay walkers, speeding, running red lights and bicyclists doing whatever they want	11/20/2021 11:13 AM
3	we have limited sidewalks, no upkeep of striping of bike lanes	11/12/2021 9:54 AM
4	Not enough police to monitor traffic problems. I feel like the state ignores our dangerous situation.	11/10/2021 7:12 PM
5	Too many noisy ATVs and no train to SLC	11/10/2021 6:51 PM

6	GHG contribution of transportation sector, noise of ATVs and some motorcycles	11/10/2021 9:33 AM
7	UTVs on the streets and for those of us on road bikes (skinny tires), the driveways are a hazard to bike tires and a hassle to negotiate sometimes. There is no reason I can see to make them with a 2" (sometimes greater) vertical rise. I avoid them and that can create problems for getting onto or exiting the existing bike paths.	11/9/2021 11:10 PM
8	OHVs clogging and slowing traffic	11/8/2021 1:55 PM
9	Spanish Valley commuter bike paths	11/7/2021 10:51 PM
10	allowing vehicles that do not meet federal motor vehicle safety standards on public roads	11/7/2021 3:09 PM
11	Need a bypass for Semi's, UTVs, Jeeps. Downtown could be so fabulous without the horrible traffic	11/6/2021 3:14 PM
12	Moab is bisected by UDOT's desire to push more traffic through on 191.	11/5/2021 12:53 PM
13	Left turn light signals on Main St.	11/5/2021 12:07 PM
14	SPEEDING AND PEOPLE RUNNING RED LIGHTS! Major issue!	11/4/2021 9:15 AM
15	Not just bike lanes - separated bike pathways and active transporation network infrastructure and connectivity. There are so many places to provide connectivity for bikes even if connectivity for vehicles is not desired. Examples: Park Rd, Walnut Ln to Hospital Rd, "Skunk Alley" to 300 S via Zions Bank parking lot, etc etc etc. Even the low hanging fruit would make a world of difference for bike commuters.	11/4/2021 9:06 AM
16	Lack of a bypass for trucks	11/3/2021 2:29 PM
17	Moab needs a bypass	11/2/2021 6:25 AM
18	Left turn signals	10/31/2021 6:50 PM
19	It's past time; commit to the bypass along the western rim.	10/31/2021 8:43 AM
20	Shared carpools, company vand	10/29/2021 7:41 PM
21	OHV !	10/29/2021 3:51 PM
22	speed limits	10/29/2021 9:31 AM

Q2 Are there specific intersections or roadways within Grand County and/or Moab of most concern?

Answered: 59 Skipped: 6

#	RESPONSES	DATE
1	every intersection on 191 need a stop light at this point	11/22/2021 8:56 AM
2	Anything on main street	11/20/2021 11:13 AM
3	kane creek blvd	11/19/2021 5:56 AM
4	main street	11/17/2021 7:00 PM
5	Please build Sp Valley pathway!	11/13/2021 9:18 PM
6	Main Street, Kane Creek, 400 East and Spanish Valley Drive	11/12/2021 2:26 PM
7	Millcreek Drive fast and unsafe for cyclists. Millcreek Dr and 191 almost impossible to make a left hand turn onto the highway. Millcreek Dr and 400 impossible to make a left hand turn onto 400. Making left hand turns in the downtown core of Main Street. Dangerous for pedestrians and for vehicles. 200 N and 400 N on Main is dangerous for pedestrian crossing. The speeds on the new expanded 5 Lanes from the Colorado bridge to 400 North. There is no reason (medians, ped refuge islands, trees, enforcement) for drivers to adhere to speed limits.	11/12/2021 9:54 AM
8	The intersection near the South Maverick is busy and I often see semis speeding through that intersection. There is also no sidewalk headed north. Another place I find concerning is the area near the Blu Pig. I see pedestrians crossing the highway at night on a regular basis.	11/11/2021 8:52 AM
9	100 West — from the 3-way stop (super awkward intersection for vehicles an pedestrians) to where it crosses Main Street. Bike lane is awkward and has several dangerous curb cuts. Williams Way turning onto 100 West has bad sight lines.	11/11/2021 7:20 AM
10	500 west is a mess when tourists are leaving town as google maps sends them there as a bypass and it turns to a gridlock as they wait for the light by denny's backing traffic sometimes all the way to can creek. The McDonalds and the brew pub is very dangerous as people charge in and out and create traffic accidents. Maybe mcdonalds needs to have everyone enter their business from cane creek so they are not blocking the left turn lane for traffic trying to go left at light onto cane creek, very dangerous situation. Really we need a by pass with bridge over river cane creek to potash. I just do not get the people complaining in neighborhoods that are not even on cane creek. Moab needs to figure this out, it a deal breaker with the semi trucks and through traffic clogging up downtown with traffic noise and pollution. Every other growing town in US eventually figures out a bypass, so why is this seemly impossible here?	11/10/2021 8:11 PM
11	southbound on Main Street, trying to turn left.	11/10/2021 7:18 PM
12	Four way stop signs, light running, and speeding. There is also inadequate signage and speeding south of town.	11/10/2021 7:12 PM
13	Yes, Westwatwr Road where we live has become noisy and dangerous due to ATVs rising by even as late as midnight. Main St. is a disaster with trucks, cars, jaywalkers. Why no overpass route? Now there is talk of scooters downtown too. Please don't do that.	11/10/2021 6:51 PM
14	400E at Millcreek	11/10/2021 5:44 PM
15	Main Street, Murphy Lane and Spanish Valley Dr. are quite dangerous for bicyclists.	11/9/2021 11:10 PM
16	191 & Spanish Trail Rd. (Shell Gas Station)	11/9/2021 8:22 PM
17	Main and Center Kane Creek Road	11/9/2021 2:22 PM
18	all of 191	11/8/2021 7:37 PM
19	West side 100 S, Center, and 100 N at Main Street	11/8/2021 4:03 PM

20	Crossing main street on a bike at any cross-section between 100N and 300S is scary, especially with children. 100N and streets like it are so wide - really lend themselves well to green infrastructure (traffic-calming inlets with curb cuts, indented basins, growing shade to reduce heat stress and urban heat-island effect...)	11/8/2021 1:55 PM
21	For bikes: Millcreek/Hwy 191 at S. Maverick. We need a safe, paved way to stay on the East side of the road, where all the businesses are! Also, the area around McDonalds is terrifying on a bike, too many entrances and exits. PLEASE close the entrance to McDonalds and make them enter from Kane Creek Blvd!	11/7/2021 10:51 PM
22	Spanish Valley Drive needs a multi use wide lane for bikes and pedestrians. We desperately need left lane green arrows on Main St.! I have been nearly run over 4 times because of inattentive drivers. This, even after watching carefully and hoping to catch the eye of drivers. Left lane signals would allow safe left turns for drivers and pedestrians. I know this is UDOT jurisdiction, but hopefully new leadership will get this on the table if it isn't already.	11/7/2021 6:46 PM
23	Most roads are in terrible shape with potholes as they were never designed for this much traffic that currently occurs Sand Flats Road and Mill Creek Drive is a bad intersection Also Dogwood and Main Street with the number of tractor trailers parked on the shoulders	11/7/2021 3:09 PM
24	Everything along US 191/Main Street.	11/6/2021 9:16 PM
25	Hwy 191 through town	11/6/2021 9:10 PM
26	Spanish Valley Drive is dangerous for pedestrians and cyclists without a dedicated pathway. It would also reduce congestion.	11/6/2021 6:15 PM
27	191 fron 100 North to 400 South. Too congested, too busy, too dangerous. Need a bypass.	11/6/2021 3:14 PM
28	Main Street (US 191), obviously. It is unsafe for pedestrians to cross even when they have a walk signal. It is unsafe for cars, because of people making illegal U-turns and people illegally jaywalking. It is unsafe for bicyclists to travel along, or even to cross from one side of town to the other. The effect spills over onto other streets (e.g. 400E, 500W) because of the number of cars/trucks using them as a way to avoid Main Street.	11/6/2021 11:16 AM
29	191 and Spanish Trail	11/6/2021 9:39 AM
30	Main St.	11/6/2021 9:34 AM
31	Spanish Valley Drive needs a bike lane for safety. Same for Arches NP. Intersection of Spanish Valley Drive and S Mill Creek Drive needs widening improvement. Center and Main OR 100N and Main OR 100S and Main should have a dedicated left turn signal so there is one place locals know they can go to get on or off of Main (191) when traffic is heavy.	11/6/2021 8:58 AM
32	Yes, 191 will worsen and become more difficult to cross as UDOT is motivated to do so. UDOT is perversely motivated when considering livable communities.	11/5/2021 12:53 PM
33	Main Street	11/5/2021 12:07 PM
34	no sidewalk that connects from 400 east to dogwood or moab valley inn, 4th east and millcreek congestion, 3 way stop to sand flats will only get worse with new development at lions back, safety of crossing hwy 191 south with speed of traffic. need a frontage road. speeds of traffic approaching town from either end is not enforced. people drive WAY TOO FAST.	11/4/2021 9:15 AM
35	Main Street and left turns thereon and 300 south	11/3/2021 4:34 PM
36	Mill creek drive Spanish trail	11/3/2021 3:45 PM
37	Spanish Valley Drive. Plan to improve as continued development happens.	11/3/2021 2:29 PM
38	all left turns on Main Street	11/3/2021 2:28 PM
39	Main Street	11/2/2021 6:25 AM
40	No	11/1/2021 4:39 PM
41	highway 101 and south shell gas station, city maket intersection	10/31/2021 6:50 PM
42	IF you asking "do we need round abouts?" the answer is no.	10/31/2021 8:43 AM
43	4th East, 5th West, no left hand turn lights	10/30/2021 8:46 PM

44	• 191 & Kane creek, specifically related to the north 191 entrance of McDonald's • 100 S & 191 northbound should have a left turn arrow • Shell station- traffic going from 2 lanes to 1 in southbound direction	10/30/2021 1:32 PM
45	Down near the Shell station and most often turning left off of hwy 191	10/30/2021 10:08 AM
46	100 west, 500 west, 400 east, sand flats rd	10/30/2021 10:03 AM
47	191 at Spanish trail	10/30/2021 5:55 AM
48	Intersection on 191 and the shell station	10/29/2021 11:53 PM
49	400 East Hwy 191, 400 East Millcreek Drive	10/29/2021 7:41 PM
50	Main Street, especially at the south (400 East intersection) and north (500 West intersection) entrances to town. High speed traffic, especially semi trucks, drive through red lights on a daily, if not hourly, basis.	10/29/2021 7:37 PM
51	The intersection and lane merge at hwy 191 and Spanish Trail.	10/29/2021 6:49 PM
52	191 from Crescent Junction rye entrance of town as it's missing a lane in each side and people drive dangerously through it. 191 in the town Center is hectic and it's hard to turn left.	10/29/2021 4:09 PM
53	Need the pathway built along Spanish Valley Dr for bike, pedestrian & horse use. Please work with San Juan to continue this path out to Pack Creek turnoff.	10/29/2021 3:51 PM
54	NA	10/29/2021 3:28 PM
55	all	10/29/2021 2:57 PM
56	Highway 191 and Spanish Valley	10/29/2021 1:58 PM
57	400 East. Spanish Valley Dr.	10/29/2021 9:31 AM
58	All of downtown Main Street. Also the exit onto 191 from City Market; also the turn into the Shell station from 191 south	10/25/2021 6:34 PM
59	main street	10/20/2021 1:58 PM

Q3 What is your vision for the future of transportation in Grand County and Moab?

Answered: 60 Skipped: 5

#	RESPONSES	DATE
1	it being improved for the visitors fuck the locals	11/22/2021 8:56 AM
2	Kids being able to cross main street safely while getting to the middle school and high school. Not having to worry about hitting someone while driving down main street.	11/20/2021 11:13 AM
3	Traffic bypass around moab	11/19/2021 5:56 AM
4	a by pass would alleviate most issues we face from congestion to safety concerns	11/17/2021 7:00 PM
5	more bicycle - what would it be like to be a truly bicycle based community. of course it doens't work for everyone. but it is such a small town, we should be able to make it work for more of us!	11/16/2021 6:32 PM
6	Spanish valley pathway; county-wide shuttle (Crested Butte painted buses = ideal model)	11/13/2021 9:18 PM
7	More public transit that serves the locals, a REAL bypass, not a bad concept developed to appease a few loud voices, responsible users of developed transportation and safety services. IE no jaywalking, cyclists wearing black clothing and riding in travel lanes in the dark.	11/12/2021 2:26 PM
8	That we have a bypass for all of the freight trucks and thru-traffic and the State allows us to implement the trailering of OHV's. Safe, protected pedestrian/bike lanes throughout the valley especially in our downtown core. More quiet experience downtown, increase our air quality by reducing carbon emissions. Safe reliable transit options for cost burdened households. Rail service from our most dominant regional markets; SLC and DEN. Increase opportunities for visitors to come and visit Moab without a car.	11/12/2021 9:54 AM
9	I think Moab needs a shuttle system connected to the national parks and other points of interest around Moab.	11/11/2021 8:52 AM
10	More connectivity with pathways for bikes/pedestrians, especially between neighborhoods, parks, Cury Market, schools. A way to move through your day without have to contend with Main Street and Tourists.	11/11/2021 7:20 AM
11	Good public transportation system, buses or vans, free of cheap subsidized passes for locals, especially those in need. With the north to south character of Moab, this is a no brainer. Loops connecting 500 west and 400 east. And a 2nd one that goes back and forth on 191 that provides a way for all the people now living or renting short term to get from spanish valley to moab. That would reall help with traffic and parking. But need to make it work by short waits, free or cheap and easy to access with predictable schedule, nobody wants to wait for a bus that never comes.	11/10/2021 8:11 PM
12	small shuttle buses for locals. ban OHV's and Razrs on local roads. build a bypass for trucks and other thru traffic.	11/10/2021 7:18 PM
13	Bussing from areas in town to the National Parks. Some way to free up roadways.	11/10/2021 7:12 PM
14	Rail to SLC and Denver Bypass for trucks so they don’t have to be on Main Shuttles at parks and no private cars No scooters etc downtown Ban ATVs un Grand County as Telluride has done Left turn lane on 191 and Spanish Valley Dr Bike Lanes	11/10/2021 6:51 PM
15	Public transportation!! Parking permits for downtown. Pedestrian only zones.	11/10/2021 5:44 PM
16	Keep the cars on only a very few streets and enforce speed limits. More, and more bike-friendly, bicycle lanes and trails with continuity the full length of Moab and Spanish Valley.	11/9/2021 11:10 PM
17	Trolley with hop on/ off locations.	11/9/2021 8:22 PM
18	Town shuttle. Shuttle service in Arches. Airport shuttle	11/9/2021 2:22 PM

19	We need a bypass, more bike routes, public transit/ public shuttles, and more leadership to stand up for the people of Moab.	11/8/2021 7:37 PM
20	Centralized parking (i.e. parking garages), public transit systems, and safer pathways for non-motorized transportation Amending zoning codes to require less off-street parking, redesigning wide ROWs downtown to allow more on-street parking	11/8/2021 4:03 PM
21	Much more green infrastructure with better bike lanes and pedestrian crossings. As a world-destination mountain biking town, the town infrastructure is not at all bike friendly (aside from the Millcreek parkway)	11/8/2021 1:55 PM
22	A bike path through Spanish Valley from Old Spanish Trail to town, with off shoots to S. Moab, the high school, and joining the Mill Creek Parkway. A connection (that is legally there) from Cinema Court to the Holyoak subdivision, a paved section from end of Holyoak to the hwy for bikes. Make it EASIER and quicker to bike or walk than to drive short distances. David Olsen started this and should be re-hired to complete the work!	11/7/2021 10:51 PM
23	Small electric buses that travel Main Street and other main arteries. Connect to shuttles in the parks, perhaps Sand Flats and spits along Sand flats Road.	11/7/2021 6:46 PM
24	Fix the roads and sidewalks, actual enforcement of speed limits and stop signs and lights at intersections	11/7/2021 3:09 PM
25	A shuttle connecting Moab town (hotels/restaurants) and Arches Park	11/7/2021 7:05 AM
26	A year ago, I sketched out a conceptual bus system for Moab, Green River, and Arches National Park, which can be downloaded here: https://www.dropbox.com/s/8rjuracx5w5v7ra/working.pdf?dl=0 There are also plans in the works to connect Moab to Salt Lake City by rail: https://utahrpa.org/link-utah	11/6/2021 9:16 PM
27	Main Street will always be busy. It just gets really scary when pedestrians jay walk or when drivers are aggressive. Not sure there is a way to legislate that.	11/6/2021 9:10 PM
28	A pedestrian/cyclist pathway from the county line to downtown. Perhaps a shuttle system from the county line to downtown for local residents not tourists. The BEST scenario would be a bypass for all trucks and through traffic. Get those damned trucks off Main Street. Oh…and NO parking on Main St from 100 North to 300 South.	11/6/2021 6:15 PM
29	Need a bypass and make downtown Moab bike, pedestrian and shuttle friendly with lots of parking on sides streets. Increase bus and Uber access to strategic drop off points. Make Spanish Valley bike trail friendly (thought that was already on the books). Increase bus and shuttle routes on Spanish Valley. At least to Millcreek. A bike/shuttle/bus loop would be great between the new USU, downtown Moab, Spanish Valley.	11/6/2021 3:14 PM
30	A future where we can shop and dine out downtown without fearing for our lives.	11/6/2021 11:16 AM
31	bike lanes and hopefully shuttles are needed from Spanish Valley to town	11/6/2021 9:39 AM
32	By pass	11/6/2021 9:34 AM
33	Some kind of public transportation system that can get workers from Spanish Valley into town for work or shopping. A transit system that would take visitors from Moab into Arches NP. More bike lanes for locals to safely bike to work or shopping. Ideally for the ?@&$!?$ Utah legislature to allow Moab to require OHVS be trailered to trailheads (maybe an exception for Sand Flats area and Steelbender since they're so close to town and would be a trailer parking nightmare?). Or as soon as electric OHVS are on the market require all rental companies in the area to transition to these vehicles.	11/6/2021 8:58 AM
34	Land Planning is inseparable from transportation planning. To plan for transportation alone is to guarantee excessive spending on transportation. This is where DOT's are perversely motivated. The DOT is pressured to push more traffic through at higher speeds and adding lanes for convenience. It's a popular way of treating a symptom rather than the disease. Convenient roads perpetuate spending on roads and affects behavior of people. When a convenient road exists, people choose to live further from where they work. It's like chasing your tail while hemorrhaging tax money.	11/5/2021 12:53 PM
35	Rerouting Highway 191 around Main Street	11/5/2021 12:07 PM
36	get the semi-trucks off of main street. the downtown needs to be more pedestrian friendly and less vehicle-centric. bike lane along spanish valley drive for a safe mode of travel for	11/4/2021 9:15 AM

	commuters. connectivity for bike lanes in town. separate bikes from traffic. parking structures to get parking off of main street between 100 north and 100 south.	
37	Moab should be "car-optional." Vehicles should be accommodated, but not required. My vision: Active transportation infrastructure and public transit makes vehicular travel far less desirable and convenient.	11/4/2021 9:06 AM
38	public transportation, including to Arches National Park	11/3/2021 4:34 PM
39	Bypass Moab Valley	11/3/2021 3:45 PM
40	Hopeful for a local shuttle/bus system to Spanish Valley and shuttle system to arches for the tourons.	11/3/2021 2:29 PM
41	less traffic	11/3/2021 2:28 PM
42	Let people decide on their own	11/2/2021 6:25 AM
43	Free shuttle along 191	11/1/2021 4:39 PM
44	Left turn signals. More bicycle lines. No ohvs allowed on city roads	10/31/2021 6:50 PM
45	Let the users define what mode of transportation they will use, don't waste resources and time trying to coerce people into conforming to your vision. Provide a bypass option for the thousands of vehicles per day who have demonstrated that they are just trying to pass through Moab to get where they are hoping to go.	10/31/2021 8:43 AM
46	Left hand turn lights, bridge over the river on Potash then down Kane creek to main by McDonalds. This would take big trucks off Main Street without impacting neighborhoods	10/30/2021 8:46 PM
47	BUSSES, BUSSES, BUSSES! Bus running from Springhill Suites to Windgate with stops along the way. Encourage folks to leave their vehicle at their hotel and take the bus into town. Will reduce number of vehicles, alleviate parking, climate friendly, reduce drunk driving. Eventually adding routes to residential areas encouraging locals, employees, and vacation renters to leave their cars at their houses and take the bus. When the tailings pile is moved put a massive parking area there and turn arches into a bus situation as well. Park city, telluride and I'm sure other resort towns already have this, I used to live in park city and I loved the bus	10/30/2021 1:32 PM
48	A safe nice bike path that connects Spanish valley to town. Shuttle service from the airport to town and to the National Parks.	10/30/2021 10:08 AM
49	More walkable only areas downtown by creating pedestrian only areas, i.e 100 west and 100 east from center st. to 100 north, shuttles service to downtown, shuttle service to Arches and within the park.	10/30/2021 10:03 AM
50	Bike paths from San Juan county that connects to the bike path down town, a rail system through the city and a bypass around main street	10/29/2021 11:53 PM
51	Figure 8 shuttle 3 times per day for locals, shuttles up & down Main St for tourists hourly from 7AM to 10PM	10/29/2021 7:41 PM
52	Better connectivity of hiking and bike trails leading from town to surrounding public lands.	10/29/2021 7:37 PM
53	Be able to take a left hand turn safely.	10/29/2021 6:49 PM
54	Some public transportation might help. Maybe some areas should be reserved to local residents only. More shuttle service for tourists. A lot more parking in town.	10/29/2021 4:09 PM
55	Find some way to get a bypass for truck traffic downtown, Moab will never have a vibrant successful downtown until this happens.	10/29/2021 3:51 PM
56	An extensive urban trail network allowing e-bikes on ALL paved pathways in the area (canyon, river-road, etc) and through town and SV	10/29/2021 3:28 PM
57	Bypass Road	10/29/2021 2:57 PM
58	The town needs a free shuttle bus to run from Arches to Spanish Valley Road.	10/29/2021 1:58 PM
59	Possible shuttles from the valley to town for employees.	10/29/2021 9:31 AM
60	improved bikeability and safety	10/20/2021 1:58 PM

Q4 What solutions or projects are needed to realize your Vision?

Answered: 58 Skipped: 7

#	RESPONSES	DATE
1	no semi rigs or atv's, utv's on county paved roads and city streets	11/22/2021 8:56 AM
2	enforcement of traffic laws on main street	11/20/2021 11:13 AM
3	udot proposed bypass on Kane Creek blvd	11/19/2021 5:56 AM
4	A by pass the city has had options for for over 50 years I have been here for	11/17/2021 7:00 PM
5	more designated bike paths and bike lanes. more parking for bikes. Perhaps local business incentives for riding your bike, other community encouragement and participation for chaining the culture.	11/16/2021 6:32 PM
6	Money!	11/13/2021 9:18 PM
7	All of them! So little has been done in past decades whatever is done in the near and mid future will get us barely caught up to the 21st Century. Traffic calming in the down town core, clustered parking lots or structures, oversized parking for oversized vehicles, reliable and user friendly shuttles that don't just stop at hotels and restaurants, they need to serve folks need to travel to their place of business.	11/12/2021 2:26 PM
8	Cooperation with the State and UDOT to prioritize a future that doesn't keep focusing on building more bigger, wider, faster roadways. If the State continues on its projected path of growth we will need to think about moving more people more efficiently and rail, biking and walking are possible options. Bike share programs, safe protected infrastructure (which includes lighting on paths), transit. More housing density downtown to allow for more mobility and less car dependence. Planning and engineering staff that can be creative in retrofitting our public spaces-streets.	11/12/2021 9:54 AM
9	Working with the parks to set up a shuttle from Moab to popular trailheads. We also would need to purchase buses and establish routes	11/11/2021 8:52 AM
10	I would like bike paths that dead end to be linked up — maybe all the way to Millcreek/Powerhouse trailhead and Old City Park on the south — and more linkages from west side neighborhood (Mountain View, Westwood/Palisade, etc. to schools, parks, City Market, etc. (the east side of town).	11/11/2021 7:20 AM
11	Already said bridge across river to potash. The people on cane creek can have berms installed with nice landscaping and engineer it to minimize impact and make it easy for these people to get around peak traffic if they need to get in or out of their homes. There are not too many of these people really. The hillside people can also have a dedicated mitigation plan to engineer sound mitigation and easy access to their homes. The rest of us are suffering because a few of these people are whining, lets look at what can we do for the good of the whole community instead of focusing on a tiny group of vocal opponents	11/10/2021 8:11 PM
12	spend tourist dollars on buses. major approval from DOT and state dollars for bypass. laws and law enforcement.	11/10/2021 7:18 PM
13	We will have to have a bypass with the best sound barriers made.	11/10/2021 7:12 PM
14	Leaders who care more about the people who actually live here than businesses who make money on renting ATVs	11/10/2021 6:51 PM
15	Get people out of their cars by inspiring a change of behavior	11/10/2021 5:44 PM
16	Acquisition of properties to connect different segments of non-motorized trails and lanes.	11/9/2021 11:10 PM
17	City & county working with the businesses to allow for trolley parking and for areas for people to wait.	11/9/2021 8:22 PM
18	Institute shuttles asap!	11/9/2021 2:22 PM

19	- amend parking code to require fewer spaces for affordable/workforce/deed restricted housing - create street designs to allow for on-street parking in 100ft ROWs in downtown, especially in residential areas (R-3 specifically) - build a parking structure/central transportation hub - create/require more sidewalks and bike paths along heavily used streets - designated routes for UTVs - eventually implement public transportation? with consideration of connections to regional communities? this seems to be a challenge and a lower priority before others listed.	11/8/2021 4:03 PM
20	Bike lanes that also are part of a larger green infrastructure plan on all new road projects	11/8/2021 1:55 PM
21	We need to gain right of way on about 30 properties in Spanish Valley along Pack Creek. Liens should be placed on each property asap and when it is next sold, the land should be bought from the current owner by the county to complete a bike trail/fire break/access/and floodway through the entire Pack Creek drainage.	11/7/2021 10:51 PM
22	Lots of money, determination to ask for a lot to get some, focus, affordable housing, because if this is for the community, the community needs to be able to actually live here. This IS for us, right?	11/7/2021 6:46 PM
23	Local government should work with the manufacturers of UTV's to lobby state government to get non compliant vehicles off of public roads	11/7/2021 3:09 PM
24	Transit hub	11/7/2021 7:05 AM
25	Funding for studies is a necessity to move the process along. UDOT also needs to see state-wide public transit as a necessity.	11/6/2021 9:16 PM
26	Take the OHV element out of the mix. It will reduce the number of vehicles, reduce conflicts, reduce the noise that causes so much irritation to locals.	11/6/2021 9:10 PM
27	A bypass. A bike/pedestrian trail from the south county line to downtown.	11/6/2021 6:15 PM
28	It doesn't seem like, in the overall scheme of things, it would cost that much $$ to put in bike lanes on Spanish Valley especially now with the new hospital going in and all the new housing out that way. See above. At least extend the bike paths on Spanish Valley to the new housing project that was supposed to start this summer...	11/6/2021 3:14 PM
29	Enforcement. Stand at the corner of Center and Main, and just count the number of pedestrians jaywalking or crossing against the walk signal, and the number of cars that don't allow pedestrians to cross. If each and every single one of them got a $100 ticket, the situation would improve.	11/6/2021 11:16 AM
30	Bike lanes or trails down Spanish Valley to Ken's Lake	11/6/2021 9:39 AM
31	UDOT needs to get with it!! How many surveys??	11/6/2021 9:34 AM
32	Money! Yes funding for public transportation systems and bike lanes. What Springdale and Zion did is a good example except Moab and Arches will be more complicated and costly due to a larger town and park. Plus making sure to see what low income locals need and would use to get them to work and shopping (including bus passes they can afford). And the Utah Legislature to practice what it preaches about letting counties determine their needs (regarding OHVs).	11/6/2021 8:58 AM
33	Plan for multiple small commercial cores approximately 1/2 mile apart to allow for non-auto commuting. Allow congestion on roads between residential(only) areas and commercial cores. This is a planning problem more than a traffic problem. To think that we can simply build bigger wider roads to accommodate traffic is just not true. Planning and inconvenient roads are necessary. This takes significant public education and much of the public will not want to hear it. It is however a reality.	11/5/2021 12:53 PM
34	bridge across Colorado River, excavate tunnel in Moab Rim	11/5/2021 12:07 PM
35	major financial investment in our community to create a more liveable town for locals. make travel in and around town safer for pedestrians and cyclists. public transport options to move people from the valley into town and back	11/4/2021 9:15 AM
36	Invest in bike infrastructure and network connectivity. Eliminate parking on main st and expand the sidewalks.	11/4/2021 9:06 AM
37	buses or large vans	11/3/2021 4:34 PM

38	Additional Colorado river bridge Connection from US 279 to US 191 via Kane Creek canyon.	11/3/2021 3:45 PM
39	See above	11/3/2021 2:29 PM
40	less tourism advertising	11/3/2021 2:28 PM
41	A bypass for 191	11/2/2021 6:25 AM
42	Funding	11/1/2021 4:39 PM
43	100,000	10/31/2021 6:50 PM
44	We need to stop pretending that the country is not continuing to grow and the bypass is not going to happen. Excuses like "it's too late", "it's too complicated" or "it's too expensive" belie a lack of leadership on the part of those who should be making decisions. Of course it is too late, expensive and complicated, but that's not really any different than the challenges faced by any community throughout the country. Moab needs to evolve beyond the us against them mentality and accept that it will be more helpful to embrace reality and focus on how to make the best of the inevitable.	10/31/2021 8:43 AM
45	Bridge over Kane and left hand turn lights. Better roads and sidewalks everywhere in the city and county Main Streets and subdivision	10/30/2021 8:46 PM
46	BUSSES, BUSSES, BUSSES	10/30/2021 1:32 PM
47	Closing 100 west, 100 east to center st. and 100 north to all traffic - pedestrians only.	10/30/2021 10:03 AM
48	On connected bike path from the river to Spanish valley would be a great start	10/29/2021 11:53 PM
49	Purchase shuttles, hire & train drivers, educate public Provide bus, train options into Moab Establish a system of Link- On-Utah & Link-On-USA	10/29/2021 7:41 PM
50	Designated and separated bike lanes along Spanish Valley Drive to Kens Lake, Kane Creek Blvd to end of pavement, Potash Road, Colorado River road to Castle Valley, and along highway 313. Better traffic lights along highway 191 leading into town. But, I bet there will eventually be more traffic lights between Denny’s and the river due to all the new hotels, so that will help. And south of town at the University intersection.	10/29/2021 7:37 PM
51	Extending 4 lanes to all of 191.	10/29/2021 6:49 PM
52	Adding lanes to 191 all the way to town. Limiting none local driving in some areas. More parking. Bike lanes. Public transportation.	10/29/2021 4:09 PM
53	The State, County and City need to make a bypass a priority, not ignore the need.	10/29/2021 3:51 PM
54	Dedicated bike paths to all reasonably spaced destinations (bar-m, sand flats, river road, potash, kens lake, etc)	10/29/2021 3:28 PM
55	Bypass Road	10/29/2021 2:57 PM
56	Free shuttle buses and bicycle lanes.	10/29/2021 1:58 PM
57	Change the speed limits in town to what the road design allows for. There is no reason other than some squeaky wheels why entire streets that are 50 feet wide and straight should be 20 mph. (300S). 400 E is 70 feet wide and straight. It has a speed limit of 25 mph. It is ridiculous.	10/29/2021 9:31 AM
58	More clear bike lanes and less on street parking	10/20/2021 1:58 PM

Q5 Contact Information

Answered: 24 Skipped: 41

ANSWER CHOICES	RESPONSES	
Name	100.00%	24
Company	0.00%	0
Address	91.67%	22
Address 2	25.00%	6
City/Town	100.00%	24
State/Province	95.83%	23
ZIP/Postal Code	91.67%	22
Country	0.00%	0
Email Address	83.33%	20
Phone Number	66.67%	16

#	NAME	DATE
1	Susie Harrington	11/16/2021 6:33 PM
2	Karen Guzman Newton	11/12/2021 9:54 AM
3	Christy Calvin	11/11/2021 7:21 AM
4	Marcia Ewell	11/10/2021 8:11 PM
5	Tom Edwards	11/10/2021 7:19 PM
6	Marsha	11/10/2021 7:13 PM
7	Colleen	11/10/2021 6:54 PM
8	Linda Mattick	11/9/2021 2:23 PM
9	Audrey and Tim Graham	11/7/2021 10:52 PM
10	Linn DeNesti	11/7/2021 6:47 PM
11	Pete	11/7/2021 3:10 PM
12	Mike Christensen	11/6/2021 9:17 PM
13	Janet Landon	11/6/2021 3:14 PM
14	LuDean Merritt	11/6/2021 9:35 AM
15	Jeff Pillus (Office)	11/5/2021 12:55 PM
16	Joe Kingsley	11/3/2021 4:34 PM
17	Shane	11/2/2021 6:26 AM
18	Crystal muzik	10/31/2021 6:51 PM
19	Samantha Derbyshire	10/30/2021 1:32 PM
20	Joette Langianese	10/30/2021 10:05 AM

21	Carter Lloyd	10/29/2021 11:54 PM
22	Charlotte Mates	10/29/2021 7:43 PM
23	Matt Slawson	10/29/2021 3:30 PM
24	Alison Ling	10/29/2021 2:00 PM

#	COMPANY	DATE
	There are no responses.	

#	ADDRESS	DATE
1	Box 264	11/16/2021 6:33 PM
2	804 Pear Tree Lane	11/12/2021 9:54 AM
3	187 Park Drive	11/11/2021 7:21 AM
4	639 N 500 W	11/10/2021 8:11 PM
5	4300 Easy St	11/10/2021 7:19 PM
6	Marshall	11/10/2021 7:13 PM
7	Kennedy	11/10/2021 6:54 PM
8	380 Park Drive	11/9/2021 2:23 PM
9	1701 Murphy	11/7/2021 10:52 PM
10	575 Jonny Way	11/7/2021 6:47 PM
11	150 S State St Ste 100 Box 50	11/6/2021 9:17 PM
12	1612 Rocky Rd	11/6/2021 3:14 PM
13	505 N Main St	11/6/2021 9:35 AM
14	301 4th East	11/5/2021 12:55 PM
15	324 E 300S	11/3/2021 4:34 PM
16	1870 desert hills dr	11/2/2021 6:26 AM
17	po box 1262	10/31/2021 6:51 PM
18	729 Bartlett cr.	10/30/2021 10:05 AM
19	3373 Watchman Trail	10/29/2021 11:54 PM
20	375 East Pueblo Court	10/29/2021 7:43 PM
21	517 Winesap	10/29/2021 3:30 PM
22	4191 E Lipizzan Jump	10/29/2021 2:00 PM

#	ADDRESS 2	DATE
1	900 Kane Creek Blvd	11/16/2021 6:33 PM
2	668 N. 500 W.	11/10/2021 7:13 PM
3	3439 Westwater Road	11/10/2021 6:54 PM
4	Apt 304	11/9/2021 2:23 PM
5	PO Box 1029	11/7/2021 6:47 PM
6	Unit 207	11/5/2021 12:55 PM

#	CITY/TOWN	DATE
1	Moab	11/16/2021 6:33 PM
2	Moab	11/12/2021 9:54 AM

3	Moab	11/11/2021 7:21 AM
4	Moab	11/10/2021 8:11 PM
5	Moab	11/10/2021 7:19 PM
6	Moab	11/10/2021 7:13 PM
7	Moab	11/10/2021 6:54 PM
8	Moab	11/9/2021 2:23 PM
9	Moab	11/7/2021 10:52 PM
10	Moab	11/7/2021 6:47 PM
11	Moab	11/7/2021 3:10 PM
12	Salt Lake City	11/6/2021 9:17 PM
13	Moab	11/6/2021 3:14 PM
14	Moab	11/6/2021 9:35 AM
15	Moab	11/5/2021 12:55 PM
16	Moab	11/3/2021 4:34 PM
17	Moab	11/2/2021 6:26 AM
18	moab	10/31/2021 6:51 PM
19	Moab	10/30/2021 1:32 PM
20	Moab	10/30/2021 10:05 AM
21	Moab	10/29/2021 11:54 PM
22	Moab	10/29/2021 7:43 PM
23	Moab	10/29/2021 3:30 PM
24	Moab	10/29/2021 2:00 PM

#	STATE/PROVINCE	DATE
1	UT	11/16/2021 6:33 PM
2	utah	11/12/2021 9:54 AM
3	Ut	11/11/2021 7:21 AM
4	UT	11/10/2021 8:11 PM
5	UT	11/10/2021 7:19 PM
6	Utah	11/10/2021 7:13 PM
7	UT	11/10/2021 6:54 PM
8	Utah	11/9/2021 2:23 PM
9	UT	11/7/2021 10:52 PM
10	UT	11/7/2021 6:47 PM
11	Utah	11/6/2021 9:17 PM
12	UT	11/6/2021 3:14 PM
13	UT	11/6/2021 9:35 AM
14	Utah	11/5/2021 12:55 PM
15	UT	11/3/2021 4:34 PM

16	Utah	11/2/2021 6:26 AM
17	ut	10/31/2021 6:51 PM
18	UT	10/30/2021 1:32 PM
19	Utah	10/30/2021 10:05 AM
20	UT	10/29/2021 11:54 PM
21	UTah	10/29/2021 7:43 PM
22	UT	10/29/2021 3:30 PM
23	Utah	10/29/2021 2:00 PM
#	**ZIP/POSTAL CODE**	**DATE**
1	84532	11/16/2021 6:33 PM
2	84532	11/12/2021 9:54 AM
3	84532	11/11/2021 7:21 AM
4	84532	11/10/2021 8:11 PM
5	84532	11/10/2021 7:19 PM
6	84532	11/10/2021 7:13 PM
7	84532	11/10/2021 6:54 PM
8	84532	11/9/2021 2:23 PM
9	84532	11/7/2021 10:52 PM
10	84532	11/7/2021 6:47 PM
11	84111	11/6/2021 9:17 PM
12	84532	11/6/2021 3:14 PM
13	84532	11/6/2021 9:35 AM
14	84532	11/5/2021 12:55 PM
15	84532	11/3/2021 4:34 PM
16	84532	11/2/2021 6:26 AM
17	84532	10/31/2021 6:51 PM
18	84532	10/30/2021 10:05 AM
19	84532	10/29/2021 11:54 PM
20	84532	10/29/2021 7:43 PM
21	84532	10/29/2021 3:30 PM
22	84632	10/29/2021 2:00 PM
#	**COUNTRY**	**DATE**
	There are no responses.	
#	**EMAIL ADDRESS**	**DATE**
1	susie@withgaia.com	11/16/2021 6:33 PM
2	condomoab@gmail.com	11/12/2021 9:54 AM
3	christycalvin@xmission.com	11/11/2021 7:21 AM
4	marciablues@gmail.com	11/10/2021 8:11 PM
5	mash52@yshoo.com	11/10/2021 7:13 PM

6	linda.mattick@att.net	11/9/2021 2:23 PM
7	graham4grand@yahoo.com	11/7/2021 10:52 PM
8	linndenesti@gmail.com	11/7/2021 6:47 PM
9	Mike@UtahRPA.org	11/6/2021 9:17 PM
10	jlandon@xmission.com	11/6/2021 3:14 PM
11	Platformx02@gmail.com	11/6/2021 9:35 AM
12	moabking@gmail.com	11/3/2021 4:34 PM
13	shane@lynkage.net	11/2/2021 6:26 AM
14	muzik311@yahoo.com	10/31/2021 6:51 PM
15	samanthaderbyshire@gmail.com	10/30/2021 1:32 PM
16	joettel@frontiernet.net	10/30/2021 10:05 AM
17	carter.lloyd.cl@gmail.com	10/29/2021 11:54 PM
18	char.mates@yahoo.com	10/29/2021 7:43 PM
19	mhslawson@icloud.com	10/29/2021 3:30 PM
20	alisonling53@gmail.com	10/29/2021 2:00 PM

#	PHONE NUMBER	DATE
1	4352600222	11/16/2021 6:33 PM
2	4352609889	11/12/2021 9:54 AM
3	8015189182	11/11/2021 7:21 AM
4	9707084843	11/10/2021 8:11 PM
5	4352596037	11/10/2021 7:19 PM
6	3104655653	11/9/2021 2:23 PM
7	435-220-0185	11/7/2021 10:52 PM
8	2062266995	11/7/2021 6:47 PM
9	385-355-4567	11/6/2021 9:17 PM
10	4352607642	11/6/2021 3:14 PM
11	9704035088	11/5/2021 12:55 PM
12	14352601824	11/3/2021 4:34 PM
13	220-0172	10/30/2021 10:05 AM
14	8016471227	10/29/2021 11:54 PM
15	8018704062	10/29/2021 7:43 PM
16	7039095837	10/29/2021 2:00 PM

Comments received during the November 2021 community meeting via comment cards available at the meeting:

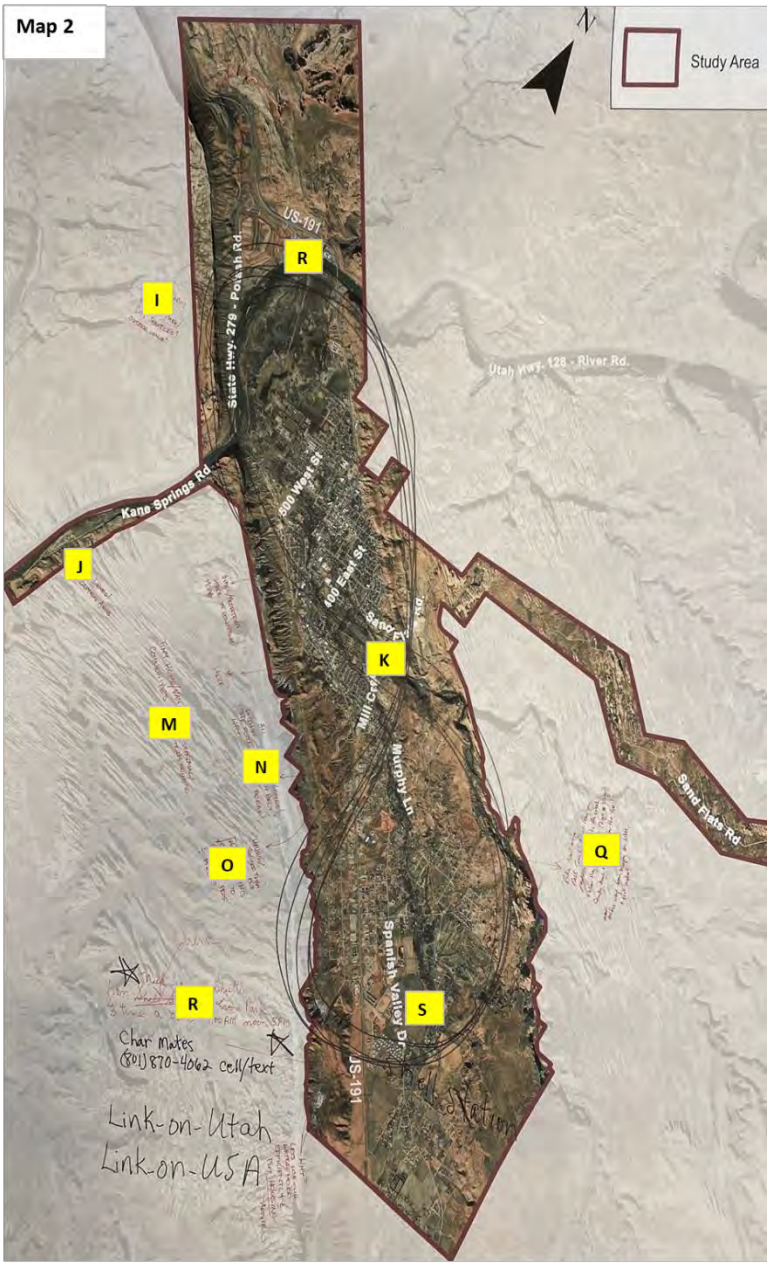
Source	Comment
November Public Meeting	Consider using a local geotechnical firm for local projects.
November Public Meeting	Consideration of growth rates based on other factors of growth. For example, the airport breaking the 10 year growth projection in 3 years. Car rental growth, shuttles, taxi, rail, rocky mountaineer. VTOL (vertical takeoff) UAV (unmanned air vehicles) are coming in time. Where would they take off and land? These will be electric vehicles. There is a rumor about an industrial park out near the airport. Blue Hills Road could get much busier. Road widening near the airport likely needed in the next 10 years.
November Public Meeting	Close center from Williams Way to 191, or beyond. Maybe a pedestrian plaza. - Tammy Taylor
November Public Meeting	I'm wondering how Kane Creek Road around past the portal can accommodate the proposed 500 residential units the new landowner wants to build down there. It is a narrow, winding road & it seems like it would be a huge expensive undertaking to expand it to accommodate that, and I don't think local taxpayers should be paying for that, especially because many of us do not want to see 500 units down KC Road.
November Public Meeting	Needed Bike/ pedestrian connections between 300 South & Kane Creek via pedestrian bridge (existing) and bike to school route from the hawk near city market across pack creek to kane creek (off highway route behind businesses)
November Public Meeting	Ranna suggests no signal at 200 North and Main but add some sort of HAWK device. Something to help the pedestrians get across. Perhaps a RRFB.
November Public Meeting	Ranna - Tunnel or bridge at Aggie Blvd or perhaps at end of proposed trail into Moab. Try not to have to stop 191 for pedestrians.
November Public Meeting	The manual on uniform traffic control devices outlines warrants that must be met in order to install traffic control signs. What warrants are being considered with regards to when to implement protected left turns? What other mitigation strategies are on the table, and what metrics are we using to determine when they become necessary? - Kaya Woodall
November Public Meeting	300 South. Need radar / cameras to address speeding in the area. People speed through the area, more patrols.
November Public Meeting	Look at Figure 8 shuttle from Lions Park to Arena - 3 times a day 7 am noon 5 pm. Eventually add short buses feeding into Figure 8 from neighborhoods. Shuttles need to have bike racks. Ask UDOT / UTA about van. Advertise / advertise / advertise Salt Lake Express / Airplanes / Medical Apptmt. Mileage PD SEUTC. - Charlotte Mates 801-870-4062 (cell/text)
November Public Meeting	Front of comment card: South of town 400 South / 191 Roundabout Back of comment card: see image below for diagram they drew on the back of the comment card.

Comments received during the November 2021 community meeting via maps available for comment at the meeting (See Map 1 and Map 2 on the following page):

Source	Comment Location on Map	Comment
Map 1	A	Repave (pave?) bike trail
Map 1	B	Deadly
Map 1	C	Bike Access / Sidewalk
Map 1	D	Bike Trail / Flood Control / Fire Control Access along all of Pack Creek
Map 1	E	Open this!! (Connection between San Miguel north to path over Pack Creek eventually to 400 West)
Map 1	F	Better bike access please and trail improvements
Map 1	G	Protected Left Turn
Map 2	I	Solar Farm Parking for National Park / City Shuttles? Outdoor Venue?
Map 2	J	Bike Lanes! To Captain Ahab (on Kane Creek Blvd)
Map 2	K	Infill / Pedestrian space in downtown Moab (Near Sand Flats/Millcreek Dr)
Map 2	M	Tiny home / van communities Can be seasonal / long-term housing
Map 2	N	All within the flood way! Bike lanes! Green Belt! Fire break!
Map 2	O	Housing! (near USU) Sooner than later please! How will this connect to the city for peds and bikes?
Map 2	Q	Bike trail along Pack Creek: Place liens on properties adjacent to the creek and when they change hands (2 years of 30 years) county buys right of way for the trail. Many access ways from Murphy for bikes & fire control
Map 2	R	Need figure 8 shuttle from Shell Station to Lions Park 3 times a day (7 am, Noon, 5 pm) Char Mates (801) 870-4062 cell / text Link-On-Utah Link-On-USA
Map 2	S	Why? Lets use our water more efficiently & put housing - Arnie (Circling the farm land)

Letters listed in the "Comment Location on Map" column in the previous table correspond to the yellow icons on the maps, providing context for comments left in specific locations.





The following comments were received from the December Public Outreach meeting regarding proposed projects.

Project Name	Project Description	Public Meeting (12/17) Notes	Public Priority
Active Transportation			
US 191 Sidewalk Improvements #1: Fourth East to Bittle Lane	Construct new sidewalk to connect existing gap along US 191 from Fourth East to Bittle Lane		
200 North and US 191 Traffic Signal	Construct traffic signal at US 191 at 200 North intersection	Additional lighting needed Anything to make 191 more friendly Safety enhancements	
Dogwood Avenue and US 191 Area Crossing	Construct enhanced pedestrian crossing on US 191 near Dogwood Avenue (Pedestrian Hybrid Beacon/"HAWK" crossing)	Very scary for kids to cross via bike This would be nice Additional lighting needed Please. Dangerous.	1 (High)
Millcreek Drive Sidewalk Improvements	Construct sidewalk where missing on Millcreek Drive, Spanish Valley Drive to bridge north of Lasal Road		
Holyoak Sidewalk Connection	Construct sidewalk along Holyoak Lane from Mill Creek Drive to Wagner Avenue		
100 East Bicycle Lanes	Install bicycle lane pavement markings on 100 East from 200 North to Millcreek Trail and on to City Market	Yes	
Shared Use Path Construction and Connections; Pack Creek and Mill Creek	Construct a shared use path that connects the pedestrian hybrid beacon on US 191 at City Market crossing Pack Creek to Kane Creek Boulevard and north to 300 South. Also a connection to 100 West.	Important local transit route Yes please! Connects to Zions Bank as well as Skunk Alley bridge	1 (High)
US 191 at Aggie Boulevard Bicycle and Pedestrian Crossing	Construct tunnel at US 191 and Aggie Boulevard intersection to cross US 191	I am a USU employee who bikes to work daily Very useful	
Kane Creek Boulevard Paved Shoulders (Bicycle) Improvements	Construct paved shoulders (for use by bicyclists) on Kane Creek Boulevard from 500 West to Kane Creek Recreation Parking (end of pavement)	Good idea, this road is rough to bike.	
Kane Creek Boulevard Bicycle Lanes Improvements	Stripe bicycle lanes and construct paved shoulders (if needed) on Kane Creek Boulevard from US 191 to 500 West		
Murphy Lane Paved Shoulders (Bicycle) Improvements	Construct paved shoulders (for use by bicyclists) on Murphy Lane from Millcreek Drive to Spanish Trail Road	Great!	
Colorado River Shared-Use Path Gap	Construct shared use path along Colorado River between Grandstaff Canyon and Goose Island (existing gap)	Safety risk without this Great idea Love it! Good idea Forestry, Fire, and State Lands permitting is in place and ammendable if needed	

Project Name	Project Description	Public Meeting (12/17) Notes	Public Priority
Spanish Valley Drive Shared-Use Path	Construct a shared use path on Spanish Valley Drive from Millcreek Drive to South County line	Yes! (Already happening) Yes! Support kids and families with dedicated paths to county line, not just shoulders	1 (High)
Mill Creek Canyon Trailhead Connections	Construct trail connections to Mill Creek Canyon Trailhead (Powerhouse Lane) to Pack Creek and/or Millcreek pathways		
Sand Flats Recreation Area Bicycle and Pedestrian Access	Construct pedestrian and bicycle facilities to connect Sand Flats Recreation to downtown.	Could this be done on the pipeline easement paralleling pipedream?	
Sand Flats Road Shared-Use Path	Construct shared-use path from Sand Flats Road Access to Porcupine Rim Trailhead	recreation focus not needed I think unnecessary, sand flats is kind of all about the recreation/dirt roads	3 (Low)
San Miguel Connection	Construct a connection between San Miguel north to path over Pack Creek, eventually connecting to Millcreek Drive		
500 West Safe Routes to School Improvements	Evaluate bike lane and parking needs on 500 West from 400 North to US 191 to provide a "Safe Route to School".	Bike lane please Protected bike lane	1 (High)
100 West Corridor Assessment	Complete a corridor assessment for 100 West from Swanny City Park to 100 South including pedestrian and bicycle crossings, sidewalks, capacity improvements, and bike lane needs.		
Pack Creek Drainage Assessment	Complete an assessment/feasibility study for improvements to the Pack Creek drainage including a bike trail, fire break, access, and floodway considerations.	This would be a huge disturbance in an important wildlife corridor Worry for loss of wildlife corridor if completely developed. Note, fire break Pack Creek often clogged with tumbleweeds	
Roadway Improvements			
Park Drive Connection	Construct street connection and sidewalk of Park Drive, Opal Avenue to Park Road	This is great, it has been a barrier for our city ambulances. Easy fix. Needed Yes!	
Walnut Lane Street Connection	Construct street connection and sidewalk of Walnut Lane to Orchard Park Lane (Hospital Road)	Needed	
US 191 to Spanish Valley Drive Connection near Beeman Road	Construct new east-west street connection between Spanish Valley Drive and US 191 near Beeman Road	I would love to see a stop light Should include an acceleration lane Yes!	
Millcreek Drive/Aggie Blvd and US 191 Intersection Improvements	Construct traffic signal at Millcreek Drive and US 191 intersection	Tunnel/bridge for pedestrians/bikes, please Poorly labeled shoulder. Operates as a turn lane on N. 191 on to 4th E.	

Project Name	Project Description	Public Meeting (12/17) Notes	Public Priority
US 191 / Meador Drive Traffic Signal Improvements	Construct traffic signal at US 191/Meador Drive	Not supportive	
US 191 and West Moab Boat Dock Road Improvements	Identify and construct safety improvements to Moab Boat Dock Road intersection at US 191	Strongly support High use and dangerous - If nothing else add mirrors for right turns Eliminate right turn. Implement "left hand turn" only. Move bike path to under bridge and have bikes cross back over at court house wash bridge. The reason for this is to put acceleration lane coming out of boat dock.	1 (High)
US 191 Gemini Bridges and Bar M Access Improvements	Realignment of access roads on US 191 at Gemini Bridges and Bar M (AKA Old Highway, Moab Canyon)	Yes! This would be great	
Sand Flats Road Improvement	Roadway improvement (paving) on Sand Flats Road from Sand Flats Road Access to Porcupine Rim Trailhead	It is in pretty rough shape	
Millcreek Drive Corridor Assessment and Preliminary Plan	Prepare preliminary plans for the Millcreek Drive corridor from Spanish Valley Drive to Fourth East, including the Fourth East/300 South intersection. Plans may identify intersection improvements to the following: -Millcreek Drive / Spanish Valley Drive -Millcreek Drive / Murphy Lane -Millcreek Drive / Sand Flats Road -Millcreek Drive / Fourth East -Fourth East / 300 South		
Fourth East Improvements	Conduct an assessment of capacity and multimodal improvements (intersection and segment) to Fourth E. Street between 100 North and US 191	Southbound 4 E left turn lane onto Kiva seems slightly undersized Including green infrastructure! Protected bike lanes? Encourage students to ride bikes. Fix pot poles and add sidewalks. Overdue Capacity seems fine, pavement could be smoother. Repaint lines. Remove stop sign at 100 N. the dip is too deep. Particularly around GCHS, balance capacity with speed and safety Balance increased capacity with risk for increased speed; most needed by highschool and youth garden.	
Spanish Valley Drive	Conduct an assessment of capacity and multimodal improvements to Spanish Valley Drive from Millcreek Drive to County Line	Not accommodating more vehicles, yes to bike lanes Pedestrian access , driveway safety and speed is more important than capacity	
Kane Creek Boulevard	Conduct an assessment of capacity and multimodal improvements to Kane Creek Boulevard from US 191 to Kane Creek Recreation Parking; Including the intersection of Kane Creek Boulevard and 500 West		

Project Name	Project Description	Public Meeting (12/17) Notes	Public Priority
Spanish Trail Road	Conduct an assessment of capacity and multimodal improvements to Spanish Trail Road from US 191 to Murphy Lane		
Parking			
Oversized Lot Parking Improvements	Construct over-sized parking lots north and south of downtown Moab	Leave to private sector Much needed Please do not block views or develop natural areas for this, maybe revamp trash ed development sites? ON USU campus, allow USU to asses small fee	
Arches National Park Overflow Parking Area	Parking at UMTRA site for Arches NP/City Shuttles/etc	Yes Much needed Not doable in realistic time scales per DOE	
US 191 Parking	Evaluate no parking zones on US 191 to limit parking inhibiting sight distances; including freight parking	In conjunction with relocation of parking to pedestrian use, and to improve safety and reduce travel time through downtown Prohibit trailer parking and reduce speed limit Leave parking on Main Street!! Reduce speed on Main	
Multimodal Transfer Center	Construct a multi-modal transfer center near Canyonlands Regional Airport, connecting Moab Canyon Pathway, SR 128 Trail, and shuttle services		
Grand County Shuttle System	Implement shuttles (transit, medical, retail, etc.) to serve key destinations including Arches, Airport, Hospital, USU, Spanish Valley/Spanish Trail Road, Rocky Mountaineer Hub, etc.	Needed Library, grocery store, courthouse and other essentials for residents (please not tourist-centric!!	
General Strategies / Policies / Future Considerations			
Shared Use Path Design Standards	Updating standards, guidelines, and criteria for shared use path construction.	Yes	1 (High)
Complete Streets Policy	Develop a Complete Streets Policy to guide future design of streets in the City and County.	Green infrastructure as focus and critical need, yes! Why not on a maintenance plan Great!	
Downtown Bicycle Parking Facilities	Include bicycle parking facilities with new or re-development throughout the downtown area.		
Active Transportation Design Guidelines	Incorporate design guidelines/polices to separate users of the transportation system whenever possible, particularly downtown (trucks, vehicles, pedestrians, bicycles), with active transportation facilities	A bypass would remove trucks	
Pavement Maintenance and Preservation Program	Establish a comprehensive pavement maintenance program	Yes, yes, yes	
E-Bike Consideration	Develop policies concerning use of e-bikes on all paved pathways	Yes! Make friendly for older residents	

Project Name	Project Description	Public Meeting (12/17) Notes	Public Priority
Downtown Wayfinding Signage	Implement wayfinding signage to trails, trailheads, and on street cycling routes alternatives to US 191 in downtown Moab	This would be nice! Could be good	
Wayfinding Signage (Parking)	Add parking signs to encourage parking in the city-owned lots and available spaces	Sure	
Bicycle and Pedestrian Safety Awareness Campaign	Develop education campaign and materials encouraging safe practices by motorists, pedestrians, and bicyclists.		
UDOT Frontage Road Study	Adopt UDOT Frontage Study once completed	Much needed on South 191	
East-West Spanish Valley Connections	Consider future east-west connections, particularly from US 191		
Car-Free Moab Travel	Incorporate goals to provide mobility choices to enable visitors and residents to be car-free.	This would be AMAZING	
Future Trail Acquisition	City and County to acquire easements when possible to connect different segments of trails and shared-use paths		
OHV Noise Pollution Abatement	OHV noise mitigation strategies	Highest priority of all Slower speed limits helped, but larger parking areas needed at trailheads Ban OHVs in town!	1 (High)
ITS Policy and Strategies	Identify opportunities to implement ITS to improve traffic operations and safety		
Multimodal Node	Consider future opportunities for multimodal interaction at key public/private spaces		
Rail Service Feasibility Study	Feasibility Study to evaluate short rail kickouts/spurs connecting the future parking at UMTRA site to the airport.		

Appendix E. Active Transportation Improvement Project Summaries

UTMP Project Information Sheet

US 191 Sidewalk Improvements: Fourth East to Bittle Lane

Project Name	US 191 Sidewalk Improvements: Fourth East to Bittle Lane
Project Category	Active Transportation - Pedestrian Facilities
Project Description	Construct sidewalk to connect existing gap along US 191 from Fourth East to Bittle Lane
Project Length	425 ft.
Jurisdiction	City; UDOT
Planning Horizon	Near (1-6 years)
Cost Estimate	$70,000
Priority	Low
Other Notes	Will require coordination with UDOT



Project Number: AT1

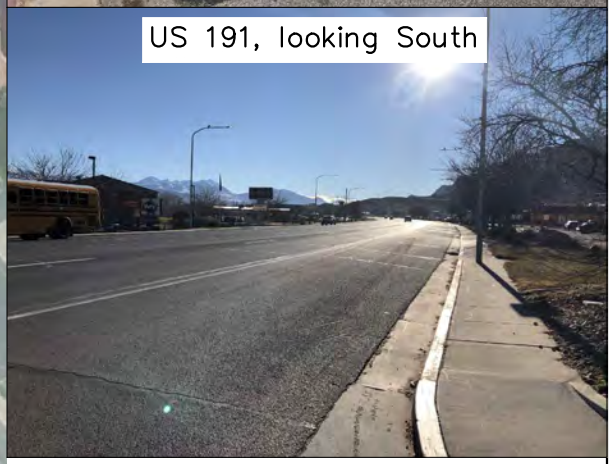
UTMP Project Information Sheet

Dogwood Avenue and US 191 Area Crossing

Project Name	Dogwood Avenue and US 191 Area Crossing
Project Category	Active Transportation - Pedestrian Facilities
Project Description	Construct enhanced pedestrian crossing on US 191 near Dogwood Avenue (Pedestrian Hybrid Beacon/"HAWK" crossing)
Project Length	N/A
Jurisdiction	City; UDOT
Planning Horizon	Near (1-6 years)
Cost Estimate	$300,000
Priority	High
Other Notes	Will require coordination with UDOT







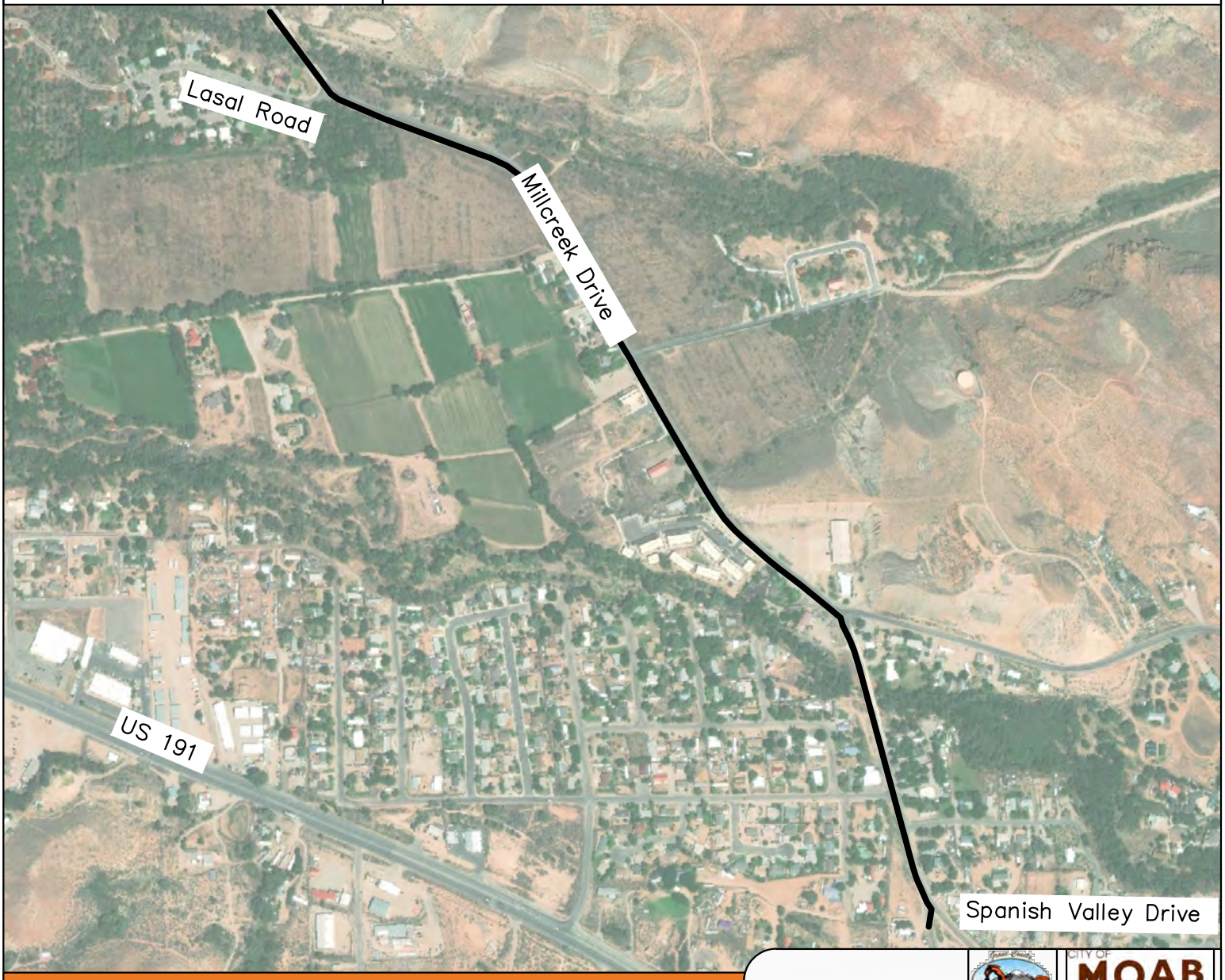
Project Number: AT2

Grand County & City of Moab
UNIFIED TRANSPORTATION MASTER PLAN

UTMP Project Information Sheet

Millcreek Drive Sidewalk Improvements

Project Name	Millcreek Drive Sidewalk Improvements
Project Category	Active Transportation - Pedestrian Facilities
Project Description	Construct sidewalk where missing on Millcreek Drive from Spanish Valley Drive to bridge north of Lasal Road
Project Length	0.93 mi.
Jurisdiction	City; County
Planning Horizon	Mid (7-12 years)
Cost Estimate	$800,000
Priority	High
Other Notes	

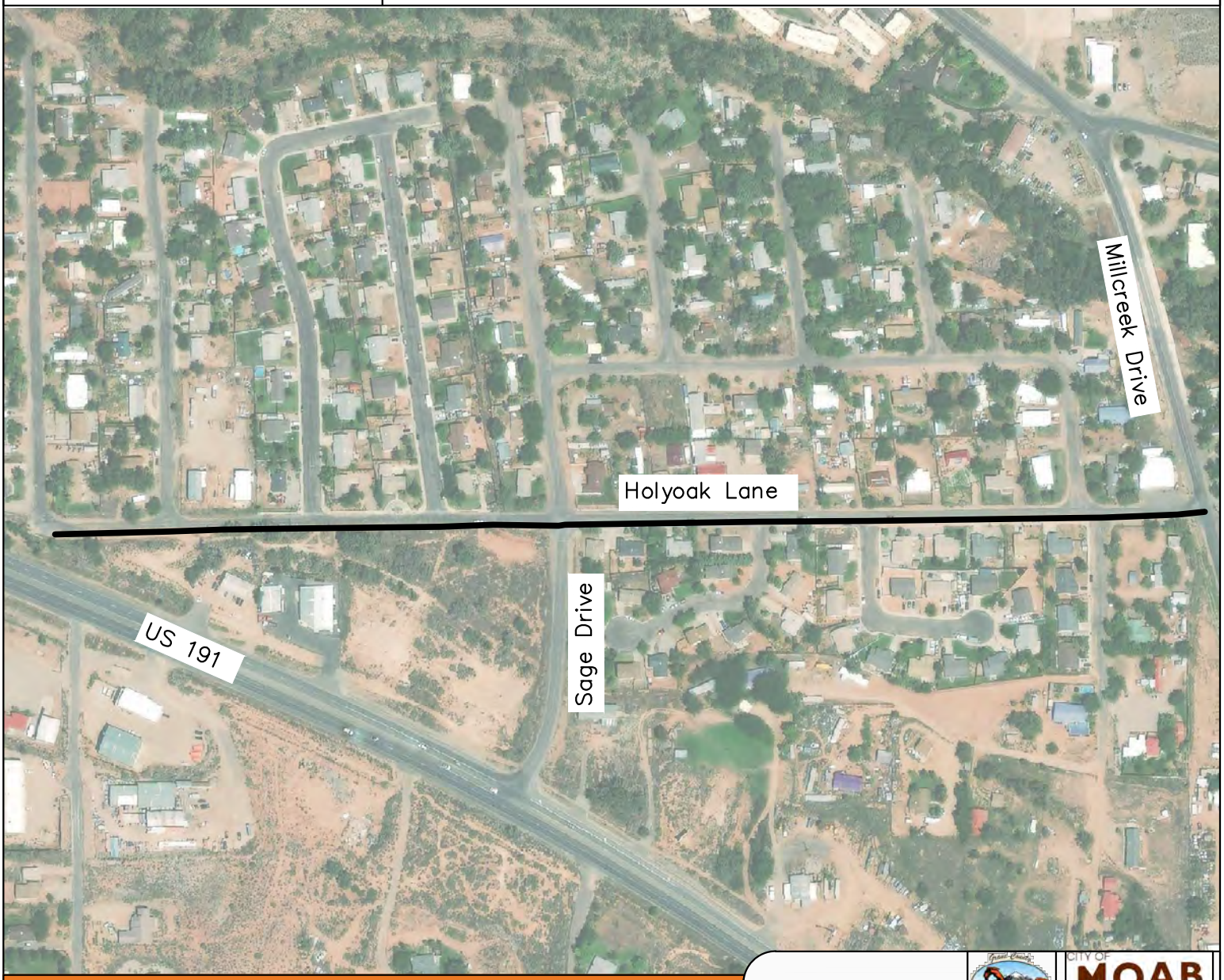


Project Number: AT3

UTMP Project Information Sheet

Holyoak Sidewalk Connection

Project Name	Holyoak Sidewalk Connection
Project Category	Active Transportation - Pedestrian Facilities
Project Description	Construct sidewalk along Holyoak Lane from Mill Creek Drive to Wagner Avenue
Project Length	0.47 mi.
Jurisdiction	City
Planning Horizon	Mid (7-12 years)
Cost Estimate	$400,000
Priority	Low
Other Notes	



Project Number: AT4

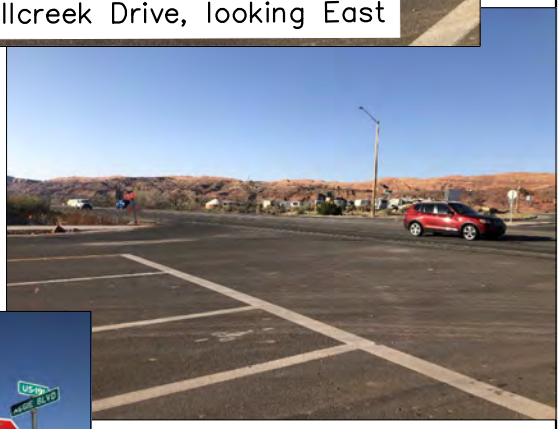
UTMP Project Information Sheet

US 191 at Millcreek Drive/Aggie Boulevard Bicycle and Pedestrian Crossing

Project Name	US 191 at Millcreek Drive/Aggie Boulevard Bicycle and Pedestrian Crossing
Project Category	Active Transportation - Pedestrian and Bicycle Facilities
Project Description	Construct tunnel at US 191 and Millcreek Drive/Aggie Boulevard intersection to cross US 191
Project Length	N/A
Jurisdiction	City
Planning Horizon	Long (13+ years)
Cost Estimate	$1,600,000
Priority	Medium
Other Notes	











Project Number: AT5

UTMP Project Information Sheet

100 East Bicycle Lanes

Project Name	100 East Bicycle Lanes
Project Category	Active Transportation - Bicycle Facilities
Project Description	Install bicycle lane pavement markings on 100 East from 200 North to Millcreek Trail and on to City Market
Project Length	0.68 mi.
Jurisdiction	City
Planning Horizon	Near (1-6 years)
Cost Estimate	$60,000
Priority	High
Other Notes	Recommended in Moab Downtown Plan (2019)

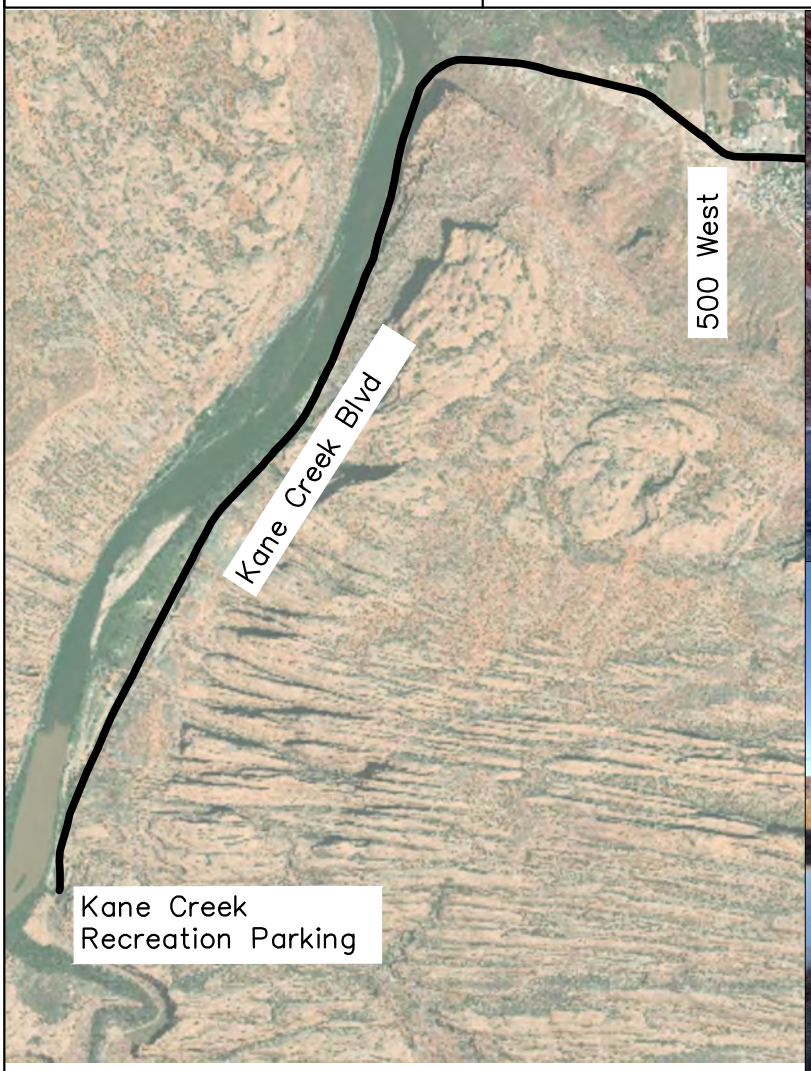


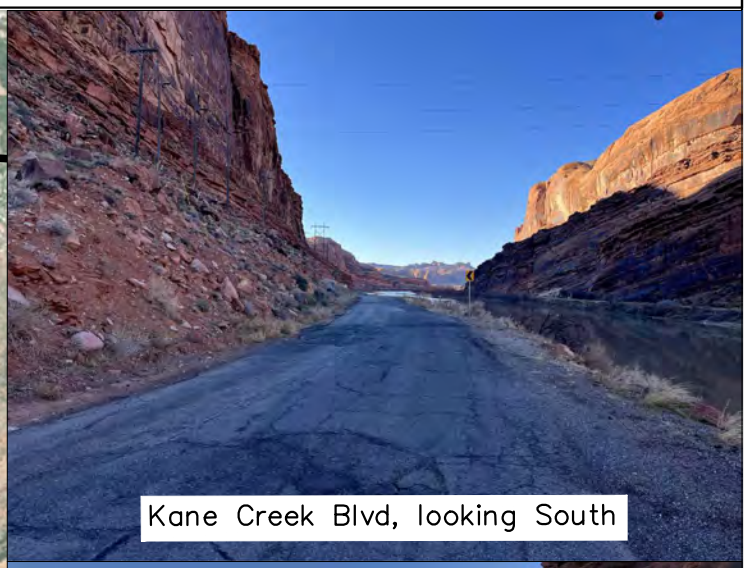
Project Number: AT6

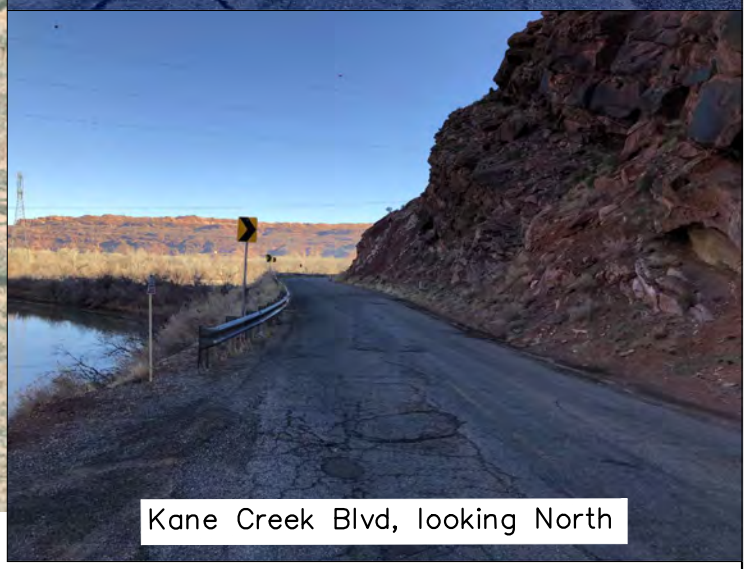
UTMP Project Information Sheet

Kane Creek Boulevard Paved Shoulders (Bicycle) Improvements

Project Name	Kane Creek Boulevard Paved Shoulders (Bicycle) Improvements
Project Category	Active Transportation - Bicycle Facilities
Project Description	Construct paved shoulders (for use by bicyclists) on Kane Creek Boulevard from 500 West to Kane Creek Recreation Parking (end of pavement)
Project Length	3.87 mi.
Jurisdiction	City; County
Planning Horizon	Long (13+ years)
Cost Estimate	$2,860,000
Priority	High
Other Notes	Similar recommendation in Moab and Spanish Valley 2050 Regional Transportation Plan (2021)







Project Number: AT7

UTMP Project Information Sheet

Kane Creek Boulevard Bicycle Lanes Improvements

Project Name	Kane Creek Boulevard Bicycle Lanes Improvements
Project Category	Active Transportation - Bicycle Facilities
Project Description	Stripe bicycle lanes and construct paved shoulders (if needed) on Kane Creek Boulevard from US 191 to 500 West
Project Length	0.77 mi.
Jurisdiction	City
Planning Horizon	Mid (7-12 years)
Cost Estimate	$590,000
Priority	Medium
Other Notes	Similar recommendation in Moab and Spanish Valley 2050 Regional Transportation Plan (2021)

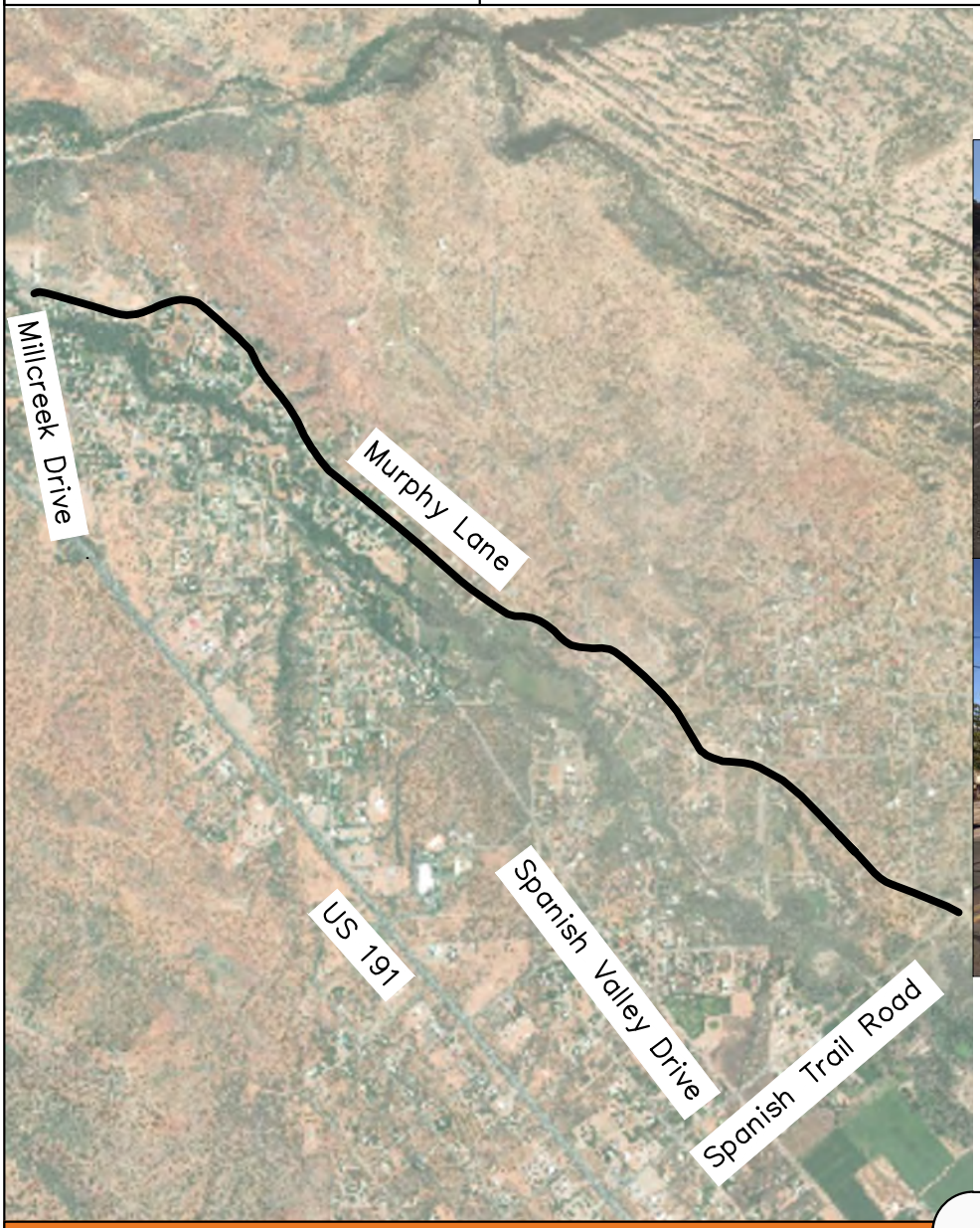


Project Number: AT8

UTMP Project Information Sheet

Murphy Lane Paved Shoulders (Bicycle) Improvements

Project Name	Murphy Lane Paved Shoulders (Bicycle) Improvements
Project Category	Active Transportation - Bicycle Facilities
Project Description	Construct paved shoulders (for use by bicyclists) on Murphy Lane from Millcreek Drive to Spanish Trail Road.
Project Length	2.51 mi.
Jurisdiction	County
Planning Horizon	Mid (7-12 years)
Cost Estimate	$1,860,000
Priority	Low
Other Notes	







Project Number: AT9

UTMP Project Information Sheet

Shared Use Path Construction and Connections; Pack Creek and Mill Creek

Project Name	Shared Use Path Construction and Connections; Pack Creek and Mill Creek
Project Category	Active Transportation - Shared-Use Paths
Project Description	Construct a shared use path that connects the pedestrian hybrid beacon on US191 at City Market crossing Pack Creek to Kane Creek Boulevard and north to 300 South. Also a connection to 100 West.
Project Length	0.40 mi
Jurisdiction	City
Planning Horizon	Mid (7-12 years)
Cost Estimate	$630,000
Priority	High
Other Notes	











Project Number: AT10

UTMP Project Information Sheet

Colorado River Shared-Use Path Gap

Project Name	Colorado River Shared-Use Path Gap
Project Category	Active Transportation - Shared-Use Paths
Project Description	Construct a shared use path along Colorado River between Grandstaff Canyon and Goose Island (existing gap)
Project Length	0.66 mi.
Jurisdiction	County
Planning Horizon	Off the shelf
Cost Estimate	$4,530,000
Priority	High
Other Notes	Will require coordination with UDOT

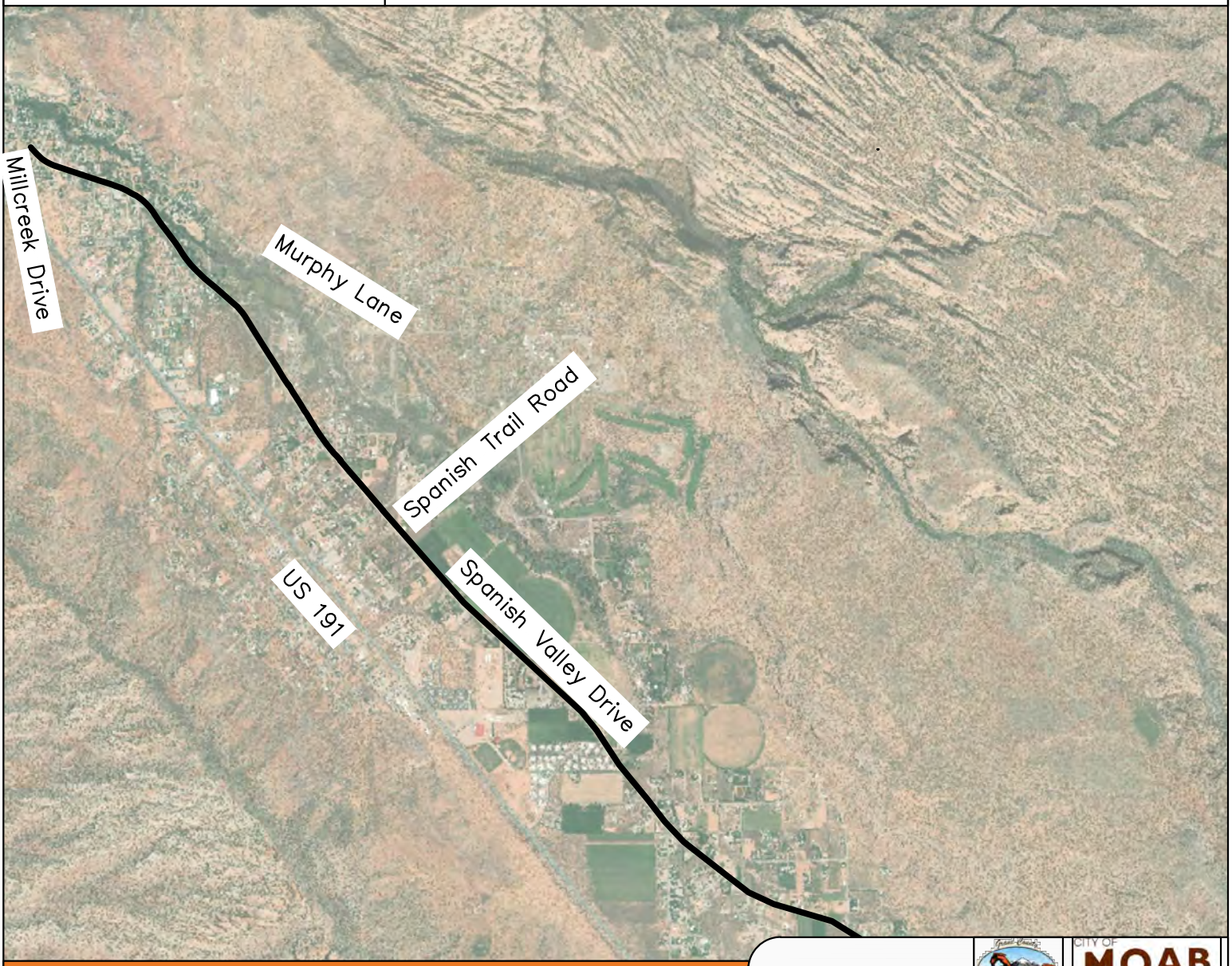


Project Number: AT11

UTMP Project Information Sheet

Spanish Valley Drive Shared-Use Path

Project Name	Spanish Valley Drive Shared-Use Path
Project Category	Active Transportation - Shared-Use Paths
Project Description	Construct a shared use path on Spanish Valley Drive from Millcreek Drive to South County Line
Project Length	5.10 mi.
Jurisdiction	County
Planning Horizon	Off the shelf
Cost Estimate	$8,500,000
Priority	High
Other Notes	Partially funded; To be implemented as development continues; Recommended in Moab and Spanish Valley 2050 Regional Transportation Plan (2021)



Project Number: AT12

UTMP Project Information Sheet

Mill Creek Canyon Trailhead Connections

Project Name	Mill Creek Canyon Trailhead Connections
Project Category	Active Transportation - Shared-Use Paths
Project Description	Construct trail connections to Mill Creek Canyon Trailhead (Powerhouse Lane) to Pack Creek and/or Millcreek pathways
Project Length	1.11 mi.
Jurisdiction	City; County
Planning Horizon	Long (13+ years)
Cost Estimate	$1,025,000
Priority	Low
Other Notes	

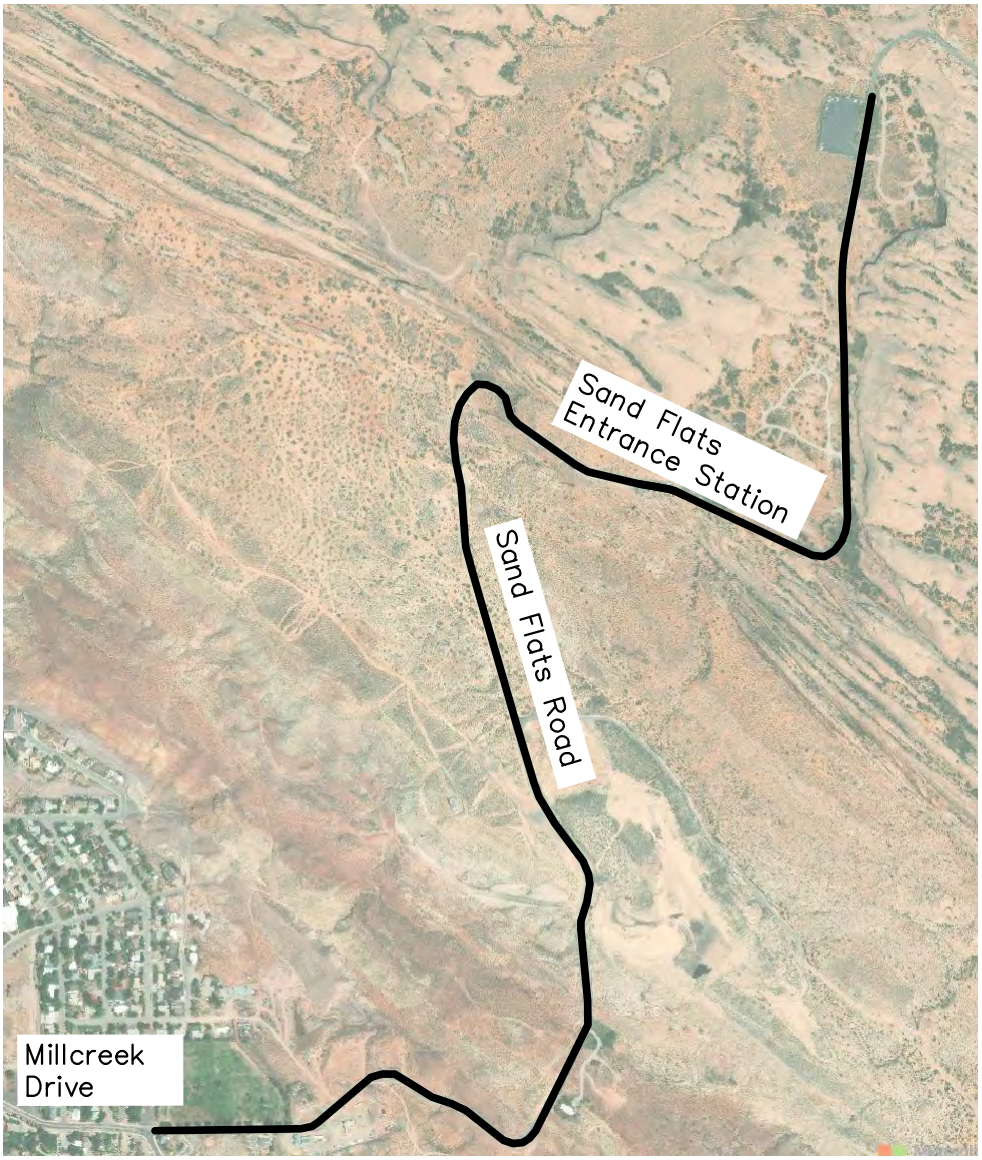


Project Number: AT13

UTMP Project Information Sheet

Sand Flats Recreation Area Bicycle and Pedestrian Access

Project Name	Sand Flats Recreation Area Bicycle and Pedestrian Access
Project Category	Active Transportation - Shared-Use Paths
Project Description	Construct pedestrian and bicycle facilities to connect Sand Flats Recreation to downtown
Project Length	2.18 mi.
Jurisdiction	City; County
Planning Horizon	Near (1-6 years)
Cost Estimate	$2,000,000
Priority	Low
Other Notes	May be completed concurrently with developments in the area



Project Number: AT14

UTMP Project Information Sheet

Sand Flats Road Shared-Use Path

Project Name	Sand Flats Road Shared-Use Path
Project Category	Active Transportation - Shared-Use Paths
Project Description	Construct shared-use path from Sand Flats Road Access to Porcupine Rim Trailhead
Project Length	7.0 mi.
Jurisdiction	County
Planning Horizon	Long (13+ years)
Cost Estimate	$6,500,000
Priority	Low
Other Notes	



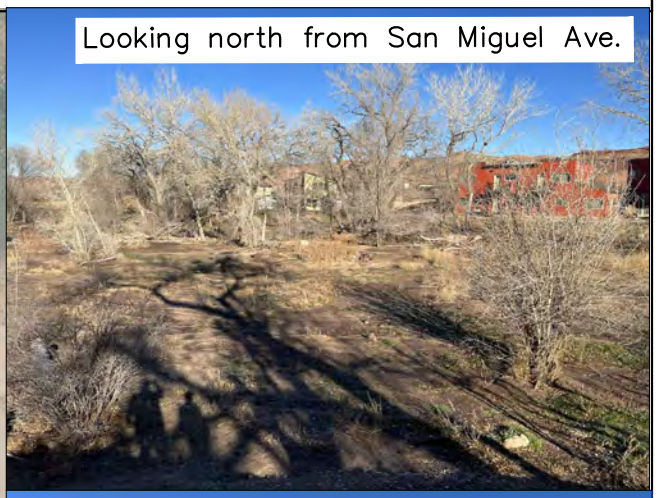
Project Number: AT15

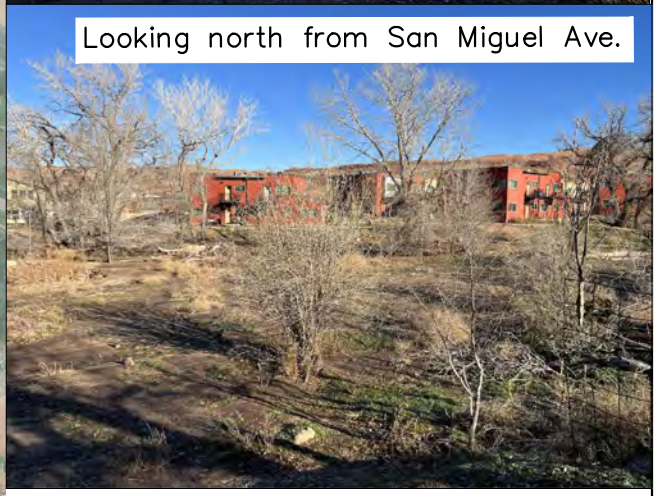
UTMP Project Information Sheet

San Miguel Connection

Project Name	San Miguel Connection
Project Category	Active Transportation - Shared-Use Paths
Project Description	Construct a connection between San Miguel north to path over Pack Creek, eventually connecting to Millcreek Drive
Project Length	350 ft.
Jurisdiction	City
Planning Horizon	Mid (7-12 years)
Cost Estimate	$475,000
Priority	Medium
Other Notes	







Project Number: AT16

UTMP Project Information Sheet

500 West Safe Routes to School Improvements

Project Name	500 West Safe Routes to School Improvements
Project Category	Active Transportation Planning Assessment
Project Description	Evaluate bike lane and parking needs on 500 West from 400 North to US 191 to provide a "Safe Route to School".
Project Length	N/A
Jurisdiction	City
Planning Horizon	Off the shelf
Cost Estimate	$75,000
Priority	Medium
Other Notes	

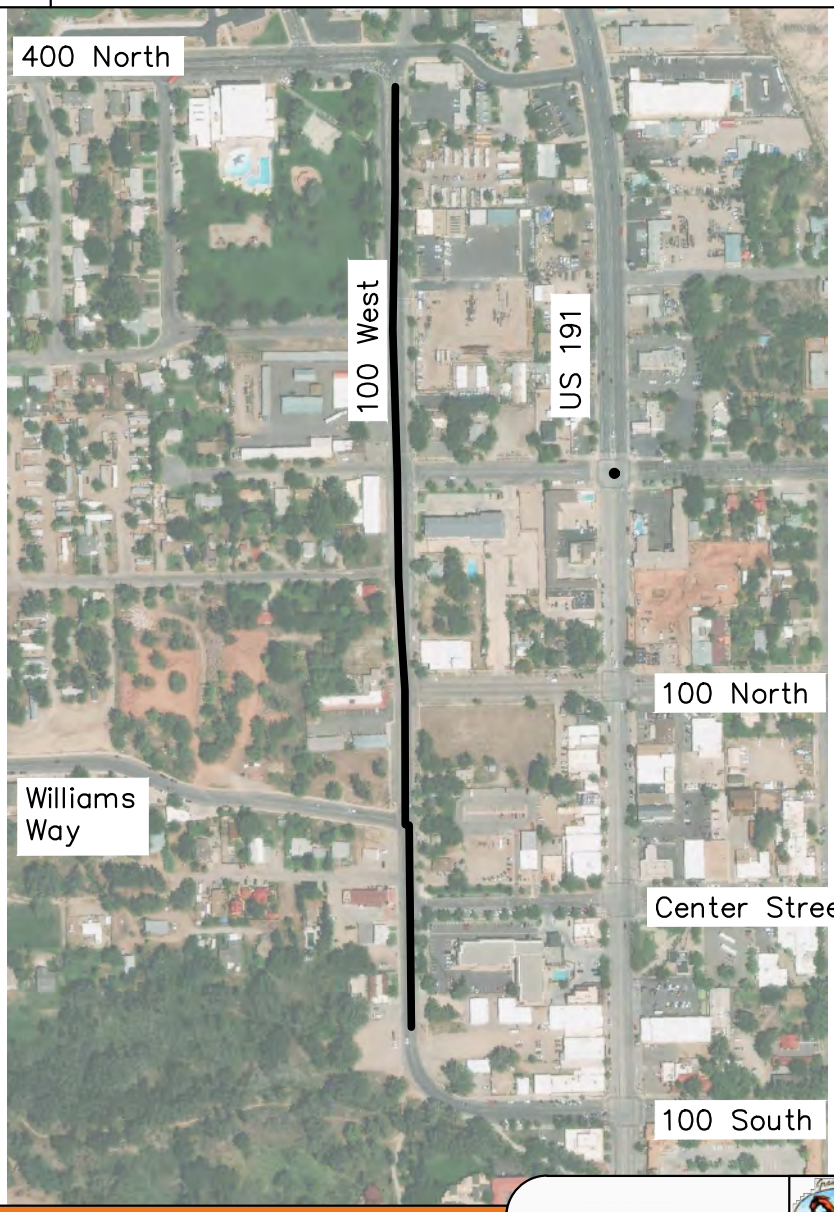




UTMP Project Information Sheet

100 West Corridor Assessment

Project Name	100 West Corridor Assessment
Project Category	Active Transportation Planning Assessment
Project Description	Complete a corridor assessment for 100 West from Swanny City Park to 100 South including pedestrian and bicycle crossings, sidewalks, capacity improvements, and bike lane needs.
Project Length	N/A
Jurisdiction	City
Planning Horizon	Off the shelf
Cost Estimate	$75,000
Priority	Medium
Other Notes	



Project Number: AT Plan 2

UTMP Project Information Sheet

Pack Creek Drainage Assessment

Project Name	Pack Creek Drainage Assessment
Project Category	Active Transportation Planning Assessment
Project Description	Complete an assessment / feasibility study for improvements to the Pack Creek Drainage including a bike trail, fire break, access and floodway considerations.
Project Length	N/A
Jurisdiction	City; County
Planning Horizon	Off the shelf
Cost Estimate	$300,000
Priority	High
Other Notes	



Project Number: AT Plan 3

Appendix F. Roadway Improvement Project Summaries

UTMP Project Information Sheet

Park Drive Connection

Project Name	Park Drive Connection
Project Category	Roadway Connection
Project Description	Construct street and sidewalk connection of Park Drive, Opal Avenue to Park Road
Project Length	300 ft.
Jurisdiction	City
Planning Horizon	Mid (7-12 years)
Cost Estimate	$180,000
Priority	Low
Other Notes	







Project Number: R1

UTMP Project Information Sheet

Walnut Lane Street Connection

Project Name	Walnut Lane Street Connection
Project Category	Roadway Connection
Project Description	Construct street and sidewalk connection of Walnut Lane to Orchard Park Lane (Hospital Road)
Project Length	100 ft.
Jurisdiction	City
Planning Horizon	Mid (7-12 years)
Cost Estimate	$60,000
Priority	Medium
Other Notes	







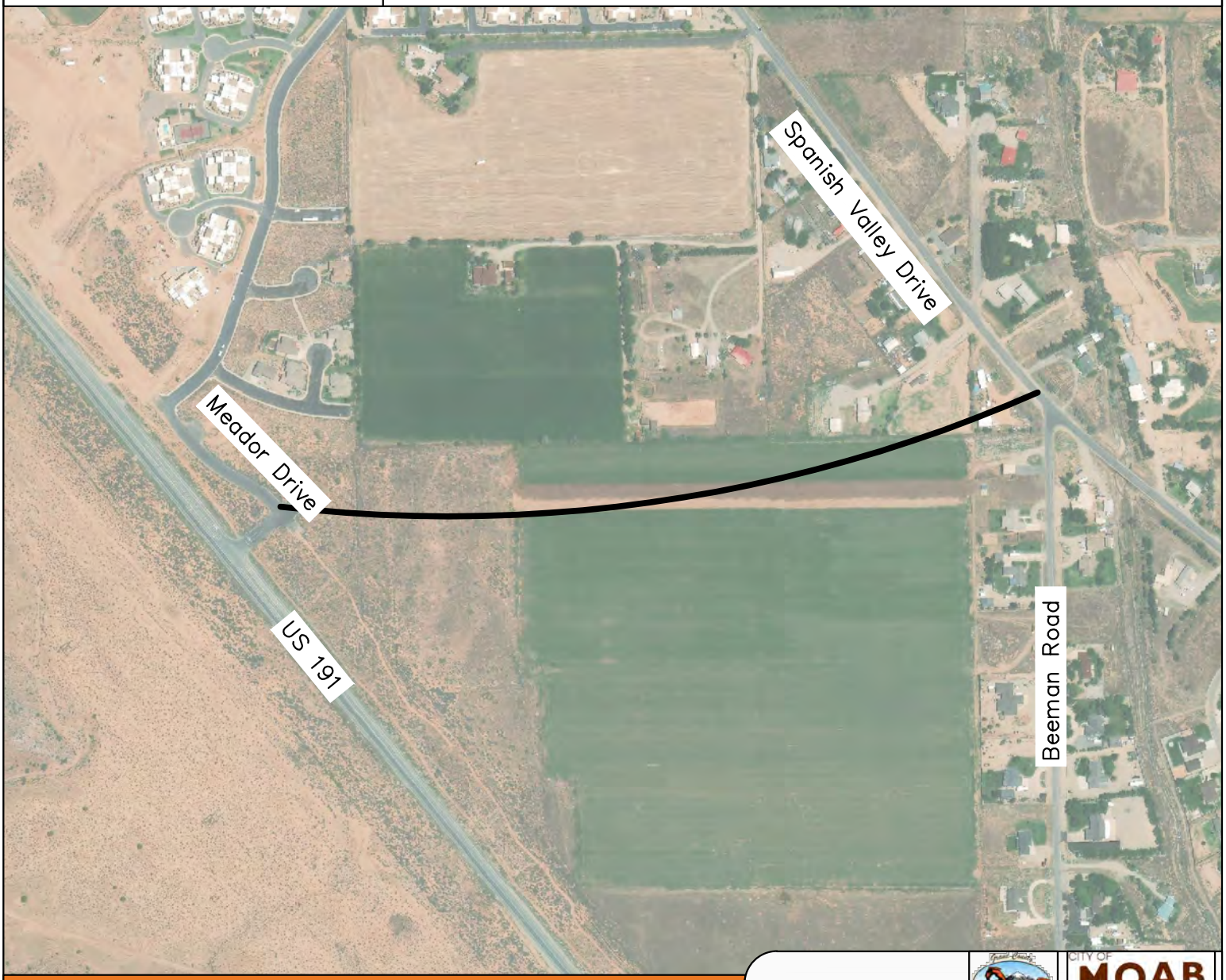


Project Number: R2

UTMP Project Information Sheet

US 191 to Spanish Valley Drive Connection at Beeman Road

Project Name	US 191 to Spanish Valley Drive Connection near Beeman Road
Project Category	Roadway Connection
Project Description	Construct new east-west street connection between Spanish Valley Drive and US 191 near Beeman Road
Project Length	0.5 mi.
Jurisdiction	County
Planning Horizon	Mid (7-12 years)
Cost Estimate	$2,560,000
Priority	Medium
Other Notes	Similar recommendation in Spanish Valley Transportation Plan (2008)



Project Number: R3

UTMP Project Information Sheet

Millcreek Drive/Aggie Blvd and US 191 Traffic Signal

Project Name	Millcreek Drive/Aggie Blvd and US 191 Traffic Signal
Project Category	Intersection Control
Project Description	Construct traffic signal at Millcreek Drive and US 191 intersection
Project Length	N/A
Jurisdiction	City; UDOT
Planning Horizon	Near (1-6 years)
Cost Estimate	$650,000
Priority	Medium
Other Notes	Will require coordination with UDOT









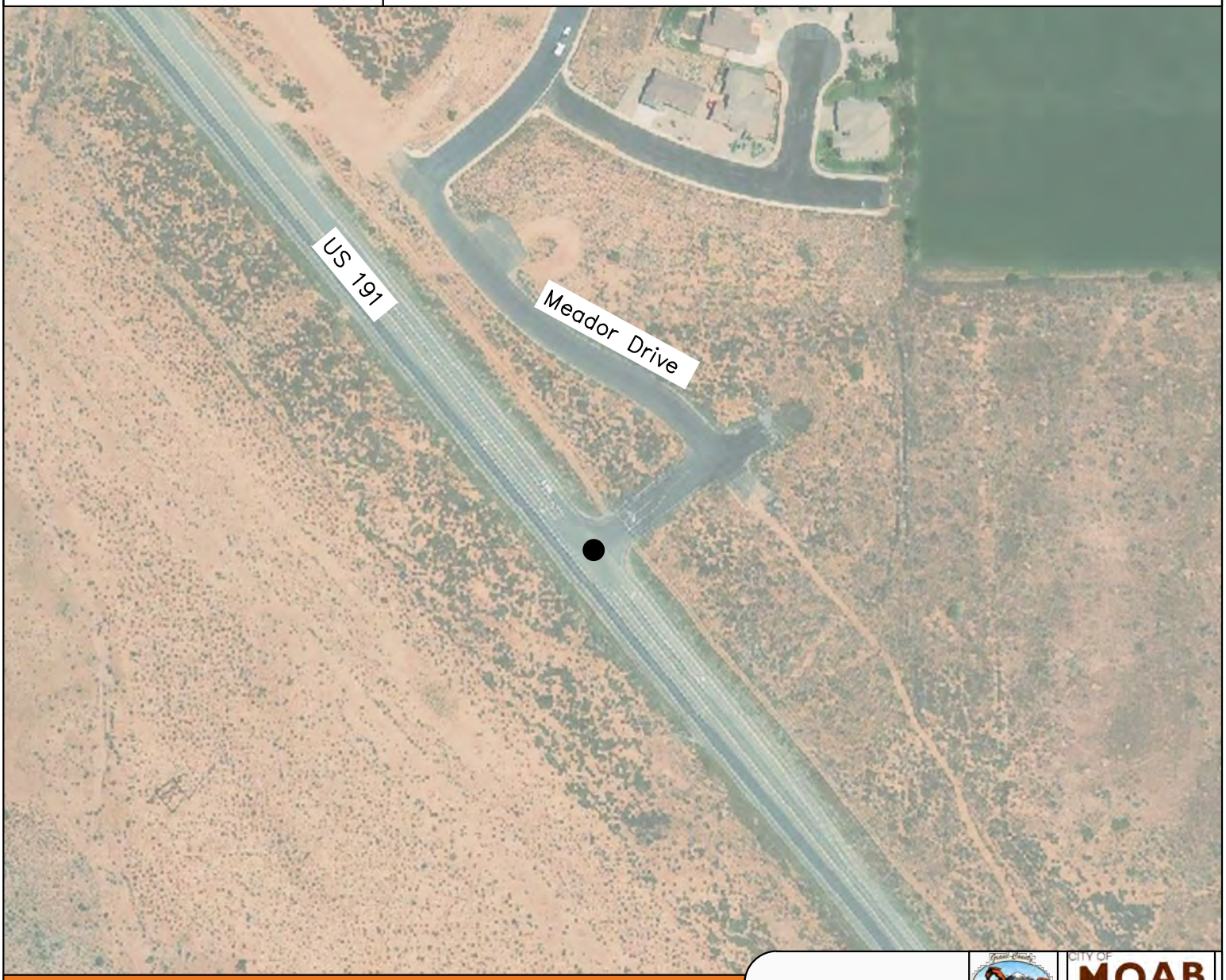


Project Number: R4

UTMP Project Information Sheet

Meador Drive and US 191 Traffic Signal

Project Name	Meador Drive and US 191 Traffic Signal
Project Category	Intersection Control
Project Description	Construct traffic signal at US 191 and Meador Drive
Project Length	N/A
Jurisdiction	County
Planning Horizon	Mid (7-12 years)
Cost Estimate	$775,000
Priority	Medium
Other Notes	Will require coordination with UDOT; Similar recommendation in US 191 Corridor Preservation Study (2015)

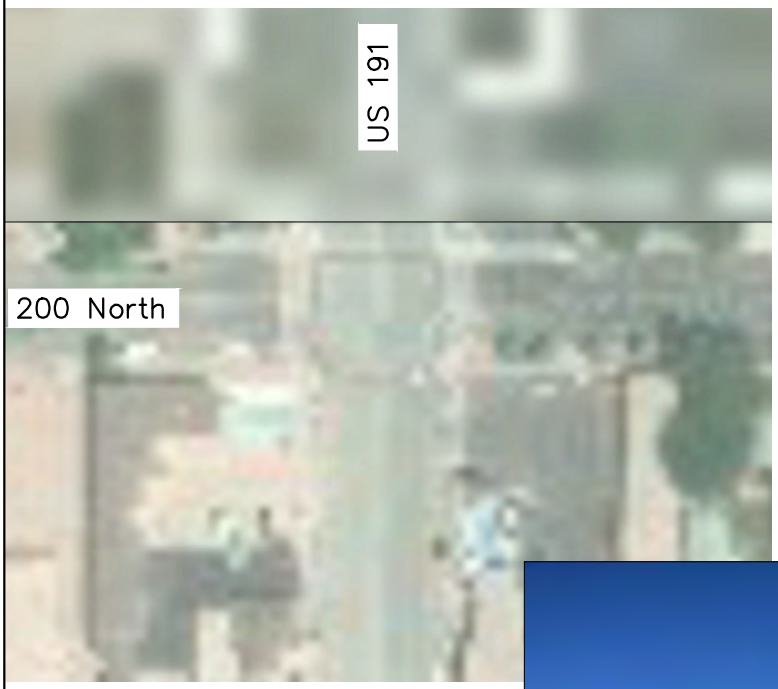


Project Number: R5

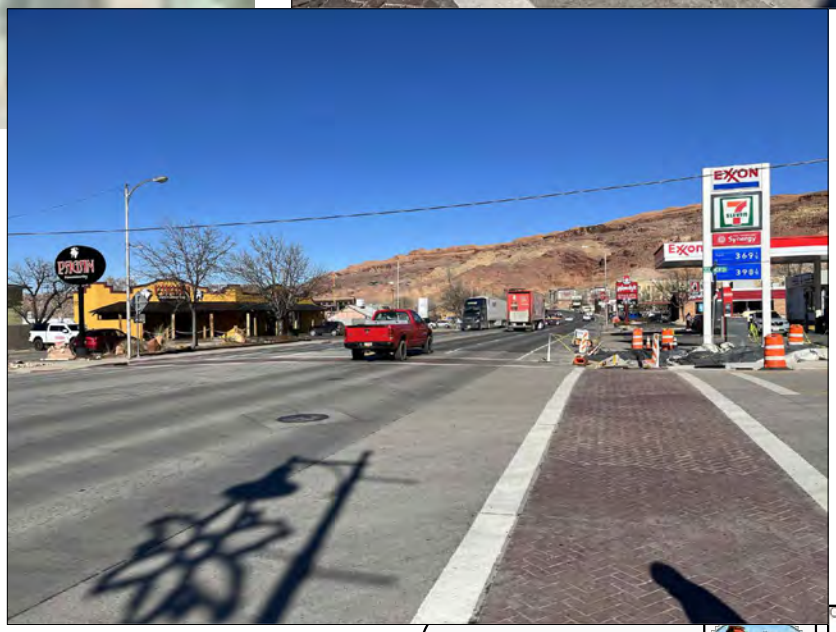
UTMP Project Information Sheet

200 North and US 191 Traffic Signal

Project Name	200 North and US 191 Traffic Signal
Project Category	Intersection Control
Project Description	Construct traffic signal at US 191 at 200 North intersection
Project Length	N/A
Jurisdiction	City; UDOT
Planning Horizon	Near (1-6 years)
Cost Estimate	$650,000
Priority	High
Other Notes	Will require coordination with UDOT; also recommended in Moab and Spanish Valley 2050 Regional Transportation Plan (2021)





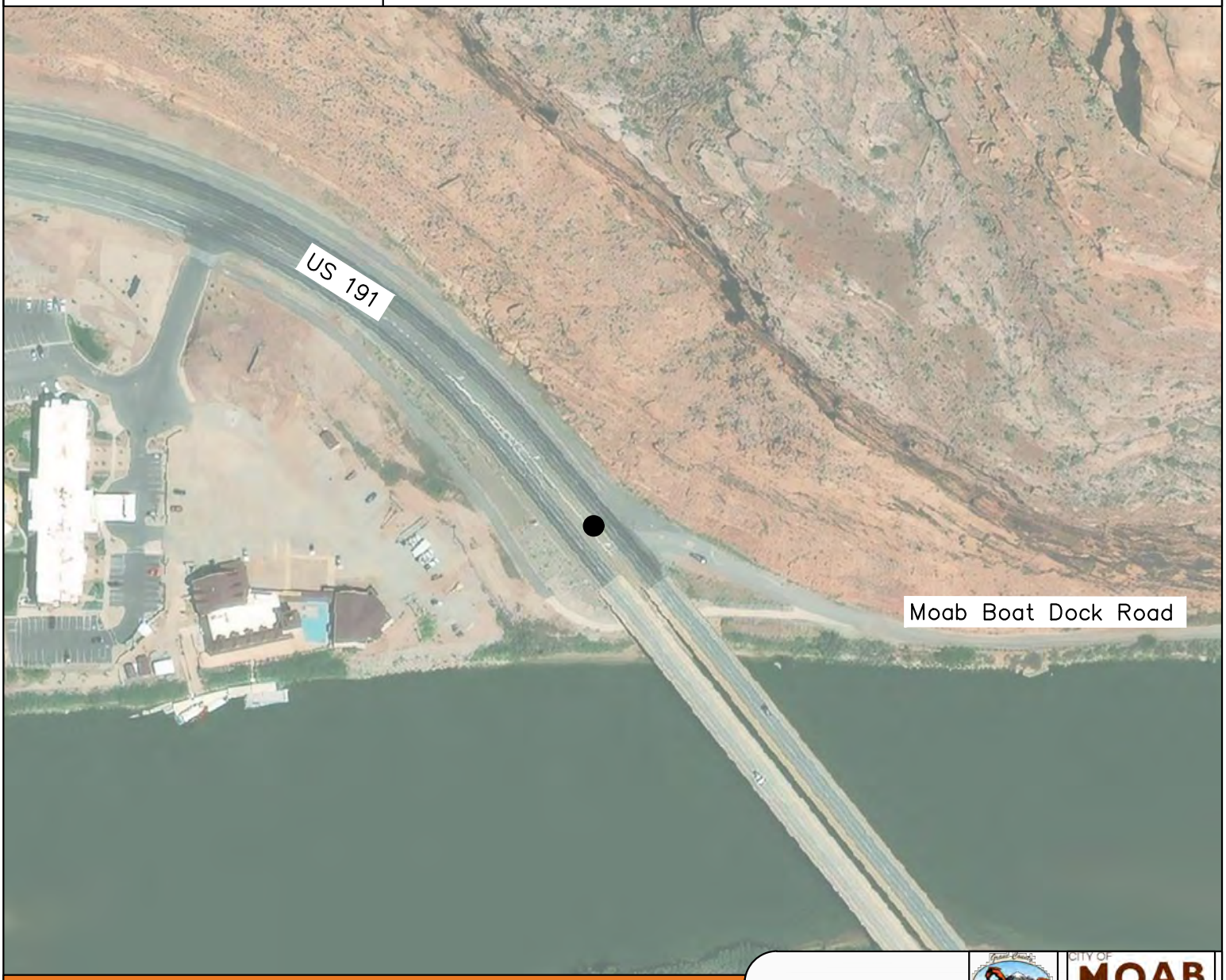


Project Number: R6

UTMP Project Information Sheet

West Moab Boat Dock Road and US 191 Improvements

Project Name	West Moab Boat Dock Road and US 191 Improvements
Project Category	Roadway Improvement
Project Description	Identify and construct safety improvements to Moab Boat Dock Road intersection at US 191
Project Length	N/A
Jurisdiction	County
Planning Horizon	Near (1-6 years)
Cost Estimate	$50,000 - $200,000
Priority	High
Other Notes	May require coordination with UDOT



Project Number: R7

UTMP Project Information Sheet

US 191 Gemini Bridges and Bar M Access Improvements

Project Name	US 191 Gemini Bridges and Bar M Access Improvements
Project Category	Roadway Improvement
Project Description	Realignment of access roads on US 191 at Gemini Bridges and Bar M (AKA Old Highway, Moab Canyon)
Project Length	500 ft
Jurisdiction	County
Planning Horizon	Mid (7-12 years)
Cost Estimate	$325,000
Priority	Medium
Other Notes	



Project Number: R8

UTMP Project Information Sheet

Sand Flats Road Improvement

Project Name	Sand Flats Road Improvement
Project Category	Roadway Improvement
Project Description	Roadway improvement (paving) on Sand Flats Road from Sand Flats Road Access to Porcupine Rim Trailhead
Project Length	7.0 mi.
Jurisdiction	County
Planning Horizon	Long (13+ years)
Cost Estimate	$30,000,000
Priority	Low
Other Notes	



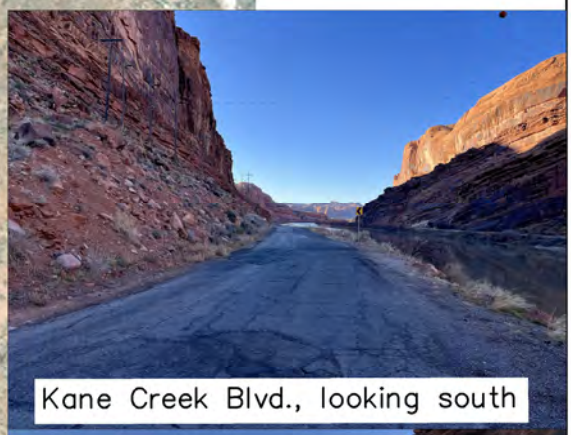
Project Number: R9

UTMP Project Information Sheet

Kane Creek Boulevard

Project Name	Kane Creek Boulevard
Project Category	Roadway Assessment
Project Description	Reconstruct and widen Kane Creek Boulevard from US 191 to Kane Creek Recreation Parking; Including intersection improvements to Kane Creek Boulevard and 500 West
Project Length	4.64 mi.
Jurisdiction	City; County
Planning Horizon	Long (13+ years)
Cost Estimate	$20,000,000
Priority	High
Other Notes	Similar recommendation in Moab and Spanish Valley 2050 Regional Transportation Plan (2021)





Kane Creek Blvd., looking south



Kane Creek Blvd., looking north

Project Number: R10

UTMP Project Information Sheet
Millcreek Drive Corridor Assessment and Preliminary Plan

Project Name	Millcreek Drive Corridor Assessment and Preliminary Plan
Project Category	Roadway Planning Assessment
Project Description	Prepare preliminary plans for the Millcreek Drive corridor from Spanish Valley Drive to Fourth East, including the Fourth East/300 South intersection. Plans may identify intersection improvements to the following: -Millcreek Drive / Spanish Valley Drive -Millcreek Drive / Murphy Lane -Millcreek Drive / Sand Flats Road -Millcreek Drive / Fourth East -Fourth East / 300 South
Project Length	1.65 mi.
Jurisdiction	City; County
Planning Horizon	Off the shelf
Cost Estimate	$250,000
Priority	High
Other Notes	



Project Number: R Plan 1

UTMP Project Information Sheet

Fourth East Improvements

Project Name	Fourth East Improvements
Project Category	Roadway Planning Assessment
Project Description	Conduct an assessment of capacity and multimodal improvements (intersection and segment) to Fourth E. Street between 100 North and US 191
Project Length	1.18 mi.
Jurisdiction	City
Planning Horizon	Off the shelf
Cost Estimate	$100,000
Priority	Medium
Other Notes	



Project Number: R Plan 2

UTMP Project Information Sheet

Spanish Valley Drive

Project Name	Spanish Valley Drive
Project Category	Roadway Planning Assessment
Project Description	Conduct an assessment of capacity and multimodal improvements to Spanish Valley Drive from Millcreek Drive to County Line; Spanish Valley Drive to be an alternative route to US 191 during incidents
Project Length	5.10 mi.
Jurisdiction	County
Planning Horizon	Off the shelf
Cost Estimate	$100,000
Priority	High
Other Notes	Similar recommendation in Spanish Valley Transportation Plan (2008)

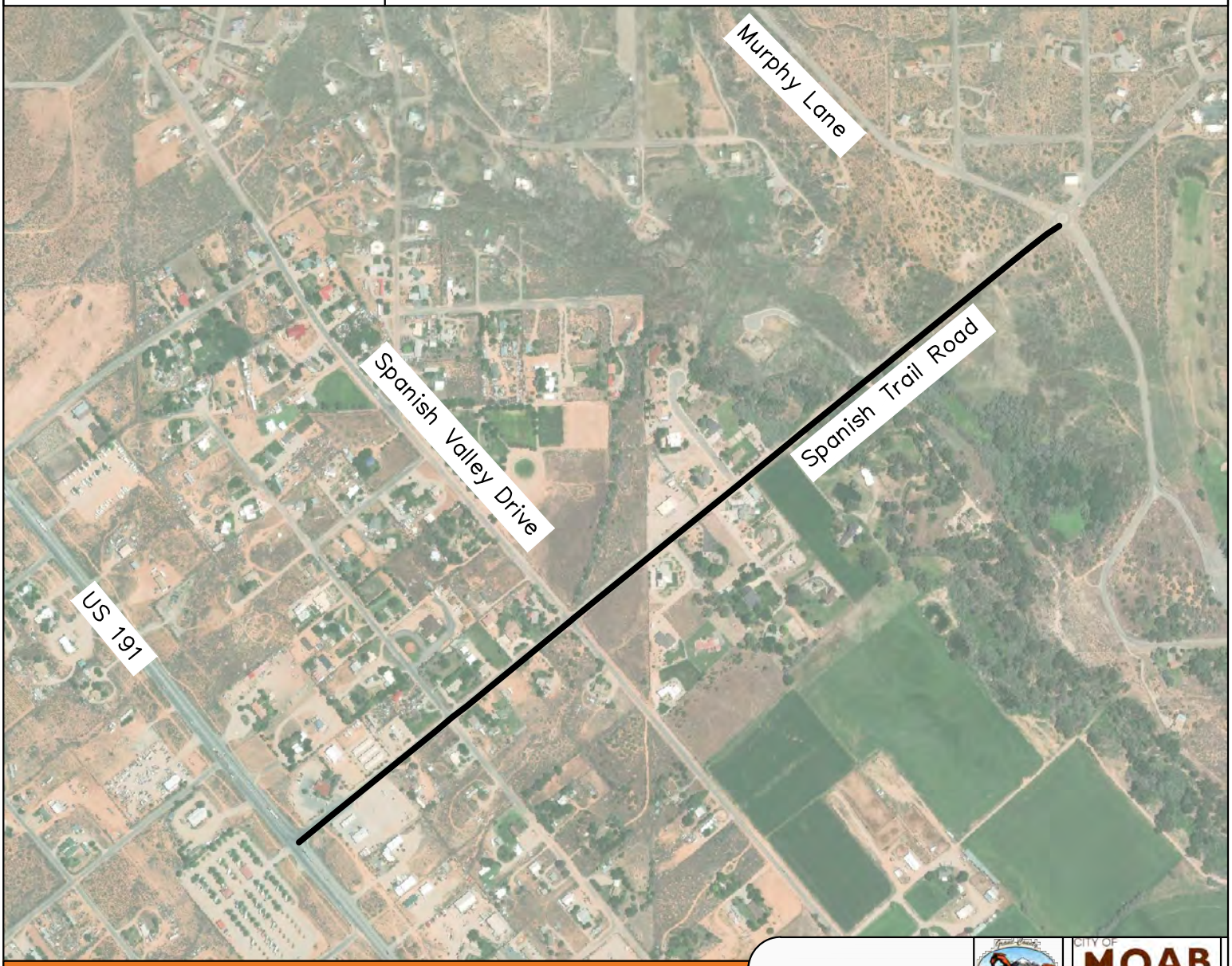


Project Number: R Plan 3

UTMP Project Information Sheet

Spanish Trail Road

Project Name	Spanish Trail Road
Project Category	Roadway Planning Assessment
Project Description	Conduct an assessment of capacity and multimodal improvements to Spanish Trail Road from US 191 to Murphy Lane
Project Length	0.95 mi.
Jurisdiction	County
Planning Horizon	Off the shelf
Cost Estimate	$100,000
Priority	Medium
Other Notes	



Project Number: R Plan 4

Appendix G. Project Prioritization Information

Category Weighting	
Prioritization Category	**Percentage**
Safety	28.0%
Livability and Economic Growth	15.0%
Operational Efficiency	17.5%
Implementation	17.5%
Preservation and Resiliency	10.0%
Public and TAC Input	12.0%
Total	**100%**

Safety Weighting		Roadway Projects	Active Transportation
Fatal/Serious Injury Crash Weight		Number of crashes, normalized to 0-1	*REMOVED FOR AT PROJECT EVALUATION*
Minor/Possible Injury Crash Weight		Number of crashes, normalized to 0-1	*REMOVED FOR AT PROJECT EVALUATION*
Property Damage/Unknown Crash Weight		Number of crashes, normalized to 0-1	*REMOVED FOR AT PROJECT EVALUATION*
Bicycle Crash Weight		*REMOVED FOR ROADWAY PROJECT EVALUTION*	Number of crashes, normalized to 0-1
Pedestrian Crash Weight		*REMOVED FOR ROADWAY PROJECT EVALUTION*	Number of crashes, normalized to 0-1
Proactive Perceived Safety Benefit		Mixed-Traffic (1), Designated (2), Protected (3): Normalized to 1	Mixed-Traffic (1), Designated (2), Protected (3): Normalized to 1

Livability and Economic Growth Weighting			
Mixed-Use Connectivity		Yes (1), No (0)	Yes (1), No (0)
Primarily Serves Commuters		Yes (1), No (0)	Yes (1), No (0)
Transit-Supportive		Yes (1), No (0)	Yes (1), No (0)

Operational Efficiency Weighting			
Connectivity (Gap, Multimodal)		Yes (1), No (0)	Yes (1), No (0)
Current ADT		ADT, normalized to 0-1	ADT, normalized to 0-1
Future ADT		ADT, normalized to 0-1	ADT, normalized to 0-1
Functional Classification		1 (local) - 5 (arterial), normalized	*REMOVED FOR AT PROJECT EVALUATION*

Implementation Weighting			
Funding		None (0), Known Funding Partners (1), Funded (2) : Normalized to 1	None (0), Known Funding Partners (1), Funded (2) : Normalized to 1
Project Implementation Readiness		Off the Shelf (3), Near (1-6 years) 2, Mid (7-12 years) 1, Long (13+ years) (0): Normalized to 1	Off the Shelf (3), Near (1-6 years) 2, Mid (7-12 years) 1, Long (13+ years) (0): Normalized to 1

Preservation and Resiliency Weighting			
Known High-Maintenance Intensity Area		Yes (1), No (0)	Yes (1), No (0)
Green Infrastructure		Yes (1), No (0)	Yes (1), No (0)

Community and TAC Priority Weighting			
Public Priority		Low (1), Medium (2), High (3); Normalized to 1	Low (1), Medium (2), High (3); Normalized to 1
TAC/Stakeholder Priority		Low (1), Medium (2), High (3); Normalized to 1	Low (1), Medium (2), High (3); Normalized to 1

Project Number						Safety			Livability and Economic Growth			Operational Efficiency		
Project Number	Project Type	Primary Route	From	To	Project Description	Bicycle Crashes	Pedestrian Crashes	Proactive Perceived Safety Benefit	Mixed-Use Connectivity	Primarily Serves Commuters	Transit-Supportive	Connectivity (gap, multimodal)	Current ADT	Forecasted (2040) ADT
Instructions:	Choose from Dropdown					# of crashes (total of the most recent 5-years, currently	# of crashes (total of the most recent 5-years, currently	Choose from Dropdown	Choose from Dropdown	Choose from Dropdown	Choose from Dropdown	Choose from Dropdown	Enter ADT	Enter Future ADT
AT1	Pedestrian Facilities	US 191	Fourth East	Bittle Lane	Construct new sidewalk to connect existing gap along US 191 from Fourth East to Bittle Lane	0	0	Designated (i.e. Bike Lane, Sidewalk, etc.)	Yes	Yes	Yes	Yes	16646	24251
AT2	Pedestrian Facilities	US 191/Dogwood	-	-	Construct enhanced pedestrian crossing on US 191 near Dogwood Avenue (Pedestrian Hybrid Beacon/"HAWK" crossing)	1	1	Designated (i.e. Bike Lane, Sidewalk, etc.)	Yes	Yes	Yes	Yes	19768	28798
AT3	Pedestrian Facilities	Millcreek Drive	Spanish Valley Drive	Lasal Road	Construct sidewalk where missing on Millcreek Drive, Spanish Valley Drive to bridge north of Lasal Road	0	0	Designated (i.e. Bike Lane, Sidewalk, etc.)	Yes	Yes	No	Yes	4013	5846
AT4	Pedestrian Facilities	Holyoak	Millcreek Drive	Wagner Avenue	Construct sidewalk along Holyoak Lane from Mill Creek Drive to Wagner Avenue	1	0	Designated (i.e. Bike Lane, Sidewalk, etc.)	Yes	Yes	No	Yes	1500	2142
AT5	Pedestrian Facilities	US 191/Millcreek Drive/Aggie Boulevard	-	-	Construct tunnel at US 191 and Millcreek Drive/Aggie Boulevard intersection to cross US 191	0	0	Protected (Separated Facility)	Yes	Yes	Yes	Yes	16646	24251
AT6	Bicycle Facilities	100 E	200 North	Uranium Avenue	Install bicycle lane pavement markings on 100 East from 200 North to Millcreek Trail and on to City Market	0	0	Designated (i.e. Bike Lane, Sidewalk, etc.)	Yes	Yes	Yes	Yes	2081	3032
AT7	Bicycle Facilities	Kane Creek Boulevard	500 West	e Creek Recreation Par	Construct paved shoulders (for use by bicyclists) on Kane Creek Boulevard from 500 West to Kane Creek Recreation Parking (end of pavement)	0	0	Designated (i.e. Bike Lane, Sidewalk, etc.)	No	No	No	No	1393	2030
AT8	Bicycle Facilities	Kane Creek Boulevard	US 191	500 West	Stripe bicycle lanes and construct paved shoulders (if needed) on Kane Creek Boulevard from US 191 to 500 West	0	0	Designated (i.e. Bike Lane, Sidewalk, etc.)	Yes	Yes	Yes	Yes	4654	6780
AT9	Bicycle Facilities	Murphy Lane	Millcreek Drive	Spanish Trail Road	Construct paved shoulders (for use by bicyclists) on Murphy Lane from Millcreek Drive to Spanish Trail Road	0	0	Designated (i.e. Bike Lane, Sidewalk, etc.)	Yes	Yes	No	No	1970	2870
AT10	Shared-Use Paths	Pack Creek	US 191	Kane Creek Boulevard	Construct a shared use path that connects the pedestrian hybrid beacon on US 191 at City Market crossing Pack Creek to Kane Creek Boulevard and north to 300 South. Also a connection to 100 West.	1	1	Protected (Separated Facility)	Yes	Yes	Yes	Yes	19768	28798
AT11	Shared-Use Paths	Colorado River	Grandstaff Canyon	Goose Island	Construct shared use path along Colorado River between Grandstaff Canyon and Goose Island (existing gap)	0	0	Protected (Separated Facility)	No	No	No	Yes	1144	1667
AT12	Shared-Use Paths	Spanish Valley Drive	Millcreek Drive	South County Line	Construct a shared use path on Spanish Valley Drive from Millcreek Drive to South County line	0	0	Protected (Separated Facility)	Yes	Yes	No	No	2047	2982
AT13	Shared-Use Paths	Millcreek Canyon	Area connections		Construct trail connections to Mill Creek Canyon Trailhead (Powerhouse Lane) to Pack Creek and/or Millcreek pathways	0	0	Protected (Separated Facility)	No	No	No	Yes	4013	5846
AT14	Shared-Use Paths	Sand Flats Road	Lionshead development	400 East	Construct pedestrian and bicycle facilities to connect Sand Flats Recreation to downtown.	0	1	Protected (Separated Facility)	Yes	No	No	No	2256	3287
AT15	Shared-Use Paths	Sand Flats Road	Fee Booth	Porcupine Rim Trailhead	Construct shared-use path from Sand Flats Road Access to Porcupine Rim Trailhead	0	0	Protected (Separated Facility)	No	No	No	No	1176	1713
AT16	Shared-Use Paths	San Miguel	San Miguel	Millcreek Drive	Construct a connection between San Miguel north to path over Pack Creek, eventually connecting to Millcreek Drive	0	0	Protected (Separated Facility)	No	Yes	No	Yes	4013	5846

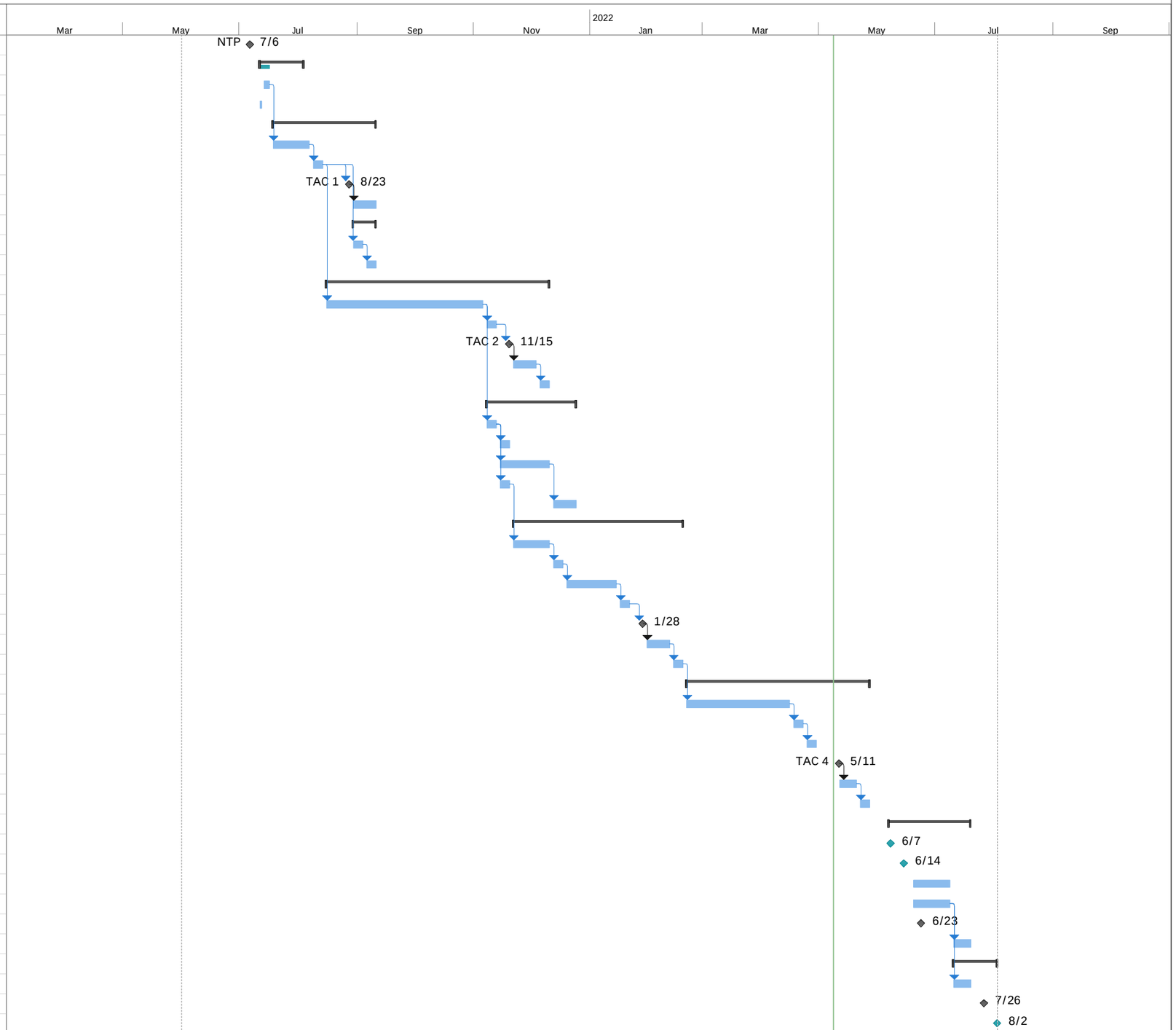
Project Number						Implementation		Preservation and Resiliency		ommunity and TAC Priorit		*Project Prioritization Score*	*Rank*
Project Number	**Project Type**	**Primary Route**	**From**	**To**	**Project Description**	**Funding**	**Project Implementation Readiness**	**Known High-Maintenance Intensity Area**	**Green Infrastructure**	**Public Priority**	**TAC Priority**		
Instructions:	**Choose from Dropdown**					**Choose from Dropdown**	**Choose from Dropdown**	**Choose from Dropdown**	**Choose from Dropdown**	**Choose from Dropdown**	**Choose from Dropdown**	*Formula Only - Don't Edit*	*Formula Only - Don't Edit*
AT1	Pedestrian Facilities	US 191	Fourth East	Bittle Lane	Construct new sidewalk to connect existing gap along US 191 from Fourth East to Bittle Lane	Known Funding Partners	Near (1-6 years)	No	Yes	Low	Low	***0.55***	4
AT2	Pedestrian Facilities	US 191/Dogwood	-	-	Construct enhanced pedestrian crossing on US 191 near Dogwood Avenue (Pedestrian Hybrid Beacon/"HAWK" crossing)	Known Funding Partners	Near (1-6 years)	No	No	High	High	***0.78***	2
AT3	Pedestrian Facilities	Millcreek Drive	Spanish Valley Drive	Lasal Road	Construct sidewalk where missing on Millcreek Drive, Spanish Valley Drive to bridge north of Lasal Road	Known Funding Partners	Mid (7-12 years)	No	Yes	Low	High	***0.43***	9
AT4	Pedestrian Facilities	Holyoak	Millcreek Drive	Wagner Avenue	Construct sidewalk along Holyoak Lane from Mill Creek Drive to Wagner Avenue	Known Funding Partners	Mid (7-12 years)	No	Yes	Low	Low	***0.47***	6
AT5	Pedestrian Facilities	US 191/Millcreek Drive/Aggie Boulevard	-	-	Construct tunnel at US 191 and Millcreek Drive/Aggie Boulevard intersection to cross US 191	Known Funding Partners	Long (13+ years)	No	Yes	Low	Medium	***0.55***	3
AT6	Bicycle Facilities	100 E	200 North	Uranium Avenue	Install bicycle lane pavement markings on 100 East from 200 North to Millcreek Trail and on to City Market	None	Near (1-6 years)	No	No	Low	High	***0.41***	10
AT7	Bicycle Facilities	Kane Creek Boulevard	500 West	e Creek Recreation Parl	Construct paved shoulders (for use by bicyclists) on Kane Creek Boulevard from 500 West to Kane Creek Recreation Parking (end of pavement)	Known Funding Partners	Long (13+ years)	Yes	No	Low	High	***0.23***	14
AT8	Bicycle Facilities	Kane Creek Boulevard	US 191	500 West	Stripe bicycle lanes and construct paved shoulders (if needed) on Kane Creek Boulevard from US 191 to 500 West	Known Funding Partners	Mid (7-12 years)	Yes	No	Low	Medium	***0.47***	7
AT9	Bicycle Facilities	Murphy Lane	Millcreek Drive	Spanish Trail Road	Construct paved shoulders (for use by bicyclists) on Murphy Lane from Millcreek Drive to Spanish Trail Road	None	Mid (7-12 years)	No	Yes	Low	Low	***0.28***	13
AT10	Shared-Use Paths	Pack Creek	US 191	Kane Creek Boulevard	Construct a shared use path that connects the pedestrian hybrid beacon on US 191 at City Market crossing Pack Creek to Kane Creek Boulevard and north to 300 South. Also a connection to 100 West.	Known Funding Partners	Mid (7-12 years)	No	No	High	High	***0.80***	1
AT11	Shared-Use Paths	Colorado River	Grandstaff Canyon	Goose Island	Construct shared use path along Colorado River between Grandstaff Canyon and Goose Island (existing gap)	Known Funding Partners	Off the Shelf	No	No	Low	High	***0.37***	11
AT12	Shared-Use Paths	Spanish Valley Drive	Millcreek Drive	South County Line	Construct a shared use path on Spanish Valley Drive from Millcreek Drive to South County line	Known Funding Partners	Off the Shelf	No	Yes	High	High	***0.51***	5
AT13	Shared-Use Paths	Millcreek Canyon	Area connections		Construct trail connections to Mill Creek Canyon Trailhead (Powerhouse Lane) to Pack Creek and/or Millcreek pathways	None	Long (13+ years)	No	No	Low	Low	***0.22***	15
AT14	Shared-Use Paths	Sand Flats Road	Lionshead development	400 East	Construct pedestrian and bicycle facilities to connect Sand Flats Recreation to downtown.	Known Funding Partners	Near (1-6 years)	No	Yes	Low	Low	***0.44***	8
AT15	Shared-Use Paths	Sand Flats Road	Fee Booth	Porcupine Rim Trailhead	Construct shared-use path from Sand Flats Road Access to Porcupine Rim Trailhead	Known Funding Partners	Long (13+ years)	No	No	Low	Low	***0.18***	16
AT16	Shared-Use Paths	San Miguel	San Miguel	Millcreek Drive	Construct a connection between San Miguel north to path over Pack Creek, eventually connecting to Millcreek Drive	None	Mid (7-12 years)	No	Yes	Low	Medium	***0.36***	12

Project Number							Safety				Livability and Economic Growth			Operational Efficiency			
Project Number	Project Type	Primary Route	From	To	Project Description	Planning Level Cost (2022)	Fatal Crashes	Injury Crashes	PDO Crashes	Proactive Perceived Safety Benefit	Mixed-Use Connectivity	Primarily Serves Commuters	Transit-Supportive	Connectivity (gap, multimodal)	Current ADT	Forecasted (2040) ADT	Functional Classification
Instructions:	Choose from Dropdown					Estimate	# of crashes (total of the most recent 5-years, currently 2017-2021)	# of crashes (total of the most recent 5-years, currently 2017-2021)	# of crashes (total of the most recent 5-years, currently 2017-2021)	Choose from Dropdown	Choose from Dropdown	Choose from Dropdown	Choose from Dropdown	Choose from Dropdown	Enter ADT	Enter Future ADT	Choose from Dropdown
R1	Roadway Connection	Park Drive	Opal Avenue	Park Road	Construct street connection and sidewalk of Park Drive, Opal Avenue to Park Road	$ 180,000	0	1	2	Designated (i.e. Bike Lane, Sidewalk, etc.)	No	Yes	No	Yes	203	290	Local/Other
R2	Roadway Connection	Walnut Lane	Walnut Lane	ard Park Lane (Hospital	Construct street connection and sidewalk of Walnut Lane to Orchard Park Lane (Hospital Road)	$ 60,000	0	0	2	Designated (i.e. Bike Lane, Sidewalk, etc.)	Yes	Yes	No	Yes	769	1098	Local/Other
R3	Roadway Connection	New Route	Spanish Valley Drive	US 191	Construct new east-west street connection between Spanish Valley Drive and US 191 near Beeman Road	$ 2,560,000	0	2	7	Designated (i.e. Bike Lane, Sidewalk, etc.)	No	Yes	No	Yes	2000	2856	Minor Collector
R4	Intersection Control	Millcreek Drive/Aggie Boulevard and US 191	-	-	Construct traffic signal at Aggie Boulevard/Millcreek Drive and US 191 intersection	$ 650,000	0	2	5	Mixed-Traffic (i.e. Sharrows, etc.)	No	Yes	No	No	16646	24251	Principal Arterial
R5	Intersection Control	Meador Drive and US 191	-	-	Construct traffic signal at Meador Drive and US 191 intersection	$ 775,000	0	1	3	Mixed-Traffic (i.e. Sharrows, etc.)	No	Yes	No	No	8115	11822	Principal Arterial
R6	Intersection Control	200 North and US 191	-	-	Construct traffic signal at US 191 at 200 North intersection	$ 650,000	0	3	7	Mixed-Traffic (i.e. Sharrows, etc.)	Yes	Yes	Yes	Yes	15606	22735	Principal Arterial
R7	Roadway Improvement	Moab Boat Dock Road and US 191	-	-	Identify and construct safety improvements to Moab Boat Dock Road intersection at US 191	$50,000-$200,0	0	1	2	Designated (i.e. Bike Lane, Sidewalk, etc.)	No	No	No	No	14566	21219	Principal Arterial
R8	Roadway Improvement	Gemini Bridges Access and US 191	-	-	Realignment of access roads on US 191 at Gemini Bridges and Bar M (AKA Old Highway, Moab Canyon)	$ 325,000	0	0	0	Mixed-Traffic (i.e. Sharrows, etc.)	No	Yes	No	No	9260	13489	Principal Arterial
R9	Roadway Improvement	Sand Flats Road	Sand Flats Road Access	Porcupine Rim Trailhead	Roadway improvement (paving) on Sand Flats Road from Sand Flats Road Access to Porcupine Rim Trailhead	$ 30,000,000	0	4	2	Designated (i.e. Bike Lane, Sidewalk, etc.)	No	No	No	No	1176	1713	Minor Collector
R10	Roadway Improvement	Kane Creek Boulevard	US 191	e Creek Recreation Par	Reconstruct and widen Kane Creek Boulevard from US 191 to Kane Creek Recreation Parking; Including intersection improvements to Kane Creek Boulevard and 500 West	$ 100,000	1	7	11	Designated (i.e. Bike Lane, Sidewalk, etc.)	Yes	No	No	No	4654	6780	Major Collector

Project Number							Implementation		Preservation and Resiliency		Community and TAC Priorit			
Project Number	**Project Type**	**Primary Route**	**From**	**To**	**Project Description**	**Planning Level Cost (2022)**	**Funding**	**Project Implementation Readiness**	**Known High-Maintenance Intensity Area**	**Green Infrastructure**	**Public Priority**	**TAC Priority**	***Project Prioritization Score***	***Rank***
Instructions:	**Choose from Dropdown**					**Estimate**	**Choose from Dropdown**	**Choose from Dropdown**	**Choose from Dropdown**	**Choose from Dropdown**	**Choose from Dropdown**	**Choose from Dropdown**	*Formula Only - Don't Edit*	*Formula Only - Don't Edit*
R1	Roadway Connection	Park Drive	Opal Avenue	Park Road	Construct street connection and sidewalk of Park Drive, Opal Avenue to Park Road	$ 180,000	None	Mid (7-12 years)	No	No	Low	Low	***0.2004***	***9***
R2	Roadway Connection	Walnut Lane	Walnut Lane	ard Park Lane (Hospital	Construct street connection and sidewalk of Walnut Lane to Orchard Park Lane (Hospital Road)	$ 60,000	None	Mid (7-12 years)	No	No	Low	Medium	***0.2720***	***6***
R3	Roadway Connection	New Route	Spanish Valley Drive	US 191	Construct new east-west street connection between Spanish Valley Drive and US 191 near Beeman Road	$ 2,560,000	None	Mid (7-12 years)	No	No	Medium	Medium	***0.2622***	***8***
R4	Intersection Control	Millcreek Drive/Aggie Boulevard and US 191	-	-	Construct traffic signal at Aggie Boulevard/Millcreek Drive and US 191 intersection	$ 650,000	Known Funding Partners	Near (1-6 years)	No	No	Low	Medium	***0.3462***	***4***
R5	Intersection Control	Meador Drive and US 191	-	-	Construct traffic signal at Meador Drive and US 191 intersection	$ 775,000	Known Funding Partners	Mid (7-12 years)	No	No	Low	Medium	***0.2708***	***7***
R6	Intersection Control	200 North and US 191	-	-	Construct traffic signal at US 191 at 200 North intersection	$ 650,000	Known Funding Partners	Near (1-6 years)	No	No	High	Medium	***0.5259***	***1***
R7	Roadway Improvement	Moab Boat Dock Road and US 191	-	-	Identify and construct safety improvements to Moab Boat Dock Road intersection at US 191	$50,000-$200,0	Known Funding Partners	Near (1-6 years)	No	No	High	High	***0.3788***	***3***
R8	Roadway Improvement	Gemini Bridges Access and US 191	-	-	Realignment of access roads on US 191 at Gemini Bridges and Bar M (AKA Old Highway, Moab Canyon)	$ 325,000	Known Funding Partners	Mid (7-12 years)	No	No	Low	Medium	***0.2753***	***5***
R9	Roadway Improvement	Sand Flats Road	Sand Flats Road Access	Porcupine Rim Trailhead	Roadway improvement (paving) on Sand Flats Road from Sand Flats Road Access to Porcupine Rim Trailhead	$ 30,000,000	None	Long (13+ years)	No	No	Low	Low	***0.0976***	***10***
R10	Roadway Improvement	Kane Creek Boulevard	US 191	e Creek Recreation Par	Reconstruct and widen Kane Creek Boulevard from US 191 to Kane Creek Recreation Parking; Including intersection improvements to Kane Creek Boulevard and 500 West	$ 20,000,000	Known Funding Partners	Long (13+ years)	Yes	No	Low	High	***0.5151***	***2***

Grand County and City of Moab Unified Transportation Master Plan
Updated: May 9, 2022

ID	Task Name	Start	Finish
1	Notice to Proceed	Tue 7/6/21	Tue 7/6/21
2	Work Task 1 - Project Management	Mon 7/12/21	Tue 8/3/21
3	Project Management Plan	Wed 7/14/21	Fri 7/16/21
4	Kick-Off Meeting	Mon 7/12/21	Mon 7/12/21
5	Work Task 2 - Previous Plans and Studies	Mon 7/19/21	Fri 9/10/21
6	Data Gathering, Plans and Studies Review	Mon 7/19/21	Fri 8/6/21
7	Initittial Needs Assessment Summary Memorandum	Mon 8/9/21	Fri 8/13/21
8	TAC Meeting No. 1	Mon 8/23/21	Fri 8/27/21
9	TAC Review Period	Mon 8/30/21	Fri 9/10/21
10	Work Task 3 - Stakeholder Interviews	Mon 8/30/21	Fri 9/10/21
11	Stakeholder Interviews	Mon 8/30/21	Fri 9/3/21
12	Stakeholder Interviews Summary Memorandum	Mon 9/6/21	Fri 9/10/21
13	Work Task 4 - Current and Future Conditions Analysis	Mon 8/16/21	Fri 12/10/21
14	Draft Working Paper No. 1 - Current and Future Conditions	Mon 8/16/21	Fri 11/5/21
15	PM Review / Address Comments	Mon 11/8/21	Fri 11/12/21
16	TAC Meeting No. 2	Mon 11/15/21	Fri 11/19/21
17	TAC Review Period	Mon 11/22/21	Fri 12/3/21
18	Final Working Paper No. 1 - Current and Future Conditions	Mon 12/6/21	Fri 12/10/21
19	Work Task 5 - Public Outreach Phase 1	Mon 11/8/21	Fri 12/24/21
20	Meeting Plan	Mon 11/8/21	Fri 11/12/21
21	Presentations (Stakeholder Groups, etc.)	Mon 11/15/21	Fri 11/19/21
22	On-Line Engagement	Mon 11/15/21	Fri 12/10/21
23	Community Meeting #1	Mon 11/15/21	Fri 11/19/21
24	Public Outreach Summary Report	Mon 12/13/21	Fri 12/24/21
25	Work Task 6 - Innovative Alternaives and Strategies Development	Mon 11/22/21	Fri 2/18/22
26	Toolbox Identification (Parking, ITS/Traffic/AM, Bike/Ped, Transit)	Mon 11/22/21	Fri 12/10/21
27	Toolbox Workshop / Community Meeting #2	Mon 12/13/21	Fri 12/17/21
28	Draft Working Paper No. 2 - Transportation Strategies	Mon 12/20/21	Fri 1/14/22
29	PM Review / Address Comments	Mon 1/17/22	Fri 1/21/22
30	TAC Meeting No. 3	Mon 1/24/22	Fri 1/28/22
31	TAC Review Period	Mon 1/31/22	Fri 2/11/22
32	Final Working Paper No. 2 - Transportation Strategies	Mon 2/14/22	Fri 2/18/22
33	Work Task 7 - Draft Transportation Master Plan	Mon 2/21/22	Fri 5/27/22
34	Transportation Master Plan Preparation	Mon 2/21/22	Fri 4/15/22
35	Draft TMP Submitted to PMT for review	Mon 4/18/22	Fri 4/22/22
36	Draft Transportation Master Plan to TAC	Mon 4/25/22	Fri 4/29/22
37	TAC Meeting No. 4	Wed 5/11/22	Wed 5/11/22
38	TAC Review Period	Thu 5/12/22	Fri 5/20/22
39	Final Draft TMP Preparation	Mon 5/23/22	Fri 5/27/22
40	Work Task 8 - Community Outreach - Draft Plan	Tue 6/7/22	Tue 7/19/22
41	County Commission Meeting	Tue 6/7/22	Tue 6/7/22
42	City Council	Tue 6/14/22	Tue 6/14/22
43	Draft UTMP Posted for Public Review	Mon 6/20/22	Fri 7/8/22
44	Public Comment Period	Mon 6/20/22	Fri 7/8/22
45	Community Meeting #3	Thu 6/23/22	Thu 6/23/22
46	Public Outreach Summary Report	Mon 7/11/22	Tue 7/19/22
47	Task 9 - Final Transportation Master Plan	Mon 7/11/22	Tue 8/2/22
48	Final Transportation Master Plan	Mon 7/11/22	Tue 7/19/22
49	City Council Presentation	Tue 7/26/22	Tue 7/26/22
50	Grand County Commission Presentation	Tue 8/2/22	Tue 8/2/22



GRAND COUNTY COMMISSION
WORKSHOP AND REGULAR MEETING

Grand County Commission Chambers
Hybrid virtual participation on Zoom
Moab, Utah

WATCH ON YOUTUBE - search for: "GRAND COUNTY UTAH GOVERNMENT"

MINUTES
17 May 2022

The Grand County Commission met in a regular meeting on May 17th, 2022. The meeting was held in-person in the Grand County Commission Chambers, with hybrid virtual participation also available via Zoom. It was also broadcast and saved on YouTube. Attending the meeting in-person was Commission Vice-Chair Mary McGann, Evan Clapper, Trisha Hedin, Kevin Walker. Also attending in-person were Commission Administrator Mallory Nassau, Associate Commission Administrator Quinn Hall and Clerk/Auditor Gabriel Woytek. County Commission Chair Jacques Hadler, Commissioner Sarah Stock and Grand County Attorney Christina Sloan were in attendance virtually. Josie Kovash entered the meeting at 3:23 p.m. Vice-Chair McGann served as Chair for this meeting.

DRAFT

3:13 p.m. Grand County Water Community Information Session

Motion by Commissioner Clapper to postpone Water Community Information Session to a later date.

Motion seconded by Commissioner Hedin

Motion passes 7-0

4:02 p.m. Grand County Municipal Building Authority Meeting (see separate agenda) (2:05)

4:15 p.m. Thompson Springs Special Service Fire District (see separate agenda) (12:40)

4:21 pm Call to Order (19:05)

Pledge of Allegiance

Citizens to Be Heard (20:00)

Marc Horwitz discussed Jackson Street stormwater plan and expressed concern about HDHO developments in that area. Expressed opposition to the HDHO program in general.

Presentations

1. 'Science of Sound' (Les Blomberg, Noise Pollution Clearinghouse) (26:00)

Mr. Blomberg gave a presentation regarding the scientific aspects of noise and sound. Explained that logarithmic nature of decibel readings makes understanding those measurements difficult. Doubling the number of sources of the same decibel adds three decibels to any measurement. Sound generated in a

valley with hard surfaces has the effect of many reflected sources of sound. A 10 decibel increase represents a doubling of loudness. Moab's environment is characterized by low background noise which highlights artificial noise disruptions. Overview given of field testing results and putting 74db 50 foot drive-by reading into context. Discussion regarding complexities and challenges associated with stationary noise meters that have been introduced in other localities.

2. Grand County Fiber High-Speed Internet Build (Jared Anderson, Chief Operating Officer, Emery Telcom) (59:55)

Mr. Anderson offered update on Fiber project giving presentation as presented in packet. State Public Service Commission has certified Emery Telcom as a provider in Grand County, which enables the current efforts in Grand and San Juan counties. Overview of maps showing different phases through 2025-2027 for delivering Fiber service. Permitting and cashflow availability will dictate whether the plan will be subject to any acceleration. All areas and timeframes subject to change. Physical demonstration of materials associated with install.

Vice Chair McGann moved 'Item C' forward in order to accompany presentation

C. Approving ordinance for granting E-Fiber, a franchise for communication systems (Associate Commission Administrator Quinn Hall) (1:18:00)

Presentation
Reviewed and approved by Grand County Roads Supervisor. Not reviewed by County Attorney Sloan.

Motion by Commissioner Clapper to approve, pending County Attorney approval.

Motion fails due to lack of a second

Motion by Commissioner Walker to postpone item until County Attorney review

Seconded by Commissioner Clapper

Discussion
Commissioner Stock sought clarification that burying fiber lines will only be used in the absence of existing aerial infrastructure. Commissioner Walker sought clarification that currently proposed franchise agreement is for the purpose of operating in County rights of way as a communications provider. Mr. Anderson explained that a postponement of this item should not have any adverse effects on the project timeline.

Motion passes 7-0

Department Reports (none scheduled)

Approval of Minutes (Gabriel Woytek, Clerk/Auditor)

May 2nd, 2022 (Special Meeting – Noise Workshop)

May 3rd, 2022 (Regular County Commission Meeting)

Motion by Commissioner Hedin to approve the minutes from May 2nd, 2022 and May 3rd, 2022.

Motion Seconded by Commissioner Walker

Discussion (none at this time)

Motion Passes 7-0

Ratification of Payment of Bills

Motion by Commissioner Walker to approve and ratify payment of bills in the amount of $765,014.05 and payroll in the amount of $327,514.92 for a combined total of $1,092,528.97.

Motion Seconded by Commissioner Clapper

Discussion (none at this time)

Motion passes 7-0

Commission Member Disclosures (none at this time)

General Commission Reports and Future Considerations (1:27:00)
Jacques Hadler
- Responsible Recreation meeting, current efforts to include responsible recreation messaging in trail apps
- Trail Mix meeting
- Drive-by noise testing with GCSO at Kane Creek and Cemetery locations
- Motorized Trail Committee meeting
- Meeting between Chamber of Commerce representatives and County representatives to increase understanding regarding Transient Room Tax

Trisha Hedin
- Planning Commission, workforce housing
- Conservation District, $2,000 in funding available
- OSTA advisory committee
- Homeless Council, 166 receiving services
- Future consideration: Discussion about Fentanyl in the community and being a state leader in combating it

Sarah Stock
- Meeting regarding State Catastrophic Fire Program with Jason Johnson of FFSL and Fire Warden Bruce Jenkins

Kevin Walker
- Future consideration: reports from different County departments during presentation time to increase transparency of county operations.

Evan Clapper
- Cemetery District Board, new shelter and gathering place being discussed and explored for celebrations of life/funerals

DRAFT

- Canyonlands Health Care Special Service District
- EMS Special Service District, Incident Command Service provides training to electeds and appointeds for communications in response to emergency incidents

Mary McGann
- Travel Council, presentation re: timed entry, average hotel occupancy down, Jeep Safari attendance down, increased visitation to the Moab Information Center
- Housing Authority of Southeastern Utah
- Solid Waste Authority Executive Director Search
- Tour of UMTRA project with Congressman Curtis

Josie Kovash
- John Curtis town hall and accompanying dinner with Congressman Curtis and Phil Lyman

Elected Official Reports
Grand County Clerk/Auditor Gabriel Woytek
- Auditors came May 9-12
- Sample Ballots posted
- Public Logic & Accuracy Test Friday, May 27th at 9am

Grand County Attorney Christina Sloan
- Noise testing event with Sheriff's Office, addressed hurdles associated with issuing citations, discussion of speed enforcement as a tool for addressing noise issues, general receptiveness from Sheriff's Office. Drive-by enforcement requires two individuals, only one of which needs to be a Law Enforcement Officer.

Commission Administrator Report
Associate Commission Administrator Quinn Hall
- New agenda submission system

General Business - Action Items, Discussion and Consideration of:

A. Approving Memorandum of Understanding with the Utah Division of Water Rights (DWR) for the Pack Creek Stream Gauge (Commissioner Stock and Marc Stilson, DWR Regional Engineer) (1:55:50)

Presentation
Commissioner Stock presented the MOU which outlines Grand County's ongoing responsibility in maintaining this gauge which is critical for developing future water budget models and flood warnings. Nature Conservancy, GWSSA, Moab City also partnering in the effort.

Motion by Commissioner Walker to approve the Memorandum of Understanding with the Utah Division of Water Rights (DWR) for a stream gauge on Pack Creek.

Motion Seconded by Commissioner Hedin

Discussion
Commissioner Walker spoke in support of utilizing funds to better understand and protect our aquifer. Commissioner Hedin stressed that Pack Creek is a big missing piece in understanding the valley's groundwater, as present assumption is that Pack Creek is essential in replenishing the Valley Fill Aquifer.

Motion passes 7-0

B. Approving Special Event Application for the 2022 Roughies on the Rocks (OSTA Director Angie Book) (2:00:05)

Presentation
Staff presented details of miniature bull riding event, as presented in packet.

Motion by Commissioner Hedin to approve the special event permit for the 2022 Roughies on the Rocks under the currently approved special event ordinance.

Motion Seconded by Commissioner Clapper

Discussion (none at this time)

Motion passes 7-0

6 p.m. Citizens to be heard (none at this time)

D. Approving Contract Award for Professional Fireworks Display on Independence Day (Associate Commission Administrator Quinn Hall) (2:03:05)

Presentation
Staff presented contract. Only one bid received.

Motion by Commissioner Walker to approve the Independent Contractor Agreement with Vortex Fireworks Artists for the 2022 July 4th professional fireworks display.

Motion Seconded by Commissioner Clapper

Discussion
Commissioner Kovash noted one citizen comment received expressing inappropriate nature of fireworks display given fire risk.

Motion passes 7-0

E. Approving the bid award to TSJ Construction for constructing the Airport snow removal equipment building, in the amount of $890,001.29 (Tammy Howland, Interim Airport Director) (2:05:20)

Presentation
Staff presented details of bid award. Part of annual entitlement project. Equipment was received in 2021, this project is for constructing a building to house that equipment already received. One bid came in higher than anticipated and was adjusted to where it is now. Commissioner Stock asked what the cost per square foot. Staff quoted approximately $400/square foot, which is in line with what other airports are paying for similar structures.

DRAFT

Motion by Commissioner Walker to approve the bid award to TSJ Construction in the amount of $890,001.29, for construction of a snow removal equipment building at the Airport, pending the FAA grant offer.

Motion Seconded by Commissioner Hedin

Discussion (none at this time)

Motion passes 7-0

F. Approving Single Service Operator Agreement with Skydive Moab, LLC (Tammy Howland, Interim Airport Director, and County Attorney Sloan) (2:09:20)

Presentation
Staff presented details and background regarding proposed agreement, as presented in packet. These agreements help create coordination for various uses at the airport. Skydive Moab in business for 15 years at the airport. Skydive operations are essentially uninsurable but are a protected aeronautical activity. Attorney Sloan described extensive effort involved in updating this agreement. Discussion regarding fee schedule for use of unimproved landing area and upcoming study for adjusting fees and its relation to this agreement.

Motion by Commissioner Walker to approve the Single Service Operator Agreement between Skydive Moab, LLC and Grand County, effective January 1, 2022.

Motion Seconded by Commissioner Hedin

Discussion (none at this time)

Motion passes 7-0

G. Approving recruitment grade range and updated job description for Airport Director (Renee Baker, Personnel Services Director) (2:16:45)

Presentation
Staff presented proposed changes as presented in packet. Changes better reflect recently completed salary survey and allow flexibility for competitive hiring strategies.

Motion by Commissioner Walker to approve the updated Airport Director job description and authorize recruitment posting at the range of Grade 18 - Grade 20 effective May 18th 2022.

Seconded by Commissioner Clapper

Discussion (none at this time)

Motion passes 7-0

DRAFT

H. Approving Resolution Repealing and Replacing Resolution No. 2976 and Adopting the General Plan 2030 (John Guenther, Planning and Zoning Director) (2:18:45)

Presentation
Staff discussed resolution which is culmination of a year-long process. Next step is to move into implementation phase with department heads. Commissioner Walker sought clarification on process: this is a 'meta' plan or 'roadmap' for the next implementation goals in the overall process. Implementation goals include Land Use Code update, Transportation Master Plan, Capital Improvement Plan, Economic Development Master Plan and Public Engagement Strategy, among others. Details currently presented in the General Plan serve as placeholders and will be revised.

Motion by Commissioner Hedin to approve the resolution repealing the General Plan 2012 and adopt the Grand County General Plan 2030.

Motion seconded by Commissioner Clapper

Discussion
Commissioner Walker clarified the use of 2030 in the title. Commissioner Kovash expressed appreciation for added language regarding, noise, seasonal housing and renewable energy goals.

Motion passes 7-0

I. Adopting Resolution approving the Final Plat of Plateau Estates, Lot 7 Amended located at 1885 Plateau Circle, affecting Parcel No. 02-0SPE0007 (Associate Planner Elissa Martin) (2:25:20)

Presentation
Staff discussed application as presented in packet.

Motion by Commissioner Walker to approve the Findings of Fact set forth in the staff report dated March 28, 2022 and the proposed Resolution approving plat for Plateau Estates, Lot 7 Amended.

Motion seconded by Commissioner Clapper

Discussion (none at this time)

Motion passes 7-0

J. Adopting Resolution approving the Final Plat of Arroyo Crossing, Phase 1, Tract I, Amended, affecting Parcel 02-0ARR-0241 (Associate Planner Elissa Martin) (2:28:25)

Presentation
Staff discussed application as presented in packet. Commissioner Walker clarified with applicant that this subdivision was always planned for in the development Master Plan.

Motion by Commissioner Walker to approve the Findings of Fact set forth in the staff report dated April 18, 2022 and the proposed Resolution approving the Final Plat of Arroyo Crossing, Phase 1, Tracts I, Amended.

Motion seconded by Commissioner Hedin

Discussion

DRAFT

Commissioners Hedin and McGann expressed appreciation to the MACLT staff for their efforts.

Motion passes 7-0

K. Discussion and Consideration of Work Change Directive for Sand Flats Gravel Parking Lot Project (2:32:40) (Andrea Brand, Sand Flats Recreation Area Director)

Presentation
Staff described work change as presented in packet. Change creates a $6,000 overall excess in original bid. Within SFRA budget.

Commissioner Hedin assumed role of Chair for this item as the Vice Chair needed to excuse themself momentarily

Motion by Commissioner Clapper to approve Work Change Directive for the Sand Flats Gravel Parking Lot and authorize the Chair to sign all associated documents.

Motion seconded by Commissioner McGann

Discussion (none at this time)

Motion passes 7-0

L. Amending Economic Development Special Event grant guidelines (Grand County Economic Development Director August Granath) (2:37:40)

Presentation
Staff discussed need for proposed amendments. Grant program originally designed to develop new special events. Will enable changes desired by Travel Council Advisory Board. More flexibility for targeted low points in non-winter times of year. Funding to be made available for operating expenses and not just marketing. Commissioner Walker sought clarification that grant dispersal ultimately approved by the County Commission. Commissioner Stock sought clarification as to whether guidelines might in the future contain elements supporting the inclusion of events promoting cultural and ethnic diversity, and staff agreed that this could be a real possibility and will be brought to the table when further revisions are revisited. Commissioner Kovash prompted staff to further clarify what 'quality visitation' might mean, and to gather more qualitative data in post-event surveys. Staff offered that current effort to create an Economic Development Master Plan will serve to clarify these issues.

Motion by Commissioner Stock to approve the revised event grant guidelines

Motion seconded by Commissioner Clapper

Discussion
Commissioner Walker pointed out minor edit needed in guideline document.

Motion passes 7-0

M. Approving Economic Development special event grant awards (Grand County Economic Development Director August Granath) (2:51:05)

DRAFT

Presentation
Staff discussed proposed awards as presented in packet.

Motion by Commissioner Clapper to approve the dispersal of funds to the Folk Festival and Free Concert Series as recommended by the Travel Council Advisory Board (TCAB).

Motion seconded by Commissioner Hedin

Discussion
Commissioner Clapper expressed appreciation for the fact that the proposed awarded events are free to the public and that such a quality might be considered in future guidelines. Commissioner Kovash pointed out the awarded events exemplify efforts for quality visitation and local-friendly qualities.

Motion passes 7-0

N. Adopting Resolution to Repeal Resolution NO. 3260 and Amend the Grand County Economic Development Advisory Board ("EDAB") Resolution NO. 3228 (August Granath, Grand County Economic Development) (2:55:20)

Presentation
Staff discussed proposed board consolidation and revisions to board member makeup as presented in the packet. Commissioner Walker sought clarification about most recent amendments to this proposed action, staff explained that two more private sector representatives were added in most recent amendment. Commissioner Clapper sought clarification regarding board member makeup as established by statute, brought up potential need for review by the County Attorney.

Motion by Commissioner Clapper to approve the Resolution, repealing Resolution No. 3260 and amending Resolution No. 3228 Economic Development Advisory Board (EDAB), and establish EDAB membership and positions as outlined in Exhibit B.

Motion seconded by Commissioner Walker

Discussion (none at this time)

Motion passes 7-0

Commissioner Walker left the meeting at 7:05 p.m.

Consent Agenda – Action Items (3:04:15)

O. Ratifying Grant application for pickle ball courts at OSTA to the Utah Division of Recreation Land and Water Conservation Fund
P. Ratifying the Chair's signature on a letter to the School and Institutional Trust Lands Administration (SITLA)
Q. Ratifying the Chair's signature on a purchase order for two boat trailers for Grand County Search & Rescue
R. Approving Specialized Services Agreement between Grand County, Utah State University and Utah Conservation Corps

DRAFT

S. Approval of Independent Contractor Agreement for OSTA scoreboards (modified from April 19, 2022 approval)
T. Approving letter to the Utah Division of Air Quality

Motion by Commissioner Clapper to adopt the Consent Agenda as listed by the Chair.

Motion seconded by Commissioner Hedin

Discussion
Commissioner Hedin discussed the appropriateness of the Commission's action on Item T. Suggested that it isn't appropriate or productive in developing relationships with nearby counties.

Substitute motion by Commissioner Hedin to pull Item T out of Consent Agenda

Substitute motion seconded by Clapper

Substitute motion passes 6-0

T. Approving letter to the Utah Division of Air Quality (3:08:20)

Discussion
Commissioner Stock clarified that the letter is addressed to the Division of Air Quality, not to neighboring counties, and discussed that this is a response to an invitation to a public comment period and that our constituents are downwind from these coal power plants. Commissioner Hedin discussed the challenges that these former coal dominant counties face in transitioning away from coal, that Grand County acting unilaterally in speaking out can cause problems.

Motion by Commissioner Stock to approve letter to the Utah Division of Air Quality

Motion seconded by Commissioner Kovash

Discussion
Commissioner Clapper stated that he appreciates Commissioner Hedin's concerns but that it is appropriate for individual stakeholders to chime in during an open public comment period.

Motion passes 5-1, Hedin opposed

Consent Agenda Approval (3:16:25)

Motion by Commissioner Clapper to adopt the Consent Agenda as updated (without item T)

Motion seconded by Commissioner Hedin

Discussion
Clarification offered that the Utah state legislative committee has passed this land swap and that any further changes would have to happen at the Federal level.

DRAFT

Motion passes 6-0

Discussion Items

U. Calendar items and special events (Quinn Hall, Associate Commission Administrator)

Vice Chair McGann adjourned the meeting at 7:22 p.m.

_____
Jacques Hadler
Chair, Grand County Commission

_____
Gabriel Woytek
Grand County Clerk/Auditor

DRAFT

Directions: To request inclusion on the Commission agenda, complete this Agenda Summary form by following the instructions within the form. Email completed form and any attachments to mnassau@grandcountyutah.net no later than 5:00 p.m. the Wednesday before the requested Commission Meeting (meetings are held the first & third Tuesday of every month at 4:00 p.m. Questions? Contact: Mallory Nassau, Associate Commission Administrator, at (435) 259-1346.

AGENDA SUMMARY

GRAND COUNTY COMMISSION MEETING

JUNE 7, 2022

Agenda Item:

TITLE:	Four Corners Community Behavioral Health 2023 Area Plan
FISCAL IMPACT:	None
PRESENTER(S):	Melissa Huntington, Executive Director of Four Corners Community. Behavioral Health

Prepared By:

Danielle Henrie
FCCBH,
P.O. Box 867,
Price, UT 84501
435-637-7200
dhenrie@fourcorners.ws

FOR OFFICE USE ONLY:

Attorney Review:

RECOMMENDATION:

I move the Four Corners Community Behavioral Health 2023 Area Plan.

BACKGROUND:

The Four Corners Community Behavioral Health (FCCBH) Board of Trustees approved this Area Plan, which outlines all the services FCCBH will provide for Grand, Carbon and Emery counties for FY2023. By interlocal agreement, all 3 county councils/commissions need to sign the plan.

ATTACHMENT(S):

FCCBH Area Plan documents:

1. FY23 Area Plan
2. FY23 Form D - Grand

Four Corners Community Behavioral Health, Inc.

FY2023 Area Plan

GOVERNANCE & OVERSIGHT NARRATIVE

Local Authority: **Four Corners/Carbon**

Instructions:

In the cells below, please provide an answer/description for each question. **PLEASE CHANGE THE COLOR TO BLUE, OF SUBSTANTIVE NEW LANGUAGE INCLUDED IN YOUR PLAN THIS YEAR!**

1) Access & Eligibility for Mental Health and/or Substance Abuse Clients

Who is eligible to receive mental health services within your catchment area? What services (are there different services available depending on funding)?
Each individual, couple or family seeking care is provided a clinical screening regardless of ability to pay. This screening is often provided on the same day as requested. FCCBH has an open access model of care in most clinics. A discounted fee schedule exists to provide services to FCCBH catchment area residents based upon ability to pay. Several other funding sources can be accessed enabling qualified individuals/ families to receive services at discounted cost or no cost. No area resident is refused medically necessary services due to inability to pay. There are 3 Federally Qualified Health Centers (FQHC) in the FCCBH area. An FCCBH, Licensed Mental Health Therapist (LMHT) is located in the Green River Medical Center serving low income and unfunded populations. The other two FQHCs have grant funded positions for in-house therapists. Clinical services provided include: mental health and SUD screenings, assessments, individual, group and family therapy. Using clinical screening for early detection and developing individualized levels of care; access to counseling and medication evaluation and management are based upon client choice and medical necessity. 24/7 emergency crisis and referral services are available to all residents of the tri-county area through our designated Mobile Crisis Outreach Teams (MCOT). Mobile crisis teams are made up of both LMHT/Mental Health Officers with the authority to complete the emergency application for the mental health commitment process to assure safety for residents, and a case manager or peer support employee. FCCBH also supports behavioral health prevention programming within the catchment area including: community education for early detection and informal intervention, and development and participation with community coalitions in identifying and responding to specific risk and protective factors within that community. FCCBH works to develop and maintain a viable recovery oriented system of care in each community, and also offers a range of support and educational opportunities.
Who is eligible to receive substance abuse services within your catchment area? What services (are there different services available depending on funding)? Identify how you manage wait lists. How do you ensure priority populations get served?
Every person who comes to the Four Corners Community Behavioral Health clinics seeking care is provided a clinical screening regardless of ability to pay. This screening is often available on the same day as requested. Within this screening, priority populations are determined and often those individuals are offered a same day appointment for an assessment. FCCBH offers an open access model of care in most clinics. Thus, FCCBH does not maintain a "wait list," as there is currently not the demand for one. A discounted fee schedule exists to provide services to FCCBH catchment area residents based

upon an ability to pay. No area resident is refused medically necessary services due to an inability to pay.

What are the criteria used to determine who is eligible for a public subsidy?

Any resident unable to afford medically necessary clinical treatment will receive public subsidies. All residents are eligible to receive publicly subsidized prevention services. We have many funding resources for which individuals may qualify. For example, FCCBH has applied for and been awarded the DOH Primary Care Grant several times, and this has allowed us to subsidize services for those who are unfunded/underfunded.

How is this amount of public subsidy determined?

FCCBH serves area residents with a range of prevention services and treatment, clinical treatment, acute care and after-acute care support services. Each individual's subsidy is based upon medical necessity as established by a psychiatric diagnostic assessment or a mental health evaluation performed by a Licensed Mental Health Professional. Prevention programming public subsidy is determined by incidence and prevalence of at-risk behavior as found in various public health surveys and the availability of and community acceptance of evidence-based practices that impact risk and protective factors in that community.

How is information about eligibility and fees communicated to prospective clients?

FCCBH publishes the sliding fee schedule on the www.fourcorners.ws website, and information is available in the client intake packet.

Are you a National Health Service Corps (NHSC) provider? YES/NO
In areas designated as Health Professional Shortage Areas (HPSA) describe programmatic implications, participation in National Health Services Corp (NHSC) and processes to maintain eligibility.

Yes, FCCBH is a very grateful NHSC provider. At the present time we have several FCCBH employees who have applied for the NHSC LRP and many who have successfully completed the program in the past. All three main clinic sites are certified, and we are applying for certification for the new Community Clinic. This program allows for a wonderful opportunity to recruit and retain professionals. The process is a considerable amount of work and the program is very strict in regards to following program expectations including clinical hours, type of qualifying work, supervision required and paperwork submission.

2) Subcontractor Monitoring

The DHS Contract with Mental Health/Substance Abuse Local Authority states: When the Local Authority subcontracts, the Local Authority shall at a minimum:

(1) Conduct at least one annual monitoring review of each subcontractor. The Local Authority shall specify in its Area Plan how it will monitor their subcontracts.

Describe how monitoring will be conducted, what items will be monitored and how required documentation will be kept up-to-date for active subcontractors.

FCCBH performs annual license verifications on the Utah Division of Occupational and Professional Licensing website. We obtain background criminal investigation (BCI) clearances annually for all

individual clinical subcontractors. For clinical and respite subcontractors, we review their clinical records. At least annually, we check the credentialing status of our subcontractors, and renew credentialing every three years. We hold randomized site visits for off-site subcontractor providers. On a monthly basis, we check subcontractors for an exclusion status in both the List of Excluded Individuals/Entities database and the System for Award Management database. Our prescribers practice within our facilities, using our electronic health record and are subject to our ongoing internal monitoring, and quality control processes.

FCCBH requires all subcontractors to follow Medicaid and Division of Substance Abuse and Mental Health clinical documentation requirements. Furthermore, FCCBH also audits for administrative documentation, quality of care and completion of duties. This includes insurance cards, correct coding, ROI (if applicable), and safety plans (if applicable), clinical license, acceptable malpractice insurance, background check, and business license. For external subcontractors, the initial assessment and treatment plan is required and reviewed for medical necessity before initial authorization is given for services. The same is required for ongoing authorizations.
For subcontracted organizations (for example inpatient facilities or residential facilities) FCCBH requires that subcontractors complete regular LEIE and SAM verification as well verifying that all employed clinical staff are in good standing with DOPL.

By signing the confidentiality agreement, the organizational Provider provides acknowledgement that they shall perform their obligations related to disclosure of Protected Health Information (PHI) as that term is defined in the Public Law 104-191.

Carbon County's Governance and Oversight

Carbon County has one Commissioner assigned to sit on the FCCBH Board. He meets with them in all board meetings and regularly stays in touch with the Executive Director and her staff. He reviews budgets and approves many expenditures, policies and goals. Historically FCCBH has been very good to include the commissioner in most details that affect their success.

Carbon County's commitment is deep to ensure that FCCBH fills the needs of families and individuals that have mental health issues. Though we are not involved in the day to day operation of FCCBH, we know we need reporting and accountability to ensure proper expenditure of money and resources that come from tax dollars.

FORM A - MENTAL HEALTH BUDGET NARRATIVE

Local Authority: Four Corners/Carbon

Instructions:

In the cells below, please provide an answer/description for each question. **PLEASE CHANGE THE COLOR TO BLUE, OF SUBSTANTIVE NEW LANGUAGE INCLUDED IN YOUR PLAN THIS YEAR!**

1) Adult Inpatient *Program Manager* *Pam Bennett*

Form A1 - FY23 Amount Budgeted:	**$544,499**	**Form A1 - FY23 Projected clients Served:**	**44**
Form A1 - Amount budgeted in FY22 Area Plan	**$475,736**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**33**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$543,484**		**44**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH will directly provide hospital diversion services in addition to contracting with several inpatient behavioral health facilities to provide inpatient psychiatric services.

Because hospitalization can be very disruptive and costly, FCCBH's hospital diversion plan is to hospitalize all individuals who pose a danger to self or others due to a mental illness, and who cannot be stabilized and treated in a less restrictive environment. For clients not requiring that level of care, alternatives for community stabilization will be developed and implemented. These include "stabilization and transitional rooms" at FCCBH supported living facilities in Price and Moab.

As the ARTC is no longer available through the USH for acute inpatient care, FCCBH will contract with a variety of inpatient psychiatric hospitals for acute care stabilization. Those contractors include Provo Canyon Behavioral Hospital, the University Neuropsychiatric Institute (now the Huntsman Mental Health Institute), Mountain View Hospital and Salt Lake Behavioral Health. Long term psychiatric inpatient care will be provided by the Utah State Hospital.

The FCCBH hospital liaison coordinator will work closely to coordinate care with the inpatient psychiatric hospitals, clinical teams, clients and each individual client's support system. The hospital liaison will work to help manage the transition from the community to hospital and oversee discharge planning in an effort to provide seamless transitions and to help maintain stabilization.

Describe your efforts to support the transition from this level of care back to the community.

FCCBH has a hospital liaison that works very closely with the inpatient hospitals who are treating and discharging FCCBH clients. The hospital liaison is responsible for assessing client progress while in the inpatient setting, as well as organizing discharge services when the client is released. The FCCBH

liaison will ensure an appointment for follow-up to care is established within 7 days of the client being discharged from the hospital. Very often though this follow-up occurs within a day or two of release. The client will be set up with either an assessment and/or individual counseling or a medication evaluation appointment to ensure there is no break in medication compliance. Linking the client to needed resources, upon discharge, is also common practice of the liaison role.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

No significant increase or decrease over FY21 actual.

Describe any significant programmatic changes from the previous year.

None

2) **Children/Youth Inpatient** *Leah Colburn*

Form A1 - FY23 Amount Budgeted:	**$201,390**	**Form A1 - FY23 Projected clients Served:**	**9**
Form A1 - Amount budgeted in FY22 Area Plan	**$175,957**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**8**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$104,832**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**9**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH has contracts for acute psychiatric inpatient care with Provo Canyon Behavioral Health, The University of Utah Neuropsychiatric Institute (Huntsman Mental Health Institute), Mountain View Hospital and Salt Lake Behavioral Health. For youth, Four Corners will also explore placement at Primary Children's Hospital. Long term care will be provided at the Utah State Hospital.

Case management, wraparound services, SMR and systems of care development will all be used to divert the need for hospitalization.

FCCBH will continue to use the tools provided by DSAMH such as "Commitment Process for Children" and "Custody and Why it Matters" to train FCCBH LMHT and community partners in the hospitalization access and diversion process.

Describe your efforts to support the transition from this level of care back to the community.

The FCCBH hospital liaison works very closely with the inpatient hospitals who are treating and discharging FCCBH clients. The hospital liaison is responsible for assessing client progress while in the inpatient setting, as well as organizing discharge services when the client is released. The FCCBH liaison will ensure an appointment for follow-up care is established within 7 days of the client being discharged from the hospital. Very often though this follow-up occurs within a day or two of release. The client will be set up with either an assessment and/or individual counseling or a medication evaluation appointment to ensure there is no break in medication compliance. Linking the client to needed resources, upon discharge, is also common practice of the liaison role. State diversion funds

may be used for youth to aid in supporting activities within the community to avoid inpatient placement.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
No significant increase over FY23 budgeted.
Describe any significant programmatic changes from the previous year.
None

3) **Adult Residential Care** *Pam Bennett*

Form A1 - FY23 Amount Budgeted:	**$836,012**	**Form A1 - FY23 Projected clients Served:**	**27**
Form A1 - Amount budgeted in FY22 Area Plan	**$730,435**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**27**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$654,441**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**27**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.
FCCBH will provide a range of housing services and supports to include independent living, supported living, and short term "transitional" beds for hospital diversion. These are not contracted services but are provided directly by FCCBH. FCCBH currently has two supported living facilities: The Willows in Grand County and The Friendship Center in Carbon County. These facilities are for SPMI adult clients with varying needs for supervised living, therapeutic support and case management. The Willows in Moab has eight beds and the Friendship Center in Price has ten beds. Residential staff members provide coverage 24 hours daily. The residents participate in comprehensive clinical treatment and psychosocial rehabilitation programs (Interact & New Heights) in the respective counties. Both facilities have dedicated "transitional" beds that are used for stabilization and hospital diversion when necessary. They will help to avoid initial hospitalization by providing a secure and supported living environment and also to allow for the earliest possible discharge of a client who has been hospitalized. FCCBH anticipates the facilities will operate at full capacity.
How is access to this level of care determined? How is the effectiveness and accessibility of residential care evaluated?
Residential housing is targeted to the SPMI/SMI population. In order for clients to be placed in residential supported living they have to fit those qualifications. FCCBH also utilizes the yearly MHSIP and YSS surveys to gauge clients' perspectives on how well programs and staff are serving client needs and access to treatment.
Justify any expected increase or decrease in funding and/or any expected increase or decrease

in the number of individuals served (15% or greater change).
The expected increase is due to inflation and planned COLA and retention wage increases.
Describe any significant programmatic changes from the previous year.
None

4) **Children/Youth Residential Care** *Leah Colburn*

Form A1 - FY23 Amount Budgeted:	**$0**	**Form A1 - FY23 Projected clients Served:**	**0**
Form A1 - Amount budgeted in FY22 Area Plan	**$0**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**0**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$0**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**0**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider. *Please identify any significant service gaps related to residential services for youth you may be experiencing.*
FCCBH uses intensive services, such as high fidelity wraparound and SMR, to prevent the need for higher level placement, such as residential. If the clinical need for residential treatment is indicated, FCCBH will contract with other organizations for these services. FCCBH contracts on a case by case basis with "Youth Village," a statewide organization, to provide children/youth residential care services as needed. FCCBH has not budgeted any funding in this area because the demand for this service has traditionally been very low, however residential services will certainly be contracted and paid for when clinically necessary.
How is access to this level of care determined? Please describe your efforts to support the transition from this level of care back to the community.
FCCBH staff will determine the need for residential placement based on information gained through the clinical assessment and collateral information from family and other community partners. If a client is determined appropriate for residential care, FCCBH staff will assist in the transition to the placement, as well as assisting the client in returning home upon discharge. If the client is returning home to their community of origin, staff will assist with getting continued outpatient care set up with FCCBH and other agencies in the community. Commonly, children with significant mental health, behavioral health and/or substance use concerns will be referred first through family preservation programs like SOC and SMR, before considering residential placement. FCCBH will assist in appropriate placement of youth,

regardless of funding source.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
No significant increase/decrease.
Describe any significant programmatic changes from the previous year.
None

5) **Adult Outpatient Care** *Pam Bennett*

Form A1 - FY23 Amount Budgeted:	**$1,204,228**	**Form A1 - FY23 Projected clients Served:**	**980**
Form A1 - Amount budgeted in FY22 Area Plan	**$1,064,450**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**980**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$1,086,847**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**920**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH will directly operate behavioral health outpatient clinics in Price, Castle Dale and Moab, and provide 1-2 days/week integrated behavioral services in the Green River Health Center, a federally qualified health center.

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Services provided at all FCCBH clinic locations will offer; a mental health assessment, psychiatric assessment (if recommended), individual therapy, family therapy, group therapy, case management, Peer Support Services, therapeutic behavioral services, medication management, education and smoking cessation services.

Clinical staff members will provide a screening for every person who comes to the FCCBH clinics regardless of ability to pay. Each FCCBH clinic will have MCOT services available and have a minimum of one clinician and case manager available during clinic hours for walk-in appointments and/or emergencies to enhance access to services. Individuals with mental health and substance use co-occurring disorders will be provided integrated MH and SUD treatment. Over the past few years, FCCBH has continued to increase training around the modality of EMDR, and all facilities currently have multiple mental health therapists who are certified to provide that service. In addition, FCCBH added Neurofeedback as a supplement to the clinical treatment being provided. Four masters level clinicians were extensively trained in this modality and are currently using this practice with clients.

Services provided at the Green River FQHC clinic location will include assessment, individual and family therapies, integrated medication management services with the somatic health care provider and education.

A variety of individual and group EBP interventions will be used in providing treatment for adults with depression, anxiety, a history of childhood sexual abuse, Borderline Personality Disorder, codependency issues, parenting education needs and many other diagnoses benefitting from treatment.

The model of service delivery will use a licensed mental health therapist as the service prescriber, as well as a provider of services. An individualized treatment plan will be developed with the client using the person-centered method, containing life goals and measurable objectives. The treatment plan will identify the type, frequency and duration of medically necessary services for each client as prescribed by a licensed clinician. The duration and intensity of services will be evaluated on an ongoing basis by the licensed clinician and the client to determine the service appropriateness to support the client's progress on the goals and objectives related to recovery.

Clubhouse Psychosocial Rehabilitation programs for SPMI consumers will be directly maintained by FCCBH in two counties: New Heights in Carbon County and Interact in Grand County. These free standing facilities provide psychosocial rehabilitation, personal services, case management, Peer Support Services, psycho-education and development and referral to transitional and supported employment settings throughout a work ordered day. These services will be identified on the client treatment plan where appropriate to medical necessity and personal recovery. Additionally, FCCBH will provide or help connect clients with transportation to and from FCCBH services for Medicaid clients. Representative payee services to assist in the management of disability benefits are also offered through the programs clubhouses.

Smoking cessation education and classes will be offered to all clients, regardless of their primary referral reason into treatment. FCCBH continuously seeks out evidenced-based models for smoking cessation treatment in order to keep staff trained to provide this service. In addition, intentional messages and education about smoking cessation are incorporated into many of our group programming options for both MH and SUD clients. FCCBH provides wellness promotion activities to MH clients both within the clubhouse and within the clinic. These may include various organized events and challenges throughout the year that clients are encouraged to take part in. In the clubhouses, lunches and snacks have moved to a "healthy option" menu.

Information around quitting tobacco is provided to everyone entering facilities that are interested. In terms of smoking cessation services provided in the Green River FQHC affiliation, a therapist is on site two days a week to provide individual therapy. The therapist will provide treatment to those who are requesting needs around tobacco reduction and/or methods for quitting. In addition, a wellness goal will be encouraged for each SPMI client's treatment plan, as they are willing to participate in such. Being sensitive to the individual's readiness, the objectives may include increasing awareness and participating in specific wellness activities.

Describe the approach to serving individuals with complex behavioral health presentations or who need multiple supports to remain in the community, including the programmatic approach to serving individuals in the least restrictive level of care. Identify your proposed fidelity monitoring and outcome measures.

Currently, FCCBH does not have a formal ACT team that is following the model to fidelity. Although, many of the necessary aspects required for an ACT team are already in place through FCCBH. Examples of this include supported living, supported employment activities, and offering treatment modalities specific to individuals with complex/serious mental illness. One of those modalities, Recovery-Oriented Cognitive Therapy (CT-R) was successfully implemented by FCCBH during FY 20. This is a comprehensive program requiring certification for the treatment of chronic mental illness, such as schizophrenia and complicated bi-polar disorder. FCCBH will continue to provide this treatment in FY 23, and will seek out more opportunities for increased staff training.

FCCBH has been increasing treatment team staffings on clients who are considered high risk/ high utilizers of inpatient treatment and increasing the prescribed frequency of one-on-one services. This is accomplished through a combination of services provided from assigned mental health therapists, medical staff, and case managers. Mental Health Court, which was successfully implemented in Carbon County in FY 20, also works to stabilize these high-need clients.

Four Corners has implemented the Mobile Crisis Outreach Team (MCOT) model throughout the tri-county area. MCOT is available to the communities of Carbon, Emery and Grand 24/7, every day of the year.

Day treatment services provided in a clubhouse capacity are vital in helping clients with complex behavioral health needs to remain in the communities. As previously stated, life skills are developed and enhanced within these programs to assist our seriously mentally ill clients move towards and thrive in an independent living setting. Supported living, increased medication compliance efforts, and peer support interaction are also a few of the interventions used to avoid inpatient hospitalization for clients living with complex mental health concerns.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

The expected increase is due to inflation and planned COLA and retention wage increases.

Describe any significant programmatic changes from the previous year.

None

Describe the programmatic approach for serving individuals in the least restrictive level of care who are civilly committed or court-ordered to Assisted Outpatient Treatment. Include the process to track the individuals, including progress in treatment.

Each of our three counties has a protocol for tracking civil commitments and will use the same protocol for tracking those placed on an assisted outpatient treatment court order. The Program Director in each county is responsible for tracking commitments for that area. This includes updates, transfers, termination and other basic maintenance civil commitment cases. In Emery County, the team puts the civil commitment information on the face sheet in the clients EHR (electronic health record). The information on the face sheet will consist of when they were initially placed on civil commitment, a record of past update hearings, and when their next review is due to the court. This information will automatically come up every time the client's EHR is opened. Then, a list of all individuals currently on civil commitment will be reviewed during the weekly staff meeting with all staff present. In Grand County, immediately following the initial court hearing (or as soon as FCCBH is notified) the Program Director puts an appointment to review each civil commitment case on her work calendar, roughly one month prior to the court review. The Program Director then assigns the appropriate individual (DE or Mental Health Officer) to complete an assessment update and submit to the court *prior* to the scheduled court date. Weekly, the active list of civil commitment clients will be reviewed during clinical staff meetings and assessed for progress and need for continued civil commitment. Also, after the DE assessment is complete FCCBH discusses the recommendations at the next staff meeting. The Carbon County clinic has the largest volume of civil commitment clients within the tri-county region. Their tracking process includes using an internal shared document used to track civil commitments amongst all staff. In this form, the due date for the next court appearance or progress letter due is set for a month prior to the actual due date. This ensures the documentation will get to the courts in enough time for the judge to receive and review the documentation prior to the next hearing.

With regard to youth, civil commitment only lasts as long as they are placed at an inpatient facility. So the services FCCBH provides for them while they are on civil commitment is coordinating admission, progress, and discharge with the admitting inpatient facility. When they are discharged from the inpatient facility, they are terminated from Civil Commitment. However, services will continue to be offered and provided to the children and their families within the community, regardless of civil commitment status.

6) Children/Youth Outpatient Care *Leah Colburn*

Form A1 - FY23 Amount Budgeted:	**$513,050**	**Form A1 - FY23 Projected clients Served:**	**370**
Form A1 - Amount budgeted in FY22 Area Plan	**$445,009**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**425**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$487,013**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**356**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider. *Please highlight approaches to engage family systems.*

A clinical screening will be provided to every youth who comes to FCCBH seeking services, regardless of ability to pay. Each clinic location will provide clinical evaluations including 30-day evaluations for DCFS children; individual, family and group therapy, psychiatric assessment, and medication management. Psychological testing will be completed, when indicated as medically necessary, to establish psychiatric diagnosis and treatment plan.

Children and youth with trauma concerns will be provided Trauma Focused CBT treatment and/or Attachment, Self-Regulation, Competency (ARC) treatment, as well as Eye Movement Desensitization and Reprocessing (EMDR) from certified providers. School based therapy will be *offered* in all of the elementary, middle, charter and high schools in Carbon, Grand, and Emery counties so long as funds remain available to do so. These services are being provided largely in part with Early Intervention funding. In July, 2019 FCCBH lost additional TANF funding that was provided in 2016 to increase school based services to counties with increased intergenerational poverty. As a result, services did decrease in Carbon and Grand Counties in FY 20, but it appeared FCCBH was able to minimally meet the requested need with available funds. In FY 23, FCCBH plans to increase youth access to services through getting families who qualify signed up for Medicaid expansion.

As a result of appropriations provided to the Utah Department of Education in H.B. 373, FCCBH will also attempt to contract with local school district leaders to provide additional therapeutic school-based services. The budget has not been changed with the expectation that these services will remain in place. Adolescent to Adult Transition groups will be made available for youth transitioning from youth programs to adult services, including coordination of treatment and/or service. FCCBH will work collaboratively with the System of Care teams in each county, along with SMR to provide wrap-around services to youth and families needing this type and intensity of care. FCCBH will continue to partner with the Carbon County Detention Center to provide treatment portions of in-home Observation and Analysis (O&A) when ordered by the court as needed. Clients dually diagnosed with mental health and substance use disorders will be provided integrated treatment.

FCCBH provides critical incident debriefing responses to the schools after crisis events.
FCCBH will continue to support the Department of Human Services Systems of Care model of service delivery for youth and children with serious emotional disturbance. Due to the substantial increase of SOC teams in the southeastern region, FCCBH no longer employs a Family Resource Facilitator position to avoid duplication of services. However, Four Corners staff will continue to participate in monthly SOC coordination meetings.

FCCBH has also implemented SMR services to help high need families with wrap-around services. In FY 22, FCCBH was asked to serve as the Regional SMR Program Manager for the eastern region by the Department of Health. Currently, SMR services are being provided in all three counties. Since implementation of the program, FCCBH has worked to train agencies and community partners on what SMR is and how it can help families with children and youth who suffer from mental illness. In addition, a contract has been developed through Families First to assist in providing the stabilization piece of SMR in various counties throughout the eastern region who have experienced staff shortages. This will begin at the end of FY 22 and into FY 23.

FCCBH has offered a therapeutic parent skills group for those involved with DJJS or DCFS and those who have children who are at a high risk for an out of home placement for many years. However, the referrals for that service have decreased over time, leading to a reduction in the number classes being offered per year. It is anticipated that this is due to various other community partners in the area offering parenting classes and partnering with DCFS and DJJS. Therefore, this group will be provided as needed.

Describe the approach to serving individuals with complex behavioral health presentations or who need multiple supports to remain in the community, including the programmatic approach to serving individuals in the least restrictive level of care. Identify your proposed fidelity monitoring and outcome measures.

In all three counties, System of Care has teams set up to serve high acuity youth and families. FCCBH has also implemented SMR services to help high need families with wrap-around services.
In FY 22, FCCBH was asked to serve as the Regional SMR Program Manager for the eastern region by the Department of Health. Currently, SMR services are being provided in all three counties. Since implementation of the program, FCCBH has worked to train agencies and community partners on what SMR is and how it can help families with children and youth who suffer from mental illness. In addition, a contract has been developed with Families First to assist in providing the stabilization piece of SMR in various counties throughout the eastern region who have experienced staff shortages. This will begin at the end of FY 22 and continue into FY 23.
FCCBH also utilizes the yearly MHSIP and YSS surveys to gauge clients' perspectives on how well our programs and staff are serving client needs and access to treatment.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

The expected increase in cost is due to inflation and planned COLA and retention wage increases.

Describe any significant programmatic changes from the previous year.

FCCBH will implement the SMR program.

7) Adult 24-Hour Crisis Care Nichole Cunha

Form A1 - FY23 Amount Budgeted:	**$2,531,415**	**Form A1 - FY23 Projected clients Served:**	**449**

Form A1 - Amount budgeted in FY22 Area Plan	**$874,205**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**409**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$456,632**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**356**

Describe access to crisis services during daytime work hours, afterhours, weekends and holidays. Describe how crisis services are utilized as a diversion from higher levels of care (inpatient, residential, etc.) and the criminal justice system. Identify what crisis services are provided and where services are provided and what gaps need to still be addressed to offer a full continuum of care to include access to a crisis line, mobile crisis outreach teams, and facility-based stabilization/receiving centers. Identify plans for meeting any statutory or administrative rule governing crisis services. For each service, identify whether you will provide services directly or through a contracted provider. Describe how you coordinate with state and local partners for services to include the Utah Crisis Line, JJS and other DHS systems of care, for the provision of crisis services.

Currently, FCCBH directly provides mental health crisis services. Crisis services are available 24 hours per day, seven days per week (including holidays) in all three counties. The Mobile Crisis Outreach Team (MCOT) in each county consists of a licensed mental health therapist (LMHT) and a case manager/peer support employee. Case managers/peer support employees in each county will be used to access resources and support responding therapists in developing a wrap-around plan aimed at promoting stability and diverting hospitalization.FCCBH crisis services will be delivered free of charge to all in need. Outreach to the individual and/or identified support person after a crisis service will be provided in order to maintain ongoing support.

In response to H.B. 41 Mental Health Crisis Line Amendments, which was implemented during the 2018 Utah legislative session, FCCBH contracted telephone crisis services with the University of Utah Neuropsychiatric Institute (UNI). Even with this addition, our management of safety net and crisis services within our communities will not change. By contracting with UNI, FCCBH will be in compliance with H.B. 41 and all crisis phone calls will be answered by a live, certified crisis worker 24 hours a day, 7 days a week. FCCBH crisis teams will deploy when a crisis line employee, who has been working with a client in one of the areas, requests the service. Community Partners in each of the areas may also request MCOT services. FCCBH has been attending monthly coordination meetings with the Utah Crisis Line and the Division.

The FCCBH clinical director will meet regularly with area first responders to ensure FCCBH crisis services are interfacing well and meeting community needs. A "high-risk list" will be maintained in each county and high-risk cases will be staffed at least weekly, but in many cases several times per week.

In addition to the clinical interview, the Columbia-Suicide Severity Rating Scale (C-SSRS) will be used as the standard tool for suicide assessment and safety plan development. Many FCCBH clinical staff have been trained in using the Collaborative Assessment and Management of Suicidality (CAMS) approach and/or the Cognitive Behavioral Training for Suicide Prevention (CBT-SP) approach in working with clients endorsing concerns around suicide.

In FY 23, FCCBH will be starting a rural Receiving Center. FCCBH has begun the process of seeking out a building in Carbon County where the receiving center will be placed. Once the building is purchased and potentially remodeled, FCCBH will begin hiring and training receiving center staff; with hopes to open the center January, 2023. The receiving center will be another resource the mobile

outreach teams, and other community partners, may utilize to divert hospitalizations and engage clients stabilization efforts. FCCBH will follow State guidelines for Receiving Centers and work with the Office of Substance Use and Mental Health to develop rural considerations.
Describe your evaluation procedures for crisis intervention services that objectively measure access and measurable outcomes for persons with both mental health and substance use disorders using data. Technical assistance with data specifications is available if needed, please describe any areas for help that are required.
FCCBH adheres to the state MCOT DATA requirements and reports on this as requested to do so.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
The expected increase takes into account the addition of a rural receiving center, cost increases due to inflation, and wage increases with a planned COLA and retention wage increases.
Describe any significant programmatic changes from the previous year.
The MCOT program will run for the full fiscal year.

8) **Children/Youth 24-Hour Crisis Care** Nichole Cunha

Form A1 - FY23 Amount Budgeted:	**$522,698**	**Form A1 - FY23 Projected clients Served:**	**106**
Form A1 - Amount budgeted in FY22 Area Plan	**$869,229**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**136**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$118,185**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**87**

Describe access to crisis services during daytime work hours, afterhours, weekends and holidays. Describe how crisis services are utilized as a diversion from higher levels of care (inpatient, residential, etc.) and the criminal justice system. Identify what crisis services are provided, where services are provided, and what gaps need to still be addressed to offer a full continuum of care (including access to a Crisis Line, Mobile Outreach, Receiving Center and In-Home Stabilization Services). Include, if you provide SMR services, if you are not an SMR provider, how do you plan to coordinate with SMR providers in your region? For each service, identify whether you will provide services directly or through a contracted provider. Describe how you coordinate with state and local partners, to include JJS and other DHS systems of care, for the provision of services to at-risk youth, children, and their families.
FCCBH directly provides crisis services to children, youth, and families. These services will be available 24 hours per day, seven days per week (including holidays) in all three counties. The Mobile Crisis Outreach Team (MCOT) in each county consists of a licensed mental health therapist (LMHT) and a case manager/peer support employee. Case managers/peer support employees in each county will be used to access resources and support responding therapists in developing a wrap-around plan aimed at promoting stability and diverting hospitalization.FCCBH crisis services will be delivered free of charge to all in need. Outreach to the individual and/or identified support person after a crisis service will be provided in order to maintain ongoing support.

In response to H.B. 41 Mental Health Crisis Line Amendments, which was implemented during the 2018 Utah legislative session, FCCBH contracted telephone crisis services with the University of Utah Neuropsychiatric Institute (UNI). Even with this addition, our management of safety net and crisis services within our communities will not change. By contracting with UNI, FCCBH will be in compliance with H.B. 41 and all crisis phone calls will be answered by a live, certified crisis worker 24 hours a day, 7 days a week. FCCBH crisis teams will deploy when a crisis line employee, who has been working with a client in one of the areas, requests the service. Community Partners in each of the areas may also request MCOT services. FCCBH has been attending monthly coordination meetings with the Utah Crisis Line and the Division.

In addition to the clinical interview, the Columbia-Suicide Severity Rating Scale (C-SSRS) will be used as the standard tool for suicide assessment and safety plan development. Many FCCBH clinical staff have been trained in using the Collaborative Assessment and Management of Suicidality (CAMS) approach and/or the Cognitive Behavioral Training for Suicide Prevention (CBT-SP) approach in working with clients endorsing concerns around suicide.

FCCBH has an internal SMR team in each county to assist youth and families in addressing all areas of need. FCCBH also works closely with System of Care teams throughout the southeastern region to refer high risk families for intensive wraparound services. FCCBH will also request high level staffings through the Department of Health when indicated. In addition, Four Corners may receive invitations to participate in high level staffings regarding clients currently being served in treatment.

A 'high-risk list' of youth needing close monitoring due to instability of illness, will be maintained in each county. This list is exclusive to just children and youth. These cases will be closely monitored and clinically reviewed at least weekly and in many cases multiple times per week.

Describe your evaluation procedures for children and youth crisis intervention services that objectively measure access and measurable outcomes for persons with both mental health and substance use disorders using data. Technical assistance with data specifications is available if needed, please describe any areas for help that are required.

FCCBH adheres to the state SMR/MCOT DATA requirements and reports on this as requested to do so.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

The expected increase over "FY21 actual" also takes into account the addition of a rural receiving center, cost increases due to inflation, and wage increases with a planned COLA and retention wage increases.

Describe any significant programmatic changes from the previous year.

FCCBH now has SMR programs for youth and families up and running according to State Statue. There will be SMR teams in Carbon, Emery, and Grand. After hours the calls will be routed to the MCOT teams or Crisis Workers, with referrals being made to the SMR teams the following day.

9) Adult Psychotropic Medication Management *Pam Bennett*

Form A1 - FY23 Amount	**$528,392**	**Form A1 - FY23 Projected**	**436**

Budgeted:		clients Served:	
Form A1 - Amount budgeted in FY22 Area Plan	$483,715	Form A1 - Projected Clients Served in FY22 Area Plan	407
Form A1 - Actual FY21 Expenditures Reported by Locals	$370,352	Form A1 - Actual FY21 Clients Serviced as Reported by Locals	436

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider. ***Please list any specific procedures related to continuity of medication management during transitions between from or between providers/agencies/level of care settings***

FCCBH has contracted and employed medical providers available for Carbon, Emery, and Grand counties. They provide psychiatric evaluations and medication management services for both adults and youth. FCCBH has discontinued the partnership with the University of Utah Medical School Residency/Tele-Psychiatry expansion project and instead has contracted with Moab Regional Hospital to provide MAT for FCCBH clients needing that service. In 2020, Moab Regional Hospital expanded their services to include MAT for youth and adults struggling with substance use disorder. FCCBH has a contracted provider located at the Grand County Clinic providing medication management services for mental health needs. Other FCCBH contracted providers will serve clients with psychiatric/medication needs in our Emery and Carbon County locations. In addition to contracted providers, FCCBH has two full time employees providing medical services; one working with both mental health and SUD clients through Operation Recovery and our Medical Director. This is the first time ever Four Corners has employed a full-time Medical Director.

Medical providers and nursing staff will manage required lab testing such as ordering blood tests for clients on atypical antipsychotic medications; diabetes screening following the AMA guidelines; obtaining lithium levels; or a CPK test for clients who are on mood stabilizer medication. Laboratory test results will be forwarded to the client's primary care provider for coordination of care.

Urine lab screenings and LCMS testing may be conducted when concerns arise that a client may not be using psychotropic medications as prescribed. FCCBH has entered a contract with Precision Diagnostics to provide these testing services. Thus far, this has proven very successful with aiding staff in getting clients stabilized; preventing the need for inpatient placement.

With the help of our EHR (Credible), FCCBH utilizes e-prescribing.
Client vital signs and weight will be taken and recorded during each visit. If a client presents with a physical health concern such as high blood pressure, FCCBH medical staff will refer the client to the primary care provider. In the event that a client does not have a primary care provider, or is unfunded, referral will be made to the local FQHC or with partnering primary care provider.

When a person is unable to pay and requires an emergency medication evaluation, this will be completed to stabilize and the client will then be referred to the appropriate community resource for follow-up with consultation with the FCCBH prescriber. If it is a complicated medical issue, the client will be served at FCCBH to avoid higher levels of care.

Case managers or other staff members will coordinate transportation to FCCBH medical appointments when the client has no other means of transport. FCCBH will maintain the "Nurse/Outreach Specialist" position that was established in 2013. This LPN level staff member provides outreach to high risk clients who have difficulty following through or maintaining scheduled appointments. Medication

education and outreach will be provided in the home and in the community to assure medication adherence.

FCCBH has partnered with several other medical providers treating somatic care for many years through the Utah State Primary Care Grant. That funding has allowed unfunded and underfunded individuals receive a variety of primary healthcare needs that might otherwise not be addressed. FCCBH has applied for these funds for FY 23.

FCCBH is in the process of adding a field into the EHR that will allow crisis workers to see what PRN medication can be given to our clients to help them calm down in a crisis situation. This will allow the ER doctors and any of our doctors to prescribe this medication for the client to avoid hospitalization.

FCCBH will receive funding in FY 23, through the Office of Substance Use and Mental Health, to assist in opening the first ever rural receiving center. This receiving center will be located in Carbon County, with plans to offer services 24/7. Four Corners will use existing prescribers for emergency medication needs occurring during normal office hours. For after-hours services, FCCBH has developed a plan with Huntsman Mental Health Institute to provide physician support. Castleview Hospital has also partnered with Four Corners in providing stabilization services for clients admitted to their ER during a mental health crisis.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

No significant increase/decrease.

Describe any significant programmatic changes from the previous year.

None

10) Children/Youth Psychotropic Medication Management *Leah Colburn*

Form A1 - FY23 Amount Budgeted:	**$56,308**	**Form A1 - FY23 Projected clients Served:**	**74**
Form A1 - Amount budgeted in FY22 Area Plan	**$51,547**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**74**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$44,308**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**63**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider. *Please list any specific procedures related to continuity of medication management during transitions between providers/agencies/level of care settings.*

FCCBH has medical providers available to clients needing psychiatric services in all three counties. Those providers complete an initial psychiatric evaluation and ongoing medication management for all adults and youth served. In addition to contracted providers, FCCBH has two full time employees providing medical services; one working with clients through Operation Recovery and our Medical Director. In addition to providing oversight and supervision to all medical staff, our Medical Director also

provides psychiatric services to clients of all ages. This is the first time Four Corners has employed a full-time Medical Director.

In the event a child or youth is assessed as needing immediate medication services, but has an inability to pay, a Four Corners medical provider will still see the client initially and determine the best options for ongoing treatment. This may include continuing services at FCCBH or being referred to another appropriate provider in the area.

Psychiatrists and nursing staff will manage required lab testing such as ordering blood tests for clients on atypical antipsychotic medications. Laboratory test results will be forwarded to the client's primary care provider for coordination of care. FCCBH's "cloud-based" electronic medical record enables e-prescribing. Client vital signs and weight will be taken and recorded during each visit. If a client presents with a co-occurring physical health concern, FCCBH medical staff will refer the client to their primary care provider or help the client get linked up to a local provider, regardless of funding ability.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

None

Describe any significant programmatic changes from the previous year.

None

11) Adult Psychoeducation Services & Psychosocial Rehabilitation *Pam Bennett*

Form A1 - FY23 Amount Budgeted:	**$867,655**	**Form A1 - FY23 Projected clients Served:**	**111**
Form A1 - Amount budgeted in FY22 Area Plan	**$794,290**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**111**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$912,770**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**117**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH will directly provide psychosocial rehabilitation and psycho-education services using the Clubhouse Model in Carbon (New Heights) and Grand (Interact) Counties. These services will be delivered to consumers who have, through assessment by a LMHT, been found to be Seriously Mentally Ill (SMI). Transportation to these programs will be provided 5 days/week for clients residing in Grand, Carbon and Emery counties.

The services will be delivered in the context of the "the work ordered day." Program units in which the services will be delivered will include clerical, housing, kitchen services, the bank, snack bar, and transitional employment. Consumers will be assisted with independent living skills, housing assistance, applying for and maintaining entitlements, skills training for employment preparedness and successful day to day living in the community. Working side-by-side with consumers, clubhouse staff will assist

consumers to reach maximum functional level through the use of face-to-face interventions such as cueing, modeling, and role-modeling of appropriate fundamental daily living and life skills.

Program activities will be geared toward stabilization, hospital diversion, improved quality of life, increased feelings of connectedness and promoting overall wellness.

Wellness strategies will be implemented into the program to promote health and wellness education and to foster healthy lifestyles. Each clubhouse will have exercise equipment, a snack bar with healthy snack options, and weekly wellness activities. Lunch menu planning and meal preparation will include healthful alternatives. Assisting consumers with shopping lists that include more healthful food items will promote long term recovery. Wellness education will be provided by program staff as well as outside consultants. Smoking cessation classes will be offered throughout the year by a peer support specialist or another staff person trained in an evidence-based curriculum.

Describe how clients are identified for Psychoeducation and/or Psychosocial Rehabilitation services. How is the effectiveness of the services measured?

Those clients that are referred for these services have to be recommended and referred by their therapist. All clients referred into this program must meet diagnostic criteria for serious mental illness (SMI). As well, all psychoeducation or psychosocial rehabilitation services are included as part of their treatment plan. Clients are asked annually to take the MHSIP and YSS surveys to gauge clients' perspectives on how well our programs and staff are serving client needs and access to treatment. In addition, all clients receiving mental health services at Four Corners are requested to complete the Outcome Questionnaire (OQ) at each individual therapy session.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

No significant increase/decrease.

Describe any significant programmatic changes from the previous year.

None

12) Children/Youth Psychoeducation Services & Psychosocial Rehabilitation *Leah Colburn*

Form A1 - FY23 Amount Budgeted:	**$1,005**	**Form A1 - FY23 Projected clients Served:**	**10**
Form A1 - Amount budgeted in FY22 Area Plan	**$920**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**10**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$135**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**1**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH will provide youth psychosocial rehabilitation in Carbon, Emery and Grand Counties. Interventions will include individual and group services provided by staff members who are supervised

by a LMHT. Services will begin after a comprehensive clinical assessment is completed. This assessment will provide treatment recommendations and support the medical necessity of recommended services using various sources of information (i.e. assessment tools, collateral information, past treatment, etc.) A treatment plus plan is then developed with the client/caregiver and evidenced-based services will be provided to the client. These services may be conducted in an individual or group setting.

Largely, these services will be provided at the schools from September to May. Services will continue to be provided during summer months within each of the clinics. The programs will incorporate treatment modules designed to improve stability, decrease symptomatology and maladaptive or hazardous behaviors and develop effective communication and interpersonal behaviors. Staff will use cueing, modeling, and role-modeling of appropriate fundamental daily living and life skills.

Describe how clients are identified for Psychoeducation and/or Psychosocial Rehabilitation services. How is the effectiveness of the services measured?

The need for psychoeducation and/or psychosocial rehabilitation services is determined from information gathered in the mental health assessment. When providing treatment in group settings, youth are referred to groups based on age, diagnostic need, and developmental appropriateness. At least monthly, staff will request completion of the Youth Outcome Questionnaire (YOQ) from their clients and/or parents. In addition, the MHSIP and YSS surveys are used annually to gauge clients' perspectives on how well our programs and staff are serving client needs and access to treatment.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

None over FY 20 actual.

Describe any significant programmatic changes from the previous year.

None

13) Adult Case Management *Pete Caldwell*

Form A1 - FY23 Amount Budgeted:	**$1,031,311**	**Form A1 - FY23 Projected clients Served:**	**607**
Form A1 - Amount budgeted in FY22 Area Plan	**$932, 367**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**585**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$740,353**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**607**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider. Please include how you ensure each case management provider is certified to provide these services.

Targeted case management (TCM) services will be directly provided for Seriously Mentally Ill (SMI) adults for whom the service is determined to be medically necessary and is prescribed and authorized on a client-centered treatment plan. This includes connecting clients to Four Corners services, as well

as advocating for, linking and coordinating services provided by other agencies that may meet the client's social, medical, educational or other needs. TCM will be provided by FCCBH staff operating out of the three main county clinics, two clubhouse locations, and two supported living residences. Client-specific TCM services will be determined using the case management needs assessment (DLA-20) and service plan. The DLA-20 is completed as part of the initial client assessment and is reviewed through the treatment planning process. Treatment goals will be updated to reflect progress in identified areas and ongoing needs.If clients are in need of TCM services and do not qualify for Medicaid, grant funding (such as SAMHSA or Primary Care) may be used to help provide this service. An administrative team member at FCCBH tracks certification for each employee providing case management services. Recertification due dates are also tracked. Targeted case management may also be provided for clients requiring in-home services. These services may be provided by case managers or medical staff for the purposes of maintaining client stabilization and preventing the need for a more restrictive treatment setting.
Please describe how eligibility is determined for case management services. How is the effectiveness of the services measured?
A Daily Living Assessment (DLA-20) is completed on every client at Four Corners during their initial assessment to determine if case management services are needed and what those services are. DLA-20 updates are conducted periodically to determine progress and continued areas of focus. FCCBH uses the MHSIP survey and the OQ to gauge clients' perspectives on how well our programs and staff are serving client needs and access to treatment.These services are added to their TX plus plan.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
No significant increase/decrease.
Describe any significant programmatic changes from the previous year.
None

14) Children/Youth Case Management *Pete Caldwell*

Form A1 - FY23 Amount Budgeted:	**$50,726**	**Form A1 - FY23 Projected clients Served:**	**130**
Form A1 - Amount budgeted in FY22 Area Plan	**$45,859**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**120**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$21,200**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**142**
Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted			

provider. Please include how you ensure each case management provider is certified to provide these services.
Targeted case management (TCM) services will be directly provided by FCCBH for youth and children with serious emotional disturbance (SED) for whom the service is determined to be medically necessary based on an assessment conducted by a licensed mental health therapist (LMHT). Family-specific TCM services will be based on a case management assessment (DLA-20) and service plan, which will be completed as part of a comprehensive treatment planning process. TCM for children/youth will be provided within each of the three main county clinics and, where agreements have been established, from schools in our communities. A system of care approach for children/youth with serious emotional disturbance will be developed through collaborative agreements with community partners and families. Case managers will be proactive in assisting with wraparound services through family team meetings.When High Fidelity wraparound is indicated for youth and families, FCCBH staff will refer to System of Care teams in all three counties. FCCBH children's case managers may also advocate for youth and families in school settings by supporting parents in requesting and accessing Individual Education Plan (IEP) for their children. This service may be provided within the wraparound process or within other areas of treatment planning. All case manager's working with youth are certified by the Office of Substance Use and Mental Health. A specified administrative team member at FCCBH tracks certification for each employee providing case management services. Recertification due dates are also tracked to ensure continued certification is maintained. Each clinic will have a staff member assigned to participate with the Local Interagency Council (LIC) and/or Community Coalition meetings to promote community partnership and develop integrated services for high risk children and youth. FCCBH also participates in monthly System of Care coordination meetings.
Please describe how eligibility is determined for case management services. How is the effectiveness of the service measured?
Each client is given the DLA-20 to determine the TCM services that are needed for each client. Once this is determined the therapist refers the client to a case manager for help in getting those needs met. FCCBH administers the MHSIP and YSS surveys annually to gauge clients' perspective on how well our programs and staff are serving client needs and access to treatment. Youth are also requested to complete the Youth Outcome Questionnaire monthly.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
None
Describe any significant programmatic changes from the previous year.
None

15) Adult Community Supports (housing services) *Pete Caldwell*

Form A1 - FY23 Amount Budgeted:	**$94,951**	**Form A1 - FY23 Projected clients Served:**	**30**

Form A1 - Amount budgeted in FY22 Area Plan	**$102,353**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**30**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$112,412**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**20**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH will directly provide in-home, housing and respite services for clients struggling with serious mental illness. When needed, in-home services will include Targeted Case Management, individual therapy, RN medication management, individual psycho-social rehabilitation, and personal services. FCCBH built an apartment complex in Grand specifically to house chronically mentally ill clients; particularly those difficult to place. The complex has 8- one bedroom units and 2- two bedroom units.Six of these beds will be used for transitional housing for stays of up to 2 years.Six beds will be permanent housing units.This addition to our housing capacity enables FCCBH to use 6 beds at the Willows which had been considered permanent housing to be used for crisis stabilization, hospital diversion and short term stays while awaiting permanent housing. In total, FCCBH has the following: 22 permanent and 6 transitional housing units in Grand County. In Carbon County, the Friendship Center has 10 supported living single apartments and 2 transitional bedrooms.Cottonwood Apartments has 4 two bedroom units, 7 beds total.These units will now be available to dually diagnosed clients and those struggling with substance use disorder. FCCBH staff members will help clients find and maintain suitable housing. The Psychosocial Rehabilitation program 'Housing Units operations" in the Interact and New Heights Clubhouses will provide resident councils and assist in managing the Ridgeview Apartments and Aspen Cove Apartments in Moab. Targeted Case Managers will work with individual clients to identify housing needs, options, and assist in housing budgeting including: saving up for housing, deposits, applying for various housing funding, completing necessary paperwork, and coordinating the move-in process when needed. FCCBH will be proactive in participating on the local homeless coordinating committees, providing outreach to local shelters linking people with mental illnesses who are homeless or at risk of homelessness to housing resources. FCCBH works with local nursing homes and hospitals to assist clients with housing needs upon discharge.

Indicate what assessment tools are used to determine criteria, level of care and outcomes for placement in treatment-based and/or supportive housing? Technical assistance is available through Pete Caldwell: pgcaldwell@utah.gov

Residential housing is utilized for individuals living with serious mental illness (SPMI/SMI). FCCBH also utilizes the MHSIP, annually, to gauge clients' perspectives on how well our programs and staff are serving client needs and access to treatment.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

No significant increase/decrease.

Describe any significant programmatic changes from the previous year.

None

16) Children/Youth Community Supports (respite services) *Leah Colburn*

Form A1 - FY23 Amount Budgeted:	**$28,756**	**Form A1 - FY23 Projected clients Served:**	**23**
Form A1 - Amount budgeted in FY22 Area Plan	**$30,997**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**27**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$2,534**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**10**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider. Please identify how this fits within your continuum of care.

Children/Youth Community Supports will be provided directly by FCCBH staff, contracted providers and/or informal supports developed through the System of Care wraparound process.

Children or youth needing community support will be identified by any member of the treatment team at any point in treatment. Parents will be asked during intake, as well throughout the course of treatment, if they need respite for their child/youth struggling with serious emotional disturbance. The DLA-20 is also used to help identify the need for community resources for families being served.

Community needs and supports may also be identified through the wraparound process provided by System of Care.

Community support provided to children, youth and families may include (but are not limited to): respite, case management, school supports, school based services, social connections, family therapy, recreation needs, housing assistance, and/or connection to community supports.
All interventions will be "strengths focused," empowering the family to support the children and youth struggling with serious emotional disturbance.

Respite services for children and youth will be provided by both FCCBH employees and contracted providers.

Please describe how you determine eligibility for respite services. How is the effectiveness of the service measured?

This process begins by having a therapist determine if a client is eligible for respite services. The purpose of respite is explained to the family to ensure the family is utilizing the service appropriately. Respite is generally not provided as a stand-alone service, and is used in conjunction with other forms of therapy. All clients receiving respite services are asked to participate in taking the MHSIP and YSS surveys to gauge clients' perspective on how well our programs and staff are serving client needs and access to treatment.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

No significant increase/decrease over FY22 plan.

Describe any significant programmatic changes from the previous year.

None

17) **Adult Peer Support Services** *Heather Rydalch*

Form A1 - FY23 Amount Budgeted:	**$110,917**	**Form A1 - FY23 Projected clients Served:**	**65**
Form A1 - Amount budgeted in FY22 Area Plan	**$111,012**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**69**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$116,047**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**56**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

Peer support services will be provided directly by FCCBH for the primary purpose of assisting in the rehabilitation and recovery of adults struggling with symptoms of serious mental illness (SMI). Individuals who have co-occurring substance use disorders will be referred to peer support when requested by the individual. Peer Support is identified as an intervention on the person-centered treatment plan; prescribed by a LMHT. Clients also participate in the development of the treatment plan and the services they will receive. Peer support specialists are integrated as part of the treatment team.

FCCBH will support the Peer Support model of services. When hiring staff at all levels of the organization, FCCBH will give priority to individuals in active recovery. The FCCBH employee providing Peer Support will be certified and properly trained to provide this intervention. FCCBH currently employs staff members in each county who are in recovery or who are family members of those in recovery. The trained and certified Peer Support Specialist will be encouraged to share their experience, strength and hope in interactions with FCCBH clients.

FCCBH Peer support services will be designed to promote recovery. Peer support specialists will lend their unique insight into mental illness and substance use disorders and share their understanding of what makes recovery possible.

The Peer Support Specialist will provide group support for wellness promotion and self-care. The Peer Support Specialist will also complete a personalized treatment objectives with the client. Peer Support Specialists will work from both the outpatient psychosocial rehabilitation facility (clubhouse) as well as the clinics, thereby providing individual and group peer support related to development of wellness practice by our clientele.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served and number of services provided (15% or greater change).

No significant increase/decrease.

Describe any significant programmatic changes from the previous year.

None

18) Family Peer Support Services Tracy Johnson

Form A1 - FY23 Amount Budgeted:	**$0**	**Form A1 - FY23 Projected clients Served:**	**0**
Form A1 - Amount budgeted in FY22 Area Plan	**$53,136**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**12**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$16,613**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**4**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider. *Describe how Family Peer Support Specialists will partner with other Department of Health & Human Services child serving agencies, including DCFS, DJJS, DSPD, and HFW.*

FCCBH partners with System of Care primarily to provide peer support services for youth and families in treatment. Outside of monthly RAC meeting participation, staff will refer individual clients and families to SOC if they fit the criteria. FCCBH also has SMR up and running and can refer clients and families to this program as well. However, SMR is not a peer based program.

FCCBH connects frequently with DCFS, DJJS, and DSPD to staff cases and to maintain a referral process.

SOC has peer support on staff that works with families in our area. FCCBH partners with SOC with any referrals for families that need that level of care. Families are being served in the area between SOC and SMR services.

Peer support employees with SOC (providers FCCBH contracts with) implement a support based program, aimed at improving mental health services by targeting families and caregivers of children and youth with serious emotional disturbance. This will be supported through the provision of technical assistance, training, peer support, modeling, mentoring and oversight. Peer support specialists will work to develop a strong mentoring component to strengthen family involvement and self-advocacy and assist in the wrap-around model of services.

All peer support specialists will be trained and certified as per DSAMH criteria with the capacity to deliver wraparound services with high fidelity to the model. Each of these trained individuals will be encouraged to share his or her experience, strength and hope in interactions with families. As a peer support specialist, each will lend his/her unique insight into mental illness and substance use disorders and share their understanding of what makes recovery possible.

FCCBH expects all contractors who provide this service will follow through with all guidelines set forth in the above paragraphs for what FCCBH expects of our peer support services. The great thing about working with SOC is that they are trained in the same programming as Family Resource Facilitators.

Describe how clients are identified for Family Peer Support Specialist services. How is the effectiveness of the services measured?

FCCBH makes referrals to SOC when appropriate. They are using their peer support specialist in the

same way FCCBH would use FRF peer support services. When FCCBH receives referrals from DJJS, DCFS, Court services FCCBH is referring them to SOC services in our ares.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served and number of services provided (15% or greater change).
See above
Describe any significant programmatic changes from the previous year.
None

19) Adult Consultation & Education Services *Pam Bennett*

Form A1 - FY23 Amount Budgeted:	**$26,171**	**Form A1 - FY23 Projected clients Served:**	
Form A1 - Amount budgeted in FY22 Area Plan	**$23,959**	**Form A1 - Projected Clients Served in FY22 Area Plan**	
Form A1 - Actual FY21 Expenditures Reported by Locals	**$1,999**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH will provide professional consultation and education services throughout the tri-county area. There will be training on various subjects pertinent to MH and SUD as well as clinical case consultation to our partner organizations and agencies.

FCCBH psychiatrists will provide consultation to primary somatic care physicians who are working with persons with mental illness in all three counties. Area primary care providers will be invited, at least annually, to "lunch and learn" conferences with FCCBH prescribers.

FCCBH will provide staff to train law enforcement and probation as part of the annual tri-county Crisis Intervention Team (CIT) Training. FCCBH staff will also provide clinical staff time to organize and schedule these week long training sessions.

On-call clinical consultation services will be provided in the emergency departments and intensive care units of Castleview Hospital in Price and Moab Regional Hospital regarding patient disposition and discharge planning.

Mental Health First Aid will be offered to local community groups by a FCCBH staff members certified in this curriculum. Efforts to train our tri-county community members in MHFA will be increased over the next year.

FCCBH staff will continue to participate and provide consultation in identifying a target population for the HOPE SQUAD Suicide Prevention Coalition. FCCBH prevention staff will assist in organizing trainings for the QPR Gatekeepers to fulfill their community training commitment for suicide prevention.

FCCBH was awarded a Suicide Prevention Grant through DSAMH ended October 1st, 2020. However, FCCBH will continue to actively work educating Carbon and Emery communities with suicide prevention and postvention efforts.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
No significant increase/decrease.
Describe any significant programmatic changes from the previous year.
None

20) Children/Youth Consultation & Education Services *Leah Colburn*

Form A1 - FY23 Amount Budgeted:	**$26,172**	**Form A1 - FY23 Projected clients Served:**	
Form A1 - Amount budgeted in FY22 Area Plan	**$23,959**	**Form A1 - Projected Clients Served in FY22 Area Plan**	
Form A1 - Actual FY21 Expenditures Reported by Locals	**$1,999**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH will provide child and family related professional consultation and education services throughout the tri-county area. FCCBH staff members will provide clinical case consultation with our partner organizations and agencies such as DCFS, DJJS, DSPD juvenile court and probation and schools.

FCCBH contracted psychiatrists will be available to provide consultation to primary somatic care physicians who are working with youth and children with mental illness in all three counties. FCCBH contracted psychiatrists will also provide consultation to "Early Intervention" clients and service providers in all three counties, in addition to FCCBH employed licensed mental health therapists.

In each county FCCBH staff members will participate in the System of Care program, as a team participant, as a treatment provider, and in making referrals. FCCBH is an active part of the Local Interagency Council in each county.

The FCCBH children's services staff will provide training to the School Districts in all three counties periodically on topics including prevention, early intervention, Mental Health First Aid, suicide prevention/intervention/postvention, and other requested topics. Frequent consultation is also provided to school personnel and school officials by way of the SBEI intervention.

On-call clinical consultation services will be provided to physicians in the emergency departments and intensive care units of Castleview Hospital in Price and Moab Regional Hospital regarding patient disposition and discharge planning.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
None
Describe any significant programmatic changes from the previous year.
None

21) **Services to Incarcerated Persons** *Pam Bennett*

Form A1 - FY23 Amount Budgeted:	**$23,975**	**Form A1 - FY23 Projected clients Served:**	**78**
Form A1 - Amount budgeted in FY22 Area Plan	**$23,975**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**78**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$25,194**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**63**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider, and how you will coordinate with the jail to ensure service delivery is adequate.

FCCBH clinical staff members will provide jail outreach, crisis intervention and clinical services for male and female adult inmates in all three counties. FCCBH clinical staff members will provide emergency substance use disorder and mental health evaluations for inmates in crisis, with a referral for medication management/consultation when appropriate. FCCBH psychiatrists will be available to the county jail physicians for consultation with more complex psychiatric medication issues. Co-occurring mental health/substance use disorder treatment groups will be held weekly in each county jail. Inmates will be linked to outpatient services upon release from jail.

FCCBH licensed mental health crisis workers will provide suicide evaluations and crisis screenings to youth in the local youth detention center.

FCCBH has also increased our coordination efforts with the courts and jails in all three counties, as a result of our strong JRI implementation efforts, to outreach individuals earlier and help them to access resources before leaving incarceration or compounding legal involvement once released. This has also included early intervention efforts with individuals encountering the Justice Court system in at least two counties. However, with JRI and JRC funding being cut, FCCBH was forced to discontinue some of these services in FY 20. Continued partnerships and ongoing discussions with stakeholders and partners working with the court compelled/JRI populations will be continued. FCCBH will continue to check in with the Jail and the Sheriff's office to make sure services are being provided when needed and as agreed to by FCCBH.

Describe how clients are identified for services while incarcerated. How is the effectiveness of the services measured?

Anyone can attend the weekly group in the jail for males and females. FCCBH will attend to any crisis situation the jail has or is dealing with. FCCBH asks clients to participate in taking the MHSIP and YSS surveys to gauge clients' perspectives on how well our programs and staff are serving client needs and

access to treatment.
Describe the process used to engage clients who are transitioning out of incarceration.
FCCBH has case managers and recovery support case managers who help those transitioning from jail back into the community. They are responsible to reach out to those FCCBH has seen in the jail and make sure they are getting the services they need to help them with the difficult transition they are making.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
No significant increase/decrease.
Describe any significant programmatic changes from the previous year.
None

22) Adult Outplacement *Pam Bennett*

Form A1 - FY23 Amount Budgeted:	**$37,602**	**Form A1 - FY23 Projected clients Served:**	**129**
Form A1 - Amount budgeted in FY22 Area Plan	**$34,422**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**129**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$15,105**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**129**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.
Outplacement interventions and services will be provided directly by FCCBH staff to SPMI clients to either divert hospitalization to decrease the chance of repeat hospitalizations, or to facilitate discharge from inpatient services. This includes interventions for clients who are currently placed at the Utah State Hospital. A portion of the outplacement services will be provided by contracted providers. Each clinic in the three county area will have an established and dedicated budget based upon community size and caseload, designated specifically for outplacement services. These services will cover a variety of creative interventions and may include almost anything to assist in stabilization and building recovery capital. FCCBH has staff assigned specifically to track clients being released from hospitals who require daily monitoring and limit setting. Additional interventions may include:arranging/contracting for placement in alternative environments/facilities to augment care requirements, temporary housing assistance during stabilization efforts following hospitalization,clinical treatments,travel arrangements,and other creative ideas to assist in stabilization. Inpatient

hospitalization can be very disruptive and difficult for clients and their families; case management, residential support and clinical team services are actively used for hospital diversion. All FCCBH clinical and residential staff members will be able to draw from this budget to support outplacement efforts. FCCBH plans to use a community wraparound team model in diverting hospitalizations, facilitating discharge, and managing crises.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
None
Describe any significant programmatic changes from the previous year.
None

23) Children/Youth Outplacement **Codie Thurgood**

Form A1 - FY23 Amount Budgeted:	**$0**	**Form A1 - FY23 Projected clients Served:**	
Form A1 - Amount budgeted in FY22 Area Plan	**$0**	**Form A1 - Projected Clients Served in FY22 Area Plan**	
Form A1 - Actual FY21 Expenditures Reported by Locals	**$0**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH plans to use a community wraparound team model in diverting hospitalizations, facilitating hospital discharge and managing crises. Therefore, all youth hospitalized will have an outplacement plan as part of a request for a hospital stay and a dedicated liaison to facilitate it. When available, the wraparound family team will be convened within the first week of a child or youth being hospitalized and teleconferencing technology will be used to coordinate family and hospital team meetings.

FCCBH has an experienced LMHT who will attend all coordination meetings at Utah State Hospital and another experienced staff person to attend Children's Coordinator's meetings. These individuals will learn creative methods to develop outplacement opportunities for early return to the community by our youth.

Outplacement services will cover a variety of creative interventions and may include visits to and from family members, food, clothing, clinical services, medications, dental or physical healthcare, and/or assistance in the home. Outplacement services may include arranging/paying for placement in alternative environments/facilities to augment care requirements, minor modifications to the family's residence, temporary housing assistance for the family while the youth is stabilized on medication, companion animals, travel arrangements, and other creative stabilizing interventions.

Describe any significant programmatic changes from the previous year.

None

24) Unfunded Adult Clients

Pam Bennett

Form A1 - FY23 Amount Budgeted:	**$75,964**	**Form A1 - FY23 Projected clients Served:**	**160**
Form A1 - Amount budgeted in FY22 Area Plan	**$88,330**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**178**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$20,422**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**140**

Describe the activities you propose to undertake and identify specific populations where services are and are not provided. For each service, identify whether you will provide services directly or through a contracted provider.

The expansion of Utah Medicaid in April 2019, in combination with the expansion of Targeted Adult Medicaid (TAM) eligibility has dramatically changed the trajectory for previously unfunded/unbenefitted clients. FCCBH continues to make robust efforts to help Medicaid eligibles gain expanded Medicaid benefits in our tri-county area.. For those who do not qualify for Medicaid expansion or other state funded programs such as TAM, FCCBH will continue to provide unfunded services directly with employed staff. The typical unfunded adult client who is not SMI and not meeting FCCBH high risk criteria will receive an assessment, at least three individual sessions and, when indicated, and/or time limited group therapy. When deemed appropriate by the multidisciplinary treatment team, uncomplicated medication management is referred to the local FQHC. When necessary, medication management will be provided by FCCBH until treatment is progressing and medications are stabilized.

Unfunded clients who are SPMI and at high risk of need for a more restrictive environment may receive a full FCCBH continuum of services if needed, including targeted case management, personal services, psycho-social rehabilitation, as well as medication management and psychotherapy. Every effort will be to serve as many clients as possible by helping these individuals become eligible for expanded Medicaid, preserving remaining funding for those that are not Medicaid eligible.

FCCBH will provide medically necessary services to uninsured /under-insured, and SMI population, who may not be at risk of hospitalization but need services to return to a baseline level of functioning. At the same time, FCCBH will continue to loosen the criteria for use of the unfunded pool of resources to insure that high risk consumers do not need a more restrictive level of care.

Describe agency efforts to help unfunded adults become funded and address barriers to maintaining funding coverage.

FCCBH continues to make robust efforts to help Medicaid eligibles gain expanded Medicaid benefits in our tri-county area. FCCBH has designated eligibility specialists in each county to assist clients with understanding eligibility for Medicaid plans and helping individuals to get enrolled. In addition, FCCBH staff have combed through caseloads of open clients who are currently categorized as unfunded or underfunded in order to reach out and to inquire about willingness to enroll in a Medicaid program. This is not currently tracked.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
No significant increase/decrease over FY23 budget.
Describe any significant programmatic changes from the previous year.
None

25) Unfunded Children/Youth Clients *Leah Colburn*

Form A1 - FY23 Amount Budgeted:	**$12,930**	**Form A1 - FY23 Projected clients Served:**	**13**
Form A1 - Amount budgeted in FY22 Area Plan	**$15,587**	**Form A1 - Projected Clients Served in FY22 Area Plan**	**24**
Form A1 - Actual FY21 Expenditures Reported by Locals	**$2,419**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**3**

Describe the activities you propose to undertake and identify specific populations where services are and are not provided. For each service, identify whether you will provide services directly or through a contracted provider.

Self-referred unfunded children and youth in need of services typically receive an assessment and up to three individual or family sessions. If the child or youth has a serious emotional disturbance or if acuity dictates, the full FCCBH continuum of services will be made available. The youth and/or family may be seen at school or home as well as in the clinical offices. When indicated, a referral to a time limited group therapy may be used. Family sessions will be used rather than individual sessions whenever possible. When necessary, medication management will be provided by an FCCBH prescriber at the FCCBH clinic. When clinically appropriate, a referral may be made to the local FQHC.

All children/youth entering services as unfunded will be screened and referred for application for entitlements (i.e. Medicaid). If the child/youth does meet the criteria for such entitlements, case management services may be provided to assist the client's family in applying for them.

Unfunded clients may be eligible to receive any part of the FCCBH continuum of services. Wraparound services, including linking to informal supports, may be included in the treatment plan of an unfunded family or youth.

Unfunded children/youth deemed eligible for mental health services may also be referred to FCCBH through the school system, and may be treated using Early Intervention funding.

Describe agency efforts to help unfunded youth and families become funded and address barriers to maintaining funding coverage.

FCCBH continues to make robust efforts to help Medicaid eligibles gain expanded Medicaid benefits in our tri-county area over the past year.FCCBH has designated eligibility specialists in each county to assist clients with understanding eligibility of medicaid plans and helping individuals to get enrolled.In addition, FCCBH staff has combed through caseloads of open clients who are currently indicated as unfunded or underfunded in order to reach out and inquire about willingness to enroll in a Medicaid

program. This is not currently being tracked.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
The noted decrease in unfunded reflects a decrease in unfunded dollars as well as an effort at FCCBH to help those eligible for Medicaid to apply.
Describe any significant programmatic changes from the previous year.
None

26) Other non-mandated Services

Form A1 - FY23 Amount Budgeted:		**Form A1 - FY23 Projected clients Served:**	
Form A1 - Amount budgeted in FY22 Area Plan		**Form A1 - Projected Clients Served in FY22 Area Plan**	
Form A1 - Actual FY21 Expenditures Reported by Locals	**$425,620**	**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	**?**

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH will provide integrated health care monitoring by use of an outreach LPN position. The assigned employee will have a caseload of consumers requiring medically necessary behavioral health services at FCCBH and somatic health services through a local primary care physician. FCCBH also provided availability to a contracted, primary health APRN who will be an active member of the treatment team staffing co-occurring clients (with an active ROI).The somatic care APRN will serve Carbon and Emery County residents and will allow for quality, accessible primary somatic care for FCCBH consumers. Individuals presenting with somatic complaints are screened and referred to mental health services on the same campus.

The expense of the time used by the LPN in the outreach described here is budgeted in the medication management and targeted case management sections of the budget proposal.
In FY19, FCCBH joined community medical partners to embark on a tri-county educational campaign to increase awareness and improve access to Naloxone with a focused attention on preventing overdose deaths. This effort was directed at educating professionals, primary care providers, pharmacists and families to expand access to naloxone (Narcan) and help prevent overdose deaths. Efforts around this will be continued in FY23.

In the past, FCCBH has used funding through Primary Care Grant efforts which has allowed for hundreds of no-cost MH and SUD assessments as well as general medical/dental care and services for those under 200% of the FPL. If accepted as a recipient of the grant, the increase will help remove funding barriers for individuals in need, and will be continued in FY23.If FCCBH is awarded this grant FCCBH is adding an extra effort to test clients for HIV and HEP C and provide referrals for those who test positive for treatment.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
No change from FY23 budget.
Describe any significant programmatic changes from the previous year.
None

27) First Episode Psychosis Services — *Jessica Makin*

Form A1 - FY23 Amount Budgeted:	**$0**	**Form A1 - FY23 Projected clients Served:**	
Form A1 - Amount budgeted in FY22 Area Plan	**$100,000**	**Form A1 - Projected Clients Served in FY22 Area Plan**	
Form A1 - Actual FY21 Expenditures Reported by Locals		**Form A1 - Actual FY21 Clients Serviced as Reported by Locals**	

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.
FCCBH plans to provide mental health assessment and treatment services, case management, peer support and medication management services which will be provided directly by Four Corners. FCCBH will continue to administer the SIPs to those FCCBH feel need that level of assessment. FCCBH will continue to treat first episode psychosis with those who are identified through the SIP's as first episode psychosis. Carbon, Grand, and Maob clinics will continue with this process.
Describe how clients are identified for FEP services. How is the effectiveness of the services measured?
N/A
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
N/A
Describe any significant programmatic changes from the previous year.
FCCBH decided to not take the FEP grant money due to the low demand of clients in our rural and frontier areas that fit criteria to be part of this program.

28) Client Employment — *Sharon Cook*

Increasing evidence exists to support the claim that competitive, integrated and meaningful employment is an essential part of the recovery process and is a key factor in supporting mental wellness.

In the following spaces, please describe your efforts to increase client employment in accordance with Employment First 62A-15-105.2

Competitive, integrated and meaningful employment in the community (including both adults and transition-aged youth).

FCCBH will provide a number of services, supports and interventions to assist the consumer to achieve personal life goals through employment.

Transportation will be provided to and from employment. Lunch is provided in the clubhouse for those coming from a job. "Job support" will be provided through the clubhouse work ordered day and can include helping a consumer learn skills for a "supported employment" or a "competitive employment" position.

Each clubhouse program will have a Career Development and Education (CDE) unit. The CDE unit will connect members with community referrals and relevant resources, and help members with educational goals such as getting a GED or going back to school, getting a driver's license, temporary employment placements, transitional, supported and independent employment, staying employed and training/coaching members to needed job skills. Through clubhouse services, the consumer gets a competitive edge in obtaining and keeping competitive employment in the community.

The referral process for employment services and how clients who are referred to receive employment services are identified.

Those who suffer from mental illness will be qualified for these services. FCCBH identifies individuals who are wanting to be involved in a supported employment program and identifies this on their treatment plans. Dual Diagnosis clients, Mental health clients, and SUD clients have access to case managers that can assist with getting a client employed in the community with helping with resume building and interview building skills.

Collaborative employment efforts involving other community partners.

TE or Transitional Employment opportunities will be developed through staff assignments in the work ordered clubhouse day. These opportunities will allow consumers to step into the world of work on a temporary supported basis so as to manage stress and personal expectations realistically.

Community partners will offer "Group TE" opportunities on a given day each week where clubhouse members can work a few or several hours to earn money and structure their day. An annual "Employer Dinner" will be held in the clubhouse each year to honor competitive, supported and temporary employers who have contributed to assisting clubhouse members' return to meaningful work. In addition, a networking dinner is held every other month to network with potential TE employers as well as other community partners who do not know a lot about Clubhouse services. The Clubhouse staff members will give presentations to community groups, such as the Rotary Club, to educate and promote employment opportunities for members. FCCBH programs will facilitate consumer attendance at the various classes offered by DWS to enhance employment skills.

Clubhouse maintains a close relationship with Voc Rehab so clients are able to attend school and get funds for creative needs to obtain employment such as dental care, car repair and clothing allowance. FCCBH also work with DWFS encouraging clients to attend employment preparation classes such as resume writing and interview skills.

Employment of people with lived experience as staff through the Local Authority or subcontractors.

FCCBH will make every effort to employ consumers when appropriate. In Carbon and Grand Counties, FCCBH will employ consumers who provide landscaping, snow removal and janitorial work for the administrative, clinical and housing facilities.

FCCBH recognizes that IPS Supported Employment is an evidence-based approach to supported employment for people who have a severe mental illness. IPS supports people in their efforts to achieve steady employment in mainstream competitive jobs, either part-time or full-time. FCCBH understand that IPS has been extensively researched and proven to be effective.

FCCBH acknowledges the effectiveness of the IPS model and continuously trains using elements of the model. FCCBH is to help our clients find and retain employment in our Clubhouses. FCCBH currently is striving to include some of the elements of the IPS model into our employment services including when possible: client choice, assistance with support, coaching, resume development, interview training, and on-the-job support. Our employment specialists are also trained to do job development where they build relationships with employers in businesses that have jobs which, whenever possible, are consistent with client preferences.

At present there are barriers to incorporating this model to fidelity within our center. As you know FCCBH is a rural/frontier behavioral health agency which works diligently to meet the needs of our clients and our communities. There is a rural reality where providing the continuum of care often requires our staff to take on multiple roles and wear many hats from clubhouse worker to case manager to hospital diversion caregiver, among others. Sometimes rural funding and staffing patterns allow us to only fulfill a portion of a program, but FCCBH certainly does the best FCCBH can with our limitations. Because of our rural setting, the extent of IPS staff training demands, lack of funding specific to provide this model locally, and lack of local employment opportunities, FCCBH is prohibited from carrying out the model to fidelity.

Evidence-Based Supported Employment.

FCCBH is affiliated with the Utah Clubhouse Network but neither clubhouses are currently ICCD certified. Where possible FCCBH works to maintain fidelity to the clubhouse model which emphasizes employment and meaningful work as a major vehicle of recovery from SPMI. Temporary and supported employment opportunities are offered through both the New Heights clubhouse in Price and Interact in Moab. FCCBH realizes that IPS Supported Employment is an evidence-based approach to supported employment for people who have a severe mental illness. IPS supports people in their efforts to achieve steady employment in mainstream competitive jobs, either part-time or full-time. FCCBH understands that IPS has been extensively researched and proven to be effective.

FCCBH recognizes the value of the IPS model and is interested in continued training in the elements of the model. FCCBH is committed to helping our clients find and retain employment in our clubhouses. FCCBH currently is striving to include some of the elements of the IPS model into our employment services including when possible; client choice, assistance with support, coaching, resume development, interview training, and on-the-job support. FCCBH employment specialists are also trained to do job development where they build relationships with employers in businesses that have jobs which, whenever possible, are consistent with client preferences.

At present there are barriers to incorporating this model to fidelity within our center. As you know FCCBH is a rural/frontier behavioral health agency which works diligently to meet the needs of our clients and our communities. There is a rural reality where providing the continuum of care often requires our staff to take on multiple roles and wear many hats from clubhouse worker to case manager

to hospital diversion caregiver- among a few. Sometimes rural funding and staffing patterns allow us to only fulfill a portion of a program, but FCCBH certainly does the best FCCBH can with our limitations. Because of our rural setting, the extent of IPS staff training demands, lack of funding specific to provide this model locally, and lack of local employment opportunities, we are prohibited from carrying out the model to fidelity.

29) Quality & Access Improvements

Identify process improvement activities:

Evidence Based Practices: In this section please describe the process you use to ensure fidelity to EBPs. Attach a list of EBPs in the attachment section.

Over the past several years, FCCBH has embraced the value of evidence-based treatment by enhancing oversight practices to ensure fidelity to the model.Thus far, internal monitoring systems are in place for many programs being offered including Moral Reconation Treatment (MRT), Motivational Interviewing (MI), Wrap-around services, Seeking Safety, EMDR, and a variety of others. A full list of active EBP is available upon request. FCCBH highly values the importance of keeping current with the most effective modalities of treatment, and thus spends a significant portion of our budget for ongoing training. FCCBH has limited the approval of clinician training to those programs which are evidence-based and for which FCCBH has the ability to monitor for quality oversight. In addition, FCCBH will maintain an additional supervisor role for Carbon County clinic (which serves the greatest number of clients and staff). This supervisor has several specific functions in which they oversee including the fidelity oversight piece to our programming, as well as providing trauma-informed supervision to employees that otherwise generally wouldn't have time to participate in this type of supervision due to the multiple other directives and business related items that need to be reviewed by their direct supervisor. In addition, FCCBH plans to review their current model for hiring and retaining employees long-term and implement new ideas for improving the selection process for new staff coming into the agency.

Outcome Based Practices: Identify the metrics used by your agency to evaluate client outcomes and quality of care.

FCCBH plans to use the resources available through the Credible EHR system. FCCBH will use the DSAMH outcome items as well as others that FCCBH will create to identify and train to best practices among staff. FCCBH will have an interface between Credible EHR and OQ Analyst so as to reduce barriers to the use of OQ by clinic LMHT in individual psychotherapy appointments.
In addition, FCCBH will increase its focus and initiatives around "Customer Service." Training targeted to this will be provided for all support staff in each of the clinics, for Program Directors and Supervisors, as well as for Administrative staff. Information will then be disseminated out to the remaining staff through team meetings and supervision. An executive walk through, focusing on customer service and quality of access to services will be conducted several times throughout the year. This will be continued in FY 23 even though it was removed as a mandate through the Division Directives.

Service Capacity: Systemic approaches to increase access in programs for clients, workforce recruitment and retention, Medicaid and Non-Medicaid funded individuals, client flow through programming

FCCBH offers the full spectrum of outpatient treatment for individuals suffering from mental illness and Substance use disorders. FCCBH has added several services and has increased contracted providers to accommodate growth and increased need. FCCBH does not have a waiting list and attempts to get individuals into services as soon as possible. FCCBH implemented many salary adjustments in FY22

and is currently undergoing an extensive salary survey that will result in a cost of living and several wage adjustments at the beginning of FY23. FCCBH has allowed directors to be flexible and creative with work schedules, especially around crisis services, to help reduce staff burn-out due to staff shortages and the additional workload. FCCBH partners with higher education to accommodate several internships in order to support and grow the internal and external workforce in the community.

Efforts to respond to community input/need. Describe your participation with key community partners (e.g.: Multi-Agency Coordinating Committees, Regional Advisory Councils, High Fidelity Wraparound teams, Local Interagency Councils, Local Recovery Community, Peer Advocacy Groups, County Attorney, Law Enforcement, Local Education Agencies, Courts, Regional Healthcare Coalitions, Local Homeless Councils, and other partnership groups relevant in individual communities).

FCCBH will maintain support of The HOPE Suicide Prevention Coalition in Carbon County, through continued membership. That coalition maintains oversight of training in the community as "QPR Gatekeepers' ' to assure that the training subsequent to the gatekeeper training is accomplished. FCCBH will disseminate the QPR process through the Gatekeeper network and SA prevention coalitions in the region's communities. FCCBH will continue to provide Mental Health First Aid training, for both adults and youth in all counties. A wide spectrum of community members have already been trained by FCCHB staff. FCCBH has a sustainable internal method for motivating and maintaining training of the Columbia-Suicide Severity Rating Scale (C-SSRS), enhancing consistency in the evaluation process across the three counties. In addition, the FCCBH internal suicide prevention committee continues to educate community medical partners on the importance of and effective use of the C-SSRS Screening version with clients seeking treatment for somatic complaints. FCCBH also plans to continue the tri-county educational campaign, initiated with local medical partners and law enforcement to increase awareness and improve access to Naloxone with a focused attention on preventing overdose deaths.

FCCBH has been providing services to children, youth, and families exclusively within a separate building. This will allow children and families a trauma-informed environment while sitting in the waiting room, without the presence of large adult groups congregating for their own treatment activities.

FCCBH is involved in RAC meetings with SOC, DCFS, DJJS, and all other entities that serve you, children, and families.

Tracy Meeks who is over the supported living in Price attends the homeless Coordination Meetings whenever they are held in Carbon County. This committee has not met as much due to COVID. FCCBH also works closely with the circles program in Carbon County which helps individuals with becoming employable and getting to a place where they can afford housing.

Describe how mental health needs for people in Nursing Facilities are being met in your area

For many years, FCCBH has provided clinical treatment services to individuals residing in the 4 local nursing facilities in the tri-county area, offering the full continuum of MH and SUD services. In addition to MH and SUD needs, FCCBH also provides support to the nursing facilities by providing crisis intervention, 24 hours a day, 7 days a week.

Telehealth: How do you measure the quality of services provided by telehealth? Describe what programming telehealth is used in.

FCCBH has been utilizing telehealth based services for many years as means of bringing top-quality psychiatrists to the area. Due to this experience, FCCBH has expanded telehealth services in a variety of other ways, including providing Designated Examiner (DE) assessments (with permission from

DSAMH) to areas without certified examiners, providing assessments (both initial and emergency) for clients in counties that may be underemployed, providing supervision to clinicians working towards licensure, participating in training, assisting with staff meetings, and for many other treatment and quality purposes. In FY 23 FCCBH will continue to provide all services over telehealth. FCCBH will ask clients to have a camera and microphone on and if they do not they will need to come in for services. FCCBH wants to make sure they are gaining from treatment as they should be. FCCBH asks clients to participate in the MHSIP and YSS surveys to gauge clients' perspectives on how well our programs and staff are serving client needs and access to treatment.

Describe how you are addressing maternal mental health in your community. Describe how you are addressing early childhood (0-5 years) mental health needs within your community. Describe how you are coordinating between maternal and early childhood mental health services. Technical assistance is available through Codie Thurgood: cthurgood@utah.gov

FCCBH has been training clinicians specializing in youth and family treatment in early childhood needs for many years. This includes attendance at all of the DSAMH-hosted training for early childhood development and treatment, as well as partnering with local head start programs.

In FY 22, FCCBH was given money from the OSUMH to train staff and clinicians in the community on diagnosing children ages 0-5 year old. FCCBH was awarded the money late in the fiscal year but has a training set for June 2022.

With regards to maternal mental health needs, FCCBH participated in the expansion of the SUPeRAD program, initiated by the University of Utah, to the eastern region. This program was designed to reach pregnant women who are struggling with Opioid Use Disorder (OUD) receive needed treatment while supporting a healthy pregnancy and birth. Four Corners continues to participate in SUPeRAD efforts through referral to Eastern Utah Women's Medical Clinic for pregnant women meeting criteria, as well as providing treatment services to those women at FCCBH clinic locations.

FCCBH has a designated mental health clinician to specialize in the area of maternal mental health. This clinician works closely with the Southeastern Utah Health Department in offering support, guidance, resources, referrals and anything else that might be helpful for pregnant and postpartum women struggling with OUD challenges.

In FY 22, FCCBH consolidated all medical services and services to children, youth and families in Carbon County into one location. Maternal mental health and early childhood mental health services are a focus within that location.

Other Quality and Access Improvement Projects (not included above)

30) Integrated Care *Pete Caldwell*

Describe your partnerships with local Health Departments, accountable care organizations (ACOs), federally qualified health centers (FQHCs) and other physical health providers.

In the coming fiscal year, FCCBH will continue to provide, through contract, a co-located LMHT to the Green River Medical Clinic (FQHC). Administration staff will continue to assess utilization and intensity of services being provided in the area, in order to plan for and accommodate ongoing needs.

FCCBH will continue to provide services to unfunded/underfunded clients through the State Primary Care Grant (if awarded in FY 23). These services will include access to substance use and mental

health treatment services, access to somatic care services, access to testing and treatment for HIV and HEP C, and access to dental care.

Describe your efforts to integrate care and ensure that children, youth and adults have both their physical and behavioral health needs met, including screening and treatment and recovery support. Identify what you see as the primary barriers to implementing integrated care at your agency and your efforts to overcome those barriers. Please also describe how you will provide education and referrals to individuals regarding physical health concerns (i.e., HIV, TB, Hep-C, Diabetes, Pregnancy).

FCCBH is developing a process for enhancing existing assessments to include more robust information around somatic health needs. FCCBH will provide training to LMHT's in recognizing physical health concerns and provide referrals to their primary care provider or linking them to a partnering health provider.

All LMHT's at FCCBH assess for mental health and substance use needs with every initial intake. Licensed SSW's will provide TBS and TCM services to both mental health and substance use disorder clients.

Recovery support services will be addressed and assessed during intake and indicated needs will be referred to the FCCBH recovery coach/case managers to deliver resources. Staff will use a Recovery Capital model when assessing clients, focusing on four main areas: social, physical, human, and cultural.

Describe your efforts to incorporate wellness and wellness education into treatment plans for children, youth and adults. Please consider social determinants of health in your response.

FCCBH will provide co-occurring services to individuals who are court-ordered to substance use disorder treatment, and others who have been identified in assessment to have a co-occurring mental health disorder. Using an LMHT to facilitate group therapy sessions devoted to mental health issues, such as depression and anxiety, FCCBH will enable an individualized *whole person* treatment process. A Level II Intensive Outpatient Program requiring 9 hours/week for adults and 6 hours/week for youth allows for the client to receive a variety of interventions from providers specializing in different areas. Some of these interventions may include wellness education. It may also include intensive case management services to assist in a variety of wellness areas, including assistance with gaining resources around health testing, treatment of diseases, harm reduction strategies, and other health related resources. These services are offered to adults, youth, children, and families. Youth in transition are a targeted population for providing resources around improving and maintaining good wellness.

Quality Improvement: What education does your staff receive regarding health and wellness for client care including children, youth and adults?

FCCBH works closely with the health department in providing training for HIV, TB, HEP C, and other physical ailments. The FCCBH intake inquires about each client having a current treating primary care physician and whether contact with that physician is consistent. If not, the client is encouraged by staff to reach out to their primary care provider for general prevention or other reported health concerns. If a client reports not having a primary care provider, FCCBH will help the client access that resource. Sometimes these clients will fit criteria for State Primary Care Grant services and will be referred to those partnering providers. Four Corners has case managers and peer support specialists that are comfortable working with youth in transition and will help them in accessing health and wellness services provided in the area. Consideration is made around whether the youth has insurance and/or the ability to pay for services. Unfunded/Underfunded youth will be referred to locations that provide a

sliding scale fee or a partnering grant provider.
Describe your plan to reduce tobacco and nicotine use in SFY 2023, and how you will maintain a *nicotine free environment* as a direct service or subcontracting agency. For ongoing engagement, it is recommended to use an evidence-based nicotine dependence tool such as the Fagerstrom scale. SUD Target= reduce tobacco and nicotine use by 4.8%.
FCCBH will offer discreet tobacco cessation classes in all of the clinics. Also, sections of TBS groups provided, as part of Level II Treatment, will contain information about quitting tobacco and the health benefits around doing so. Recovery-Plus is a celebration of recovery. It is a process that recognizes that each of us is in a state of continuous growth and development. A peer support specialist and peers who have quit tobacco will be facilitated in telling their story of recovery from addictive behaviors. When possible, peer support specialists will be trained to run smoking cessation classes.
Describe your efforts to provide mental health services for individuals with co-occurring mental health and autism and other intellectual/developmental disorders. Please identify an agency liaison for OSUMH to contact for IDD/MH program work.
FCCBH has always provided services to any individual needing mental health services. This includes individuals with co-occurring mental health and autism and other intellectual/developmental disorders. FCCBH has strong working relationships with organizations in each of the areas who serve individuals with intellectual/developmental challenges, such as Chrysalis, TKJ, RISE, NES and many others. FCCBH works with those agency staff members to facilitate assessments, appointments, crisis services and any other needs that may arise for a mental health intervention. Individuals who are needing assessment for autism may be provided a mental health assessment by an LMHT in any of the clinics. If the individual is diagnosed with autism and requires specialized treatment, a referral will be given for providers certified in providing autism specific treatment. Mental health needs with individuals and families may still be provided through FCCBH. The FCCBH agency contact addressing IDD/MH work is Kara Cunningham.

31) Children/Youth Mental Health Early Intervention *Leah Colburn/Tracy Johnson*

Describe the Family Peer Support activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider. <u>For those not using MHEI funding for this service, please indicate "N/A" in the box below.</u>
FCCBH partners with System of Care in the eastern region to provide high fidelity wraparound for clients indicating that level of service. Four Corners staff may also refer targeted children and families to the SMR program with the intention of enhancing early intervention needs and maintaining home placement of youth.
Include expected increases or decreases from the previous year and explain any variance over 15%.
See above
Describe any significant programmatic changes from the previous year.
None
Do you agree to abide by the Mental Health Early Intervention Family Peer Support Agreement? YES/NO

Yes

32) Children/Youth Mental Health Early Intervention *Leah Colburn/Nichole Cunha*

Describe the *Mobile Crisis Team* activities you propose to undertake and identify where services are provided. *Please note the hours of operation.* For each service, identify whether you will provide services directly or through a contracted provider. <u>For those not using MHEI funding for this service, please indicate "N/A" in the box below.</u>
For years, FCCBH has supported an organizational value of providing a mobile crisis response with a licensed MHT, 24/7, to any setting that FCCBH were dispatched to for the purpose of mental health evaluation. In FY 20, FCCBH joined the movement in supporting a state-wide crisis hotline, through the University of Utah Neuropsychiatric Institute. This partnership has been in place in the tri-county area since August 2019. In early 2020, FCCBH was offered funding through DSAMH to begin implementation of a formal Mobile Crisis Team. In FY 21 an MCOT team was implemented across the agency in all three counties. In FY 22, FCCBH began implementing SMR services in all three counties.
Include expected increases or decreases from the previous year and explain any variance over 15%.
None
Describe any significant programmatic changes from the previous year.
None
Describe outcomes that you will gather and report on. Include expected increases or decreases from the previous year and explain any variance over 15%.
None

33) Children/Youth Mental Health Early Intervention *Leah Colburn/Scott Eyre*

Describe the School-Based Behavioral Health activities you propose to undertake. Please describe how you intend to support family involvement in treatment. For each service, identify whether you will provide services directly or through a contracted provider. Please include: any partnerships related to <u>2019 HB373</u> funding and any telehealth related services provided in school settings. <u>For those not using MHEI funding for this service, please indicate "N/A" in the box below.</u>
FCCBH will offer School Based Mental Health Services in elementary schools, middle schools/junior high schools, high schools, and charter schools in all three counties. Over the past couple of years, however, some schools have chosen not to take part due to legislation that has allowed schools to hire internal behavioral health providers. Within the schools currently being served, the following services are being provided by a LMHT (and when appropriate a case manager): Diagnostic assessment, treatment planning, individual therapy, family therapy, group therapy, group skills development, case management, and other identified needs. The LMHT will also be available for consultation and care coordination with school personnel and parents. Referrals will be accepted for all children and youth endorsing mental health and substance use needs. Services will primarily be provided at the school,

but may take place at the clinics at a parent's request. Intake paperwork, including consent to treat and appropriate ROI, will be completed by the parent at the school. Referrals to SOC and SMR will be made where barriers may exist to parental involvement in the child's treatment. Each school has agreed to host wraparound family team meetings as appropriate to track the child's progress and identify further resources to support success. In these ways, FCCBH intends to support family involvement in treatment.

Up to this point, FCCBH has not utilized telehealth to meet the needs at the local schools. However, this will be considered in order to provide more services throughout the counties.

Also, for summer youth groups, FCCBH has partnered with staff at the local juvenile detention center to expand services throughout Carbon and Emery County. This partnership is planned to continue for FY 23 in Carbon County.

Outcome measures will evaluate changes in academic grade point averages, changes in absenteeism, DIBLES testing, and OQ scores. School behavioral records will be tracked by the school counselor. Youth Outcome Questionnaires (YOQ-30) will be administered to all parents/students at least monthly to obtain feedback on behavioral improvement.

Include expected increases or decreases from the previous year and explain any variance over 15%.

None

Describe any significant programmatic changes from the previous year and include a list of the schools where you plan to provide services for the upcoming school year. (Please email Leah Colburn lacolburn@utah.gov a list of your FY23 school locations.)

None

Please describe how you plan to collect data including MHEI required data points and YOQ outcomes in your school programs. Please identify who the MHEI Quarterly Reporting should be sent to, including their email.

1) Changes in academic grade point averages
2) DIBELS -The three DORF (Fluency, Accuracy, Retell) scores
3) Changes in absenteeism
4) Youth Outcome Questionnaires (YOQ-30PR)
The quarterly reporting should be sent to Kara Cunningham, Clinical Director-Kcunningham@fourcorners.ws

34) Suicide Prevention, Intervention & Postvention Carol Ruddell

Identify, define and describe all current strategies, programs and activities in place in suicide prevention, intervention and postvention. Strategies and programs should be evidence-based and alight with the Utah State Suicide Prevention Plan. For intervention/treatment, describe your policies and procedures for suicide screening, risk assessment, and safety planning as well as suicide specific treatment and follow up/care transition services. Describe how clients are identified for suicide specific services. How is the effectiveness of the services measured? Include the evaluation of the activities and their effectiveness on a program and community level. If available, please attach the localized agency suicide prevention plan or link to plan.

In FY 18, FCCBH applied for and received a suicide prevention grant through the DSAMH. This grant allowed us to hire a grant coordinator to provide outreach services, caring contacts, education to the community, collaboration with local businesses and many other functions that have likely decreased rates of completed suicide in Carbon and Emery Counties. In addition, this grant allowed for unfunded individuals struggling with depression and co-occurring suicidal challenges to be provided individual therapy and other necessary clinical services at no cost. This grant ended in September, 2020. However, FCCBH has remained committed to continuing many of the positive aspects the grant brought to the communities, such as low cost or no-cost services for unfunded clients, outreach efforts, and providing education to the community. Many efforts have been discussed and made so that these activities may be sustained and FCCBH keepsF prevention and postvention efforts going.

FCCBH continues to be a proactive member of the HOPE Suicide Prevention Coalition in Carbon County.FCCBH participates as members of these and other local coalitions and will participate in co-hosting suicide prevention programs, community education night, and/or providing Mental Health First Aid to anyone in need to training.

FCCBH has an established internal Zero Suicide inspired committee that has been identified as the Safe Squad. This committee consists of a chair and representatives from each clinic/team who currently meet periodically to oversee and make recommendations around prevention, Intervention, and postvention improvements. One of the well received efforts coming from the Safe Squad is the development of a 3x5 notecard format for safety plans that individuals in crisis can fill out with the crisis responder to keep with them for future reference. There is a system put into place in which everything the clients write on their 3x5 safety plan will be copied into their EHR. As well, more timely outreach efforts were put into place to ensure all crises responded to were contacted again between 1-5 days following the initial crisis.

FCCBH continues to provide effective evidenced-based practices for preventing suicide, such as motivational interviewing and CBT. FCCBH also maintains continuous training efforts around the administration of the Columbia-Suicide Severity Rating Scale (C-SSRS) for all staff.

FCCBH LMHTs will continue to be trained and monitored around the use of a "Crisis and Safety Plan" that is incorporated into the EMR, is printable, and includes the following elements:
1) Risk Concerns, 2) Safety Precautions, 3) Communication with Others, 4) Interventions, 5) Parent's and Family's Concurrence with and Involvement in the Decisions Made, and 6) Protective Factors.

A printable safety plan will be developed with the client presents and will include the following:
1. Warning Signs (what triggers distress), 2) Internal Coping (things I can do to feel better), 3) Social Contacts (list of people I can contact to distract me from distress), 4) Professional and Agency Contacts (list of professionals who can help), and 5) Reasons for Living.

Postvention: Follow-up with clients endorsing suicidality are expected to be done within 24-48 hours of the initial intervention. This may be done by any assigned FCCBH staff. In addition, clients seen in crisis are encouraged to follow up with an appointment at FCCBH the next day in order to continue assessing risk. FCCBH makes available open access services to family and friends of an individual who has completed suicide. FCCBH also makes available open access service to first responders who have been involved in a situation around someone who has completed suicide. FCCBH provides crisis stress debriefing intervention for first responders as such is requested by supervisors.

The FCCBH Mobile Crisis Outreach Team (MCOT) allows for both intervention and postvention efforts for individuals struggling with a mental health emergency.

Identify at least one staff member with suicide prevention responsibilities trained in the following OSUMH Suicide Prevention programs. If a staff member has not yet been identified, describe the plan to ensure a staff member is trained in the following:

1. **Suicide Prevention 101 Training**
2. **Safe & Effective Messaging for Suicide Pre;vention**
3. **Suicide Prevention Gatekeeper training, such as Question-Persuade-Refer (QPR), Mental Health First Aid (MHFA), Talk Saves Lives or Applied Suicide Intervention Skills Training (ASIST)**

FCCBH Directors in Emery County and Carbon County are trained in MHFA and one of FCCBH case managers at the Carbon clinic is trained in Suicide prevention 101 training, Safe and Effective Messaging for Suicide Prevention. FCCBH also has a therapist that is trained in MHFA. She works in the Emery County Office. FCCBH had more staff trained that have since left . FCCBH has identified two other people who will be trained in these modalities.

Describe all current strategies in place in suicide <u>postvention</u> including any grief supports. Describe your plan to coordinate with Local Health Departments and local school districts to develop a plan that identifes roles and responsibilities for a community postvention plan aligned with the Utah Suicide Coalition for Suicide Prevention Community Postvention Toolkit. Identify existing partners and intended partners for postvention planning. If available, please attach a localized suicide postvention plan for the agency and/or broader local community or link to plan.

FCCBH provides all MH crisis services for both local hospitals (which serve all three counties) in Carbon and Grand Counties. When patients are seen at the E.R and determined to be in a mental health crisis, 24 hour MCOT workers are contacted. A thorough evaluation is completed and then a plan is established. Patients may be moved into a higher level of care (i.e. inpatient hospitalization) or a plan for safety will be created, including follow-up services with both the patient and a family member/support person. Medical providers are included throughout the process. Four Corners monitors clients that are clinically determined to be "high risk" and will conduct additional assessments in their clinical charts to review whether additional or remedial intervention may be needed. In addition, the QAPI committee will continue with its goal to place a clinical notation in the electronic health record specifying that the case is "high risk" and provide enhanced monitoring and governance of these specific cases. Also efforts around improving outreach, following a crisis with indicated need, is made. Focusing on this effort more closely has proven beneficial for getting higher compliance around engaging individuals struggling with suicidal ideation into services.

When FCCBH is notified of a suicide death with a recent or active client in any of the three counties, the Office of Licensing is notified. A fatality review will be conducted through the internal QAPI committee. Education will be provided to clinicians involved in the case around findings, areas of praise, and well as areas of improvement. However, statistically individuals completing suicide generally (but not always) have not touched the behavioral health system prior to their death. In that case, attempts will be made to reach out to the family for support and other community partners for further work in identifying community members who are not connected to services.

In Carbon County one of the therapists runs a grief group for death by suicide and death by overdose. She has arranged for the U of U to come to Carbon County and train clinical staff in the Carbon County area on their grief program. This will take place on June 15, 2022.

For Local Authorities participating in the Garrett Lee Smith State Youth Suicide Prevention and

Early Intervention Grant Program summarize your implementation plans for implementing skill based programming, gatekeeper training, community or school based screening activities, and crisis follow up services after inpatient or emergency department visits. (note: this can be done in the box below, or by linking/attaching your most current report). **For those not participating in this grant program, please indicate "N/A" in the box below.**
N/A
For Local Authorities participating in the Comprehensive Suicide Prevention grants describe your implementation plans for primary prevention programs, suicide intervention supports including gatekeeper training, and community postvention planning. (note: this can be done in the box below, or by linking/attaching your most current report). **If any of the following project deliverables are currently available, please link them here or attach them to your submission.** 1. **By year 2, funding recipients shall submit a written comprehensive suicide prevention plan that is in alignment with the Utah Suicide Prevention State Plan and by year 2, funding recipients shall submit a written postvention response plan and communication protocol for their organization.** 2. **By year 3 funding recipients shall submit a written community postvention response plan.** **For those not participating in this project, please indicate, "N/A" below.**
N/A
For Local Authorities receiving mini grant funding for the Live On Utah statewide suicide prevention campaign, summarize your implementation and sustainability plans for the implementation of culturally appropriate suicide prevention messaging in your area. ***For those not participating in this project, please indicate, "N/A" below.***
N/A

35) Justice Treatment Services (Justice Involved) *Thom Dunford*

What is the continuum of services you offer for justice involving clients and how do you address reducing criminal risk factors?
FCCBH will comply with the standards that are outlined in the Utah State JRI rule, R523-4, regarding screening, assessment, prevention, treatment, and recovery support services. The focus of FCCBH services will be on effective screening, engagement and retention into evidence-based treatment services and supports. The screening and assessment process, including use of the LS-RNR and DUSI-R tools, allows for the distinction between high risk and low risk individuals, and a treatment service plan to eliminate mixing these populations will be established. For this population, the full continuum of FCCBH services and care may be utilized to stabilize and treat. Prevention Plan: FCCBH plans to use universal prevention programs to reduce widespread risk through community-wide targeting low risk as well as high risk groups. Treatment: FCCBH staff involved in the JRI effort will be trained and provide evidence-based treatment interventions including but not limited to Moral Reconation Therapy, Motivational Interviewing , REBT, and other curricula for decreasing criminal thinking. For persons with serious and persistent mental

illness, community stabilization may be provided to all clients in the tri-county area by way of transition beds located at the Friendship Center in Carbon County and at the Willows in Grand County. These units are utilized, when suitable, as an alternative to incarceration and/or inpatient psychiatric hospitalization. A Housing First model will be used. Clients supported by the JRI will be able to access resources including case management, residential treatment, MAT services, Naloxone kits and other services as clinically indicated.
Describe how clients are identified as justice involved clients
Any client referred by the court system would be included in the JRI population that FCCBH serves. All those clients will be administered either the DUSI or the LS/RNR.
How do you measure effectiveness and outcomes for justice involved clients?
Recovery Support: FCCBH will provide recovery support services to JRI individuals, specifically focusing on building 4 main areas of Recovery Capital: social, physical, human, and cultural. An assessment tool will be used to better identify areas of need and will be updated periodically to determine improvement. Engagement in treatment will be measured at discharge wherein clinicians will indicate the extent to which treatment goals were met or not met, or a summary indicating why the client dropped out of services. The SURE tool will also be used to provide data on outcomes.
Identify training and/or technical assistance needs.
More training and access to risk screening tools to separate risk levels. More training on EBP specific to justice-involved clients.
Identify a quality improvement goal to better serve justice-involved clients.
Continue to expand mental health court.
Identify the efforts that are being taken to work as a community stakeholder partner with local jails, AP&P offices, Justice Certified agencies, and others that were identified in your original implementation committee plan.
FCCBH provides a liaison in all three counties to meet with AP&P twice a month to staff client needs and what FCCBH can do as agencies to help this specific population be more successful. Seventh District Court has developed a once a month check in for this specific population to meet with the local judges. This was established back when FCCBH was holding JRI monthly meetings.
Identify efforts being taken to work as a community stakeholder for children and youth who are justice involved with local DCFS, DJJS, Juvenile Courts, and other agencies.
FCCBH takes part in the Table of Six meetings where all of these agencies get together and discuss ideas and ways to help this population.

36) Specialty Services *Pete Caldwell*

If you receive funding for a speciality service outlined in the Division Directives (Operation Rio Grande, SafetyNet, PATH, Behavioral Health Home, Autism Preschools), please list your approach to services, how individuals are identified for the services and how you will measure the effectiveness of the services. <u>If not applicable, enter NA.</u>
N/A

37) Required attachments

- Policies and procedures for peer support and family peer support, including peer support supervision, family peer support supervision, and involvement at the agency level.
- List of evidence-based practices provided to fidelity.
- Policies for improving cultural responsiveness across agency staff and in services.
- "Eliminating Health Disparity Strategic Plan" goals with progress.
- Disaster Preparedness and Recovery Plan to coordinate with state, regional, and local partners in Disaster Preparedness Planning and Supporting Disaster Behavioral Health Response.

FORM B - SUBSTANCE USE DISORDER TREATMENT BUDGET NARRATIVE

Local Authority: Four Corners/Carbon

we

Instructions:

In the cells below, please provide an answer/description for each question. **PLEASE CHANGE THE COLOR TO BLUE, OF SUBSTANTIVE NEW LANGUAGE INCLUDED IN YOUR PLAN THIS YEAR!**

1) **Early Intervention** *Program Manager* Holly Watson

Form B - FY23 Amount Budgeted:		**Form B - FY23 Projected clients Served:**	
Form B - Amount Budgeted in FY22 Area Plan		**Form B - Projected Clients Served in FY22 Area Plan**	
Form B - Actual FY21 Expenditures Reported by Locals		**Form B - Actual FY21 Clients Serviced as Reported by Locals**	

Describe local authority efforts to provide for individuals convicted of driving under the influence, a screening; an assessment; an educational series; and substance abuse treatment as required in Utah Code § 17-43-201(5)(m).

FCCBH provides DUI screening and substance use disorder assessments in all outpatient clinics. Based on the results of the screening assessment, it is determined whether the client will move forward with the DUI course or receive a more intensive assessment. The state mandated DUI course, Prime For Life, is offered by FCCBH throughout the year in all three counties. If further assessment is needed the client will be further assessed by a mental health clinician to determine what further course of treatment is needed. FCCBH also offers outpatient substance use disorder treatment and intensive outpatient treatment at all three main county clinics, if that is the level needed.

Identify evidenced-based strategies designed to intervene with youth and adults who are misusing alcohol and other drugs.

The Prime For Life course is available for both youth and adults. FCCBH will provide this course to youth who are determined to benefit from this level of education. FCCBH also provides other evidence-based programs, such as Matrix when level I, outpatient treatment is indicated. FCCBH also provides a full spectrum of treatment for youth including Intensive Outpatient treatment and contracted services for Inpatient treatment, if necessary.

Describe work with community partners to implement brief motivational interventions and/or supportive monitoring in healthcare, schools and other settings.

FCCBH works closely with JJS and Juvenile Probation attending monthly Probation/ Agency meetings and quarterly Table of Six meetings to staff cases and get new referrals for youth who are in need of treatment services. FCCBH goes into the schools, JJS, youth probation and does crisis services using brief motivational

interventions.
Describe any outreach and engagement efforts designed to reach individuals who are actively using alcohol and other drugs.
FCCBH has clinical staff and case managers who are required to outreach clients every 30 days when there has been no contact. FCCBH works closely with schools, JJS, and juvenile probation to make sure there are services available for any youth struggling with mental illness and/or substance use disorder issues.
Describe efforts to assist individuals with enrollment in public or private health insurance directly or through collaboration with community partners (healthcare navigators or the Department of Workforce Services) to increase the number of people who have public or private health insurance.
FCCBH has placed into each clinic a Medicaid Navigator who helps those who qualify to sign up for public insurance. FCCBH will refer youth who have private insurance to a provider covered on their insurance plan. If a youth with private insurance comes through on a crisis intervention, FCCBH will make sure the youth is stabilized and then refer them to a provider covered by their insurance. FCCBH works with DWS to make sure clients are getting their benefits on time and the correct insurance.
Describe activities to reduce overdose. **1. educate staff to identify overdose and to administer Naloxone;** **2. maintain Naloxone in facilities,** **3. Provide Naloxone kits, education and training about overdose risk factors to individuals with opioid use disorders and when possible to their families, friends, and significant others.**
FCCBH actively works with the health department and Utah Naloxone to assist with setting up training for staff and community members around identifying overdose and how to administer Naloxone in the event of an overdose emergency. FCCBH has also trained contracted medical providers who also are able to train staff members and clients on the use of Naloxone. FCCBH also uses funds to purchase many Naloxone kits every year and ensures through frequent contact with facility directors that they are supplied in each building and vehicle. In addition, FCCBH staff are asked to provide Naloxone kits with instructions to anyone coming into services via emergency, crisis, assessment, or other method who report Opioid use with themselves or a family member. Many kits are distributed during initial assessment of new clients or during crisis interventions.
Describe any significant programmatic changes from the previous year.
No significant programmatic changes.

2) Ambulatory Care and Withdrawal Management (Detox) ASAM IV-D, III.7-D, III.2-D, I-D or II-D)

Shanel Long

Form B - FY23 Amount Budgeted:		**Form B - FY23 Projected clients Served:**	

Form B - Amount Budgeted in FY22 Area Plan		**Form B - Projected Clients Served in FY22 Area Plan**	
Form B - Actual FY21 Expenditures Reported by Locals	**$300**	**Form B - Actual FY21 Clients Serviced as Reported by Locals**	**2**

Describe the activities you propose to assist individuals prevent/alleviate medical complications related to no longer using, or decreasing the use of, a substance. For each service, identify whether you will provide services directly or through a contracted provider. Please list all contracted providers.

FCCBH will not provide these services directly. FCCBH will work with clients and their families to find a placement that will work with their insurance provider, financial situation, etc. when this is clinically indicated. Prior to entering into short term treatment, FCCBH will provide clients with a full substance use disorder and mental health assessment, in accordance with the ASAM dimensions, including the MAST, SASSI or other instruments. Due to funding barriers, unfunded clients who may benefit from detoxification services will be linked up to their primary care provider and or the local FQHC for DETOX recommendations and treatment. FCCBH also works with the integrated medical clinic, Eastern Utah Women's Health to refer clients who may be eligible for outpatient detoxification protocols. If the client is at immediate health risk due to detoxification from a substance, they will be referred to the closest emergency department for evaluation. FCCBH has a close working relationship with the Castleview Hospital detox unit and Moab Regional Hospital to ensure detox protocol and help those clients coming out of Detox.

FCCBH will refer for social detox services when clinically appropriate and cover the cost of FCCBH Medicaid clients when provided by a contracted provider.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

None

Describe any significant programmatic changes from the previous year.

None

If this service is not provided by the Local Authority, where are individuals accessing this level of care when needed? Who in your community provides this service? How is the service paid for?

FCCBH does not provide this level of care at our facilities. Individuals seeking detoxification from substances are referred to hospitals as indicated by their insurance. Individuals utilizing detoxification services pay for that through private insurance benefits. Individuals on Medicaid may utilize this service through their primary healthcare Medicaid benefit. Due to funding barriers, unfunded clients who may benefit from detoxification services will be linked to their primary care provider and or the local FQHC for DETOX recommendations and treatment. If the client is at immediate health risk due to detoxification from a substance, they will be referred to the closest emergency department for evaluation. Castleview Hospital has recently opened up a Detox Unit. Moab Regional Hospital also works with clients in need of detox services..

3) **Residential Treatment Services: (ASAM III.7, III.5, III.3, III.1)** Shanel Long

Form B - FY23 Amount Budgeted:	**$136,495**	**Form B - FY23 Projected clients Served:**	**15**
Form B - Amount Budgeted in FY22 Area Plan	**$132,935**	**Form B - Projected Clients Served in FY22 Area Plan**	**17**
Form B - Actual FY21 Expenditures Reported by Locals	**$89,026**	**Form B - Actual FY21 Clients Serviced as Reported by Locals**	**22**

Describe the activities you propose and identify where services will be provided. Identify whether you will provide services directly or through a contracted provider. Please list all contracted providers and identify the population served (Men, Women, Youth).

FCCBH will not provide these services directly. FCCBH will contract with and refer adult clients to the following agencies for this service; House of Hope (Provo and SLC), Odyssey House, First Step House, and Weber Residential. Other residential facilities may be utilized with a single case agreement. Youth residential need is generally low and will be determined on a case by case basis. In addition, it will include communication from other community partners involved with the youth. If a youth is in need of that level of care, FCCBH will seek out a residential placement for the youth and work out a single case agreement to ensure the youth is receiving the appropriate level of care.

Prior to entering into residential treatment, FCCBH will provide clients with a full substance use disorder and mental health assessment, in accordance with the ASAM dimensions, including the SASSI or other instruments.
Residential treatment will include an array of services including: assessment; crisis intervention, recovery planning and reviewing, relapse prevention, individual, group and family therapy, mental health counseling, therapeutic behavioral services, psycho-education classes, personal skills development, social skills training, clothing assistance and transportation services, inclusion in community self-help (AA, 12 step) groups, supervised community time, and discharge planning. Treatment will be trauma-informed. Gender specific services will be offered, and services available to accommodate women with dependent children.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

No significant increase/decrease over FY22 budget.

Describe any significant programmatic changes from the previous year.

None

4) **Opioid Treatment Program (OTP-Methadone)** VaRonica Little

Form B - FY23 Amount Budgeted:	**$961,129**	**Form B - FY23 Projected clients Served:**	**150**
Form B - Amount Budgeted in FY22 Area Plan	**$926,000**	**Form B - Projected Clients Served in FY22 Area Plan**	**160**

Form B - Actual FY21 Expenditures Reported by Locals	$566,806	Form B - Actual FY21 Clients Serviced as Reported by Locals	99

Describe the activities you propose and identify where services will be provided. Identify whether you will provide services directly or through a contracted provider. Please list all contracted providers and summarize the services they will provide for the local authority.

FCCBH received SAMHSA and STR grant funding, and joined with the non-profit agency, Project Reality, to create an Opioid Treatment Program (OTP) to serve individuals in the tri-county area who are in need of general Methadone and MAT services. Operation Recovery is now completely under the FCCBH umbrella of services and is serving over 140 individuals at the Carbon County location. FCCBH expanded OTP office hours and transportation routes in April, 2021 and the number of individuals served has increased by 20 clients. A full spectrum of services are provided to individuals participating in MAT programming including medication management, peer support, case management, individual and group therapy, and much more. Individuals interested in receiving MAT services are never turned away due to lack of funding. FCCBH has a Medicaid eligibility specialist in-house that can assist clients with enrolling in Medicaid. Those that don't qualify will be supported with grant funding to ensure their ability to participate in the program. FCCBH no longer has the SAMHSA grant money. FCCBH is billing insurances to include Medicaid and Medicare and some private insurance. FCCBH has a sliding fee scale for those who do not have insurance. Once again FCCBH will never turn clients away. FCCBH will help those clients get signed up for insurance if possible.

In addition to formalized treatment, FCCBH provides education to clients and their families around Medication Assisted Treatment options. FCCBH also provides Naloxone education and training, as well as assistance in accessing the medication, to clients, families, friends, and significant others.

For the Grand County area, FCCBH has partnered with Moab Regional Hospital and their addiction specialist, Dr. Lauren Prest, to support individuals with SUD who would benefit from medication assisted treatment. Dr. Prest has been incredibly involved and supportive in the development of an enhanced MAT program for Grand County Residents. FCCBH hopes to find a way to bring mobile Methadone treatment in the future to the three counties for those individuals that would best benefit from that type of medication. In Grand County, MRH did receive some funding and will be providing a mobile methadone clinic.

FCCBH has offered to partner with local law enforcement and first responders in all three counties to distribute Naloxone kits to all law enforcement officers and first responders. This is an important effort in reducing overdose deaths, by providing kits to those first responders on the scene of an overdose.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

FCCBH expects a significant increase in funding due to an increase in requested services for this area. FCCBH expanded operating hours and transportation routes for OTP services in April, 2021 to allow for more individuals to receive this service.

Describe any significant programmatic changes from the previous year.

None

5) Office-based Opioid Treatment -(Vivitrol, Naltrexone, Buprenorphine) VaRonica Little

Form B - FY23 Amount Budgeted:	**$114,886**	**Form B - FY23 Projected clients Served:**	**50**
Form B - Amount Budgeted in FY22 Area Plan	**$111,890**	**Form B - Projected Clients Served in FY22 Area Plan**	**40**
Form B - Actual FY21 Expenditures Reported by Locals	**$70,606**	**Form B - Actual FY21 Clients Serviced as Reported by Locals**	**97**

Describe activities you propose to ensure access to Buprenorphine and Naltrexone (including vivitrol) and identify where services will be provided. For each service, identify whether you will provide services directly or through a contracted provider.

FCCBH currently has a number of in-house prescribers certified and licensed to prescribe office-based Opioid Treatment medications such as Vivitrol, Naltrexone, and Buprenorphine. When appropriate, these clients will be served in Emery, Grand, and Carbon Clinics. If the client has insurance that encourages a preferred provider other than FCCBH, a referral will be made. When clients' MAT needs are more complicated or Methadone specific, FCCBH may refer them to the OTP clinic for evaluation.

For the Grand County area, FCCBH has partnered with Moab Regional Hospital and their addiction specialist, Dr. Lauren Prest, to support individuals with SUD who would benefit from medication assisted treatment. Dr. Prest has been incredibly involved and supportive in the development of an enhanced MAT program for Grand County Residents. FCCBH hopes to find a way to bring mobile Methadone treatment in the future to the Grand County area, for those individuals that would best benefit from that type of medication. FCCBH will be contracting with Moab Regional's methadone clinic to provide MAT services for clients with medicaid. They have received funding through SAMHSA to set up their clinic and FCCBH will contract directly with them to provide Methadone dosing services to FCCBH clients and those who have Medicaid. FCCBH will continue to provide the SUD and Mental health treatment services for those clients receiving MAT through Moab Regional.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

No significant increase/decrease over FY22 budget.

Describe any significant programmatic changes from the previous year.

Increased providers available to provide this level of service.

6) **Outpatient (Non-methadone – ASAM I)** Shanel Long

Form B - FY23 Amount Budgeted:	**$871,024**	**Form B - FY23 Projected clients Served:**	**334**
Form B - Amount Budgeted in FY22 Area Plan	**$849,022**	**Form B - Projected Clients Served in FY22 Area Plan**	**345**
Form B - Actual FY21 Expenditures Reported by	**$1,030,833**	**Form B - Actual FY21 Clients Serviced as**	**359**

Locals		Reported by Locals	

Describe the activities you propose and identify where services will be provided. For each service, identify whether you will provide services directly or through a contracted provider. Please list all contracted providers.

SUD services will be offered to community members with admission priority given to: pregnant IV drug users; pregnant drug /alcohol users; IV drug users; others in need of SUD treatment. FCCBH will provide outpatient, non-residential services directly in FCCBH outpatient clinics. All individuals requesting services will be referred to the local health department to be screened for HIV-AIDS, Hep C, and TB. Prior to entering treatment, clients will receive a complete SUD and MH assessment..At the time of assessment, the client may be asked to complete one or more screening/assessment tools, including (but not limited to) the SASSI,DUSI-R, ACE,LS/RNR. Level of care (and progression of care) will be determined and provided in accordance with the ASAM placement criteria. All personal recovery plans will be developed according to collaborative person-centered planning, and will be reviewed and modified according to the individual level of care required. Recovery teams will regularly review client progress and status in treatment and jointly recommend the appropriate movement through the levels of care. The FCCBH adult substance use disorder services will use multifaceted level I and II programming approaches ranging from 0.5 hours to up to 9 hours per week. Treatment programs and recommendations are individualized for each client, accommodating specific recovery needs and medical necessity. Initial treatment recommendations are derived from the initial assessment, though treatment recommendations may be modified, adjusted, or added to at any point in the client's program to fit individual needs. Program options address (but are not limited to) individual therapy (addressing substance use and co-occurring mental health disorders, marriage/family therapy, parenting skills, codependency concerns, trauma-focused treatment, and other recommended psycho-educational courses. Case management and recovery coaching will be offered to assist clients with stabilization, accessing basic resources and with setting and maintaining future life goals.All programs include evidence-based models for treatment such as MI, MRT, Matrix and many others. Trauma-informed, gender-specific treatments are available to all clients and are incorporated in all Level I and Level II programming. All educational and program materials will be based upon evidence-based treatment programming. Interim services (limited treatment) will also be made available.Screening of physical healthcare needs will also be completed as part of the client assessment. Referrals for primary health care needs will either be referred out, provided by the in-house integrated health care provider, or the nearest FQHC. In addition, FCCBH will educate clients about Medication Assisted Treatment (MAT) options when clinically indicated and the client is amenable. When MAT is included as part of a recovery program, MAT will be indicated in the client treatment plan, whether the services are provided internally or referred to another appropriate facility/provider. FCCBH will be offering hybrid treatment options for groups and all other appointments. Clients will have the option to do treatment over telehealth or in person. Clients will be required to have a working camera and microphone for all Substance use groups and all individuals.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

None

Describe any significant programmatic changes from the previous year.

None

7) Intensive Outpatient (ASAM II.5 or II.1) Shanel Long

Form B - FY23 Amount	$389,837	Form B - FY23 Projected	191

Budgeted:		clients Served:	
Form B - Amount Budgeted in FY22 Area Plan	$379,675	Form B - Projected Clients Served in FY22 Area Plan	191
Form B - Actual FY21 Expenditures Reported by Locals	$357,358	Form B - Actual FY21 Clients Serviced as Reported by Locals	163

Describe the activities you propose and identify where services will be provided. For each service, identify whether you will provide services directly or through a contracted provider. Please list all contracted providers.

Priority for treatment will be in the following order: pregnant IV drug users; pregnant drug /alcohol users; IV drug users; others. FCCBH will provide these services directly. Upon entering treatment, FCCBH will provide clients with a full substance use disorder and mental health assessment. At the time of assessment, the client may be asked to complete one or more screening/assessment tools, including (but not limited to) the SASSI,DUSI-R, ACE,LS/RNR. Level of care (and progression of care) will be determined and provided in accordance with the ASAM placement criteria. All recovery plans will be developed according to collaborative Person-Centered Planning, and will be reviewed and modified according to the individual level of care requirement. Also,during the assessment, each client's readiness to engage in treatment is assessed and preliminary or interim services (i.e., limited treatment, with a heavy emphasis on case management and recovery coaching) is provided to those in that stage of recovery. Interim/limited treatment services will also be made available. FCCBH will provide the full continuum of individualized treatment with clients being placed in the appropriate level of care and adjusted to meet each individual's ongoing clinical need. Recovery teams will regularly review client progress and status in treatment, and jointly recommend the appropriate movement through the levels of care. Clients may be sorted upon the basis of risk and need, grouping with other clients with similar needs. A variety of evidence-based classes and therapeutic groups will be made available, based on the client's needs, deficits or level of motivation. These will include the Stages of Change group (based on the Motivational Interviewing Model) for the more resistant client and/or the Interim Group, to aid in increased cognitive functioning and basic life reconstruction. A Recovery Coach will aid clients in staying on course, meeting their basic needs and access to resources. All educational and program materials will be evidence/research based. The outpatient program will include a women-specific treatment component. FCCBH will provide transportation to services for pregnant women, or women with children, when needed. When medically necessary, clients will be referred to a psychiatrist for medication evaluation and management. Dual-diagnosis clients may be referred to a mental health therapist for more concentrated attention to a non-substance use disorder. Screening of physical healthcare needs will also be completed as part of the client assessment. Referral for primary health care needs will either be referred out, provided by the in-house integrated health care provider, or the nearest FQHC. In addition, FCCBH will educate clients about Medication Assisted Treatment (MAT) options when clinically indicated and the client is amenable. When MAT is included as part of a recovery program, MAT will be indicated in the client treatment plan, whether the services are provided internally or referred to another appropriate facility/provider. Also, Naloxone education and training will be provided to individuals, families and others who may benefit from receiving the medication. Assistance with obtaining the medication will also be provided. Program services will include: individual, couples, family and group therapy; individual and group therapeutic behavioral services; psycho-education classes; case management services as needed; and urinalysis. There is a strong family support component built into our programming, provided to the clients at a specific point in their treatment for maximum effectiveness. FCCBH will be offering hybrid treatment options for groups and all other appointments. Clients will have the option to do treatment over telehealth or in person. Clients will be required to have a working camera and microphone for all Substance use groups and all

individuals.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
None
Describe any significant programmatic changes from the previous year.
None

8) **Recovery Support Services** Thom Dunford

Form B - FY23 Amount Budgeted:	**$302,490**	**Form B - FY23 Projected clients Served:**	**155**
Form B - Amount Budgeted in FY22 Area Plan	**$293,897**	**Form B - Projected Clients Served in FY22 Area Plan**	**180**
Form B - Actual FY21 Expenditures Reported by Locals	**$46,882**	**Form B - Actual FY21 Clients Serviced as Reported by Locals**	**74**

Describe the activities you propose and identify where services will be provided. For each service, identify whether you will provide services directly or through a contracted provider. For a list of RSS services, please refer to the following link: https://dsamh.utah.gov/pdf/ATR/FY21 RSS Manual.pdf

Based upon individual need and choice, FCCBH Recovery Coaches will act as strengths-based advocates supporting any positive change, helping individuals to avoid relapse, build community support, or to assist with life goals not related to addiction, such as relationships, work, education, etc. Recovery coaches are available in each county. Recovery coaching is action oriented with an emphasis on improving present life situations and laying the groundwork for future goals. FCCBH Recovery Coaches will assist clients in accessing recovery supports. Recovery supports may include education, child care, vocational assistance, and other non-treatment services that foster health and resilience, increase permanent housing, employment, and education. Other necessary supports include securing public or private health insurance, and reducing barriers to social inclusion. FCCBH also will provide housing support (when funding is available) through deposits for housing and one-time rental payments to help clients obtain and/or keep housing, within appropriations. This is considered helping the individual build "Recovery Capital" during treatment. In addition, FCCBH will promote and support the informal network of recovery support in the tri-county area. Recovery support meetings will be led by peers and offered rent-free in a dedicated space at the FCCBH clinical offices in Grand and Carbon Counties. This will reduce a barrier to those wishing to participate in this recovery activity. Other opportunities to attend recovery support meetings within the community will be supported by FCCBH programming and staff, providing the support meeting follows an organized program (i.e., AA, NA, RR) or other approved recovery support activity as part of their personal recovery program. FCCBH will provide deposits for housing, one-time rental payments, dental, vision, and physical health payments, and other creative supports to reduce barriers to social inclusion

through the use of Drug Court Recovery Support funding. Recovery awareness month will be celebrated to promote recovery awareness in all three counties.
Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).
No significant increase/decrease over FY22 budget.
Describe any significant programmatic changes from the previous year.
None

9) Peer Support Services-Substance Use Disorder Thom Dunford

Form B - FY23 Amount Budgeted:		**Form B - FY23 Projected clients Served:**	
Form B - Amount Budgeted in FY22 Area Plan	$	**Form B - Projected Clients Served in FY22 Area Plan**	
Form B - Actual FY21 Expenditures Reported by Locals	$	**Form B - Actual FY21 Clients Serviced as Reported by Locals**	

Describe the activities you propose to undertake and identify where services are provided. For each service, identify whether you will provide services directly or through a contracted provider.
FCCBH, in partnership with USARA, supports two SUD peer support positions; one in Grand County and one for Carbon County. This has created an opportunity for the FCCBH region to have peer support positions dedicated to the local regions. These peer support employees work with non-client community members in recovery as well as active FCCBH clients. Services are provided to all individuals free of charge and financial assistance is provided in various areas of need such as housing, vehicle repair, access to education, medical needs, and other areas promoting the building of Recovery Capital.
Describe how clients are identified for Peer Support Specialist services. How is the effectiveness of the services measured?
FCCBH offers referrals to all clients for Peer Support Services through USARA. The only criteria FCCBH has is the person has to be someone who is currently struggling with or in the past has struggled with addiction. FCCBH has an active MOU with the local USARA branch in Carbon and Grand Counties.
Please attach policies and procedures for peer support including peer support supervision and involvement at the agency level.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served and number of services provided(15% or greater change).
Peer Support costs are included in recovery support services.
Describe any significant programmatic changes from the previous year.
None

10) Quality & Access Improvements Shanel Long

Describe how you will increase access to treatment services. Is there a waiting list for certain levels of care? What services are available to individuals who may be on a wait list?
Since implementing same-day/open access there has ***not*** been a wait list to receive any services at FCCBH. FCCBH does not currently have a wait list and the staff work diligently to make sure clients are served as needed. In FY 23, FCCBH will continue efforts around the following: 1.Open Access -- FCCBH has been offering same day/next day intake services, for all clients, through the open access system in each of the three clinics. 2.Reducing intake requirements: FCCBH continues to work at minimizing the amount of paperwork completed at intake and the duplication of information gathered. Intake packets will be accessible from home on the website so clients can complete required documentation prior to their first appointment. 3.FCCBH has plans to rebuild a new website in FY23 to ease user accessibility, increase access and links to resources and improve overall appearance. 4.FCCBH has a social media Facebook page, which is well managed by administrative staff, and provides additional information for clients related to mental health and substance use disorder. Positive messages, notifications about wellness events, and other wellness information pieces are updated frequently on this page. 5.FCCBH provides access to a MH and SUD therapist in the FQHC in Green River, Utah, which is one of the most underserved areas in the region. 6.The Interim Treatment and Recovery Coaching programs have been created to offer access to services to those individuals who would otherwise be denied admission to treatment (because of ASAM PC criterion showing pre-contemplative stage of change). This program allows the individual to access services intended to enhance their motivation for Level I or Level II programming. Also, limited treatment as a level of care has allowed clients to continue enrollment in low-level programming after they have finished a more intensive level of care. This allows clients to "step-down" from treatment, by providing them much needed ongoing support into their long-term recovery program. 7.FCCBH has implemented a more efficient, text-based reminder system for all appointments. This has aided in decreasing no-shows and allows a conversation to develop prior to the appointment time if the client needs to cancel or reschedule. **Quality Improvements** 1.FCCBH has expanded the integrated care facility to allow room for more treating primary care medical providers. 2. Currently able to provide Office-based Opioid treatment within each of the clinics, through enhanced MAT training for all FCCBH prescribers. 3.Continued enhancement of ongoing trauma-informed approach to staff supervision, clinical programming, facility management and client care. FCCBH has developed a Trauma-Informed Care policy and continues the process of developing the specific procedures related to trauma screening,

assessment and service planning.
4.Continued improvements in technology-based supervision, thereby increasing oversight around use of EBT and the ability to provide specialized clinical supervision to staff throughout the agency.
5.New building in Carbon County designated specifically for Children, Youth, Families and Medical Providers.
6. Training and implementation of Neurofeedback treatment in all three counties.

Describe efforts to respond to community feedback or needs. Describe your participation with key community partners (e.g.: Multi-Agency Coordinating Committees, Regional Advisory Councils, High Fidelity Wraparound teams, Local Interagency Councils, Local Recovery Community, Local Homeless Coordinating Committees, Peer Advocacy Groups, County Attorney, Law Enforcement, Local Education Agencies, Courts, Regional Healthcare Coalitions, and other partnership groups relevant in individual communities) shall occur consistently.

FCCBH will continue to do twice annual, random Executive Walkthroughs to evaluate customer service within the agency. As well, **FCCBH** will have a portion of every monthly Program Directors Meeting where FCCBH will talk about facility issues, client concerns, and other such matters. The FCCBH executive team is very involved in agency happenings.
In addition, FCCBH has made improvements to the agency website and has developed a Facebook page. Also, FCCBH works actively to educate and inform the community about mental health and substance use disorder issues and treatment through the local newspaper, social media and billboards.
FCCBH has opened up the Community Clinic in a second Carbon County building, designed to specifically treat children, youth and families.
FCCBH prevention services are present at many local parades, county fairs, and other public events sharing information about substance use and suicide prevention.
Also, FCCBH actively participates in Mental Health Awareness Month in May and National Recovery Month in September by hosting activities and education opportunities in each of the three communities.
FCCBH has been training all of the community partners on crisis and what the LMHAs are required to do and what that looks like for the different agencies. FCCBH has developed relationships with all community partners in the three counties in order to have an open discussion with them about their concerns with FCCBH.
FCCBH has taken a very active part in CIT UT to train officers in Grand, Carbon, and Emery counties. FCCBH CIT representative and PCPD representative hold training once a year and FCCBH send staff to the training once a year.
FCCBH takes a very active part in the specialty courts in the three counties. FCCBH do the majority of the treatment for those who are involved in the drug courts. In this process FCCBH have worked very closely with all of the judges in the three counties and have developed close working relationships with all of them. Each county is holding Drug court steering committee meetings quarterly. FCCBH is making sure that each team member is trained for the required 8 hours annually. If the state is not putting on the training then FCCBH provides training within the counties and with the drug court team members.
In FY23 FCCBH will be involved in a Community Engagement Multidisciplinary Team. This will better coordinate services with FCCBH and UHP.
FCCBH actively leads and participates in the Utah Rural Opioid Healthcare Consortium (UROHC). This coalition brings together leaders from two local FQHCs, the hospital, the health department, community behavioral health and independent medication assisted treatment providers to perform needs assessments, promote training related to MAT, and to work on areas related to the opioid epidemic.
FCCBH also attends the Carbon and Emery Opioid and Substance Use Coalition.

What evidence-based practices do you provide? Describe the process you use to ensure fidelity?

FCCBH is committed to consistently improving treatment outcomes through the use of evidence-based practice (EBP). This is evidenced through completed implementation of Motivational Interviewing

throughout the agency to full fidelity within a clinical setting. All FCCBH staff were trained in this model, including support staff and administrative staff. Each quarter, trained clinical staff are required to submit one taped intervention with a client for coding by the FCCBH internal MI Coding team. Feedback from that coding is then provided to the staff member by the coder to help improve the use of MI skills while meeting with clients.
The implementation of MRT monitoring to fidelity has also been implemented, as all relevant staff have been formally trained and ongoing monitoring is being accomplished through the established polycom system in each of the clinics. FCCBH is highly motivated to continue bringing new EBP into each of the treatment programs and is dedicated to the continued education of staff in these practices. FCCBH has many clinicians that have been formally certified in EMDR and receive ongoing supervision on that specific practice. Also, each of the directors have a requirement of randomly selecting at least 3 groups to observe via polycom and provide feedback to the facilitating clinician. The completion of these observations is monitored monthly during the Program Directors Meeting.

Describe your plan and priorities to improve the quality of care.

Continuous quality improvement is one of the top goals of the FCCBH staff and management team. FCCBH has been actively involved in the Trauma Informed Supervision training provided by DSAMH for the past couple of years. FCCBH has implemented the strategies gained from these training sessions into each clinic and completes a monthly review of the concepts in each of the Program Directors meetings. In the largest clinic, FCCBH has added a Clinical Supervisor who is working individually with clinicians on different aspects of their clinical work, in addition to the supervision they receive from their Program Director weekly. The Clinical Supervisor also has the capacity to provide individual training to staff in Grand and Emery clinics. In Grand and Emery Counties, it is the expectation of the administration that the program directors in those clinics meet with all clinical staff weekly for supervision and all support staff twice monthly. Each program, including residential programs and clubhouses, is expected to have a weekly staff meeting for all staff to attend where they can also review any concerns or questions within the facility. In addition to all of the other training required of staff at FCCBH annually, Case Managers, Supervisors, and Nurses within the agency are also required to attend a "Summit" where they receive continued education around their specific job duties. These are full-day trainings that are considered mandatory for all appropriate staff. The topics of these training include everything from ethics to documentation standards. All staff attending these trainings report them as very helpful to improving the quality of the services they are providing daily.
FCCBH has developed a library of live recorded training for staff on topics that are required annually or every six months. This is a more efficient way for the staff to get the necessary training they are required to have.
FCCBH continues to provide training opportunities for staff.
FCCBH supervisors will continue to monitor groups (2-3 monthly) and give feedback to their staff in regards to following the programs to fidelity.

Identify the metrics used by your agency to evaluate substance use disorder client outcomes and quality.

FCCBH uses the same outcome measures that are published on the SAMHIS scorecard in order to evaluate client outcomes regarding employment, living situation, criminal involvement, increases in substance abstinence, and successful completion of the program. FCCBH also utilizes the yearly MHSIP and YSS surveys to gauge clients' perspectives on how well programs and staff are serving client needs and access to treatment.
FCCBH will be implementing the SURE questionnaire for the SUD population in FY 23. This will be implemented as soon as it is released from DSAMH to use with clients.

Describe your agency plan in utilizing telehealth services. How will you measure the quality of services provided by telehealth?

FCCBH is running a hybrid plan in all three counties, Carbon, Emery, and Grand. FCCBH will offer all services over telehealth and in person. Those services will be individual counseling sessions, group therapy, medication management services, case management, and peer support services. FCCBH will also offer mental health and substance use disorder assessments and psychiatric evaluation over telehealth and in person. FCCBH will continue offering the OQ to those doing services over telehealth to measure the quality of the services. FCCBH also utilizes the yearly MHSIP and YSS surveys to gauge clients' perspectives on how well programs and staff are serving client needs and access to treatment. It will be required for a person to have access to a camera and microphone to participate in telehealth services.
FCCBH will be implementing the SURE questionnaire for the SUD population in FY 23. This will be implemented as soon as it is released from DSAMH to use with clients.

11) Services to Persons Incarcerated in a County Jail or Correctional Facility Thomas Dunford

Describe the activities you propose and identify where services will be provided. For each service, identify whether you will provide services directly or through a contracted provider, and how you will coordinate with the jail to ensure service delivery is adequate.

FCCBH clinical staff members will provide jail outreach, crisis intervention and clinical services for male and female inmates in all three counties. Mental health/substance use disorder treatment groups will be held weekly in each county jails for the male and female inmates. FCCBH clinical staff members will provide emergency substance use disorder and mental health evaluations for inmates in crisis, with a referral for medication management/consultation when appropriate. FCCBH psychiatrists will be available to the county jail physicians for consultation with more complex psychiatric medication issues. FCCBH will continue with coordination efforts with the local courts and jails in all three counties. As a result of strong JRI implementation efforts, FCCBH has been able to outreach individuals earlier and help them to access resources before leaving incarceration or compounding legal involvement once released. FCCBH will continue coordination with community partners, courts, jail staff and other communications that were improved as a result of this program.

FCCBH will continue providing services in each of the county jails over the coming year. Some improvements may include tools to help with increasing communication between jail staff and FCCBH, as well as assisting with MAT efforts in the local jail. FCCBH will continue to increase coordination efforts with Adult Probation and Parole, the local detention center, and Juvenile Probation over the next year, in an effort to increase services to probation clients who need a higher level of treatment than just outpatient therapy . FCCBH will continue to go into the jails and provide crisis service training to all of the officers when needed.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

None

Describe any significant programmatic changes from the previous year.

A significant change was furthering the coordination efforts using case management to aid community members and clients in linking to resources quicker and more efficiently through the jail and court systems.

Describe current and planned activities to assist individuals who may be experiencing withdrawal (including distribution of Naloxone) while incarcerated or any efforts to use Medication-assisted treatment within a county jail or Prison. Identify all FDA approved

medications currently provided within the jail(s).

FCCBH has been working with local jails in all three counties to assist in the effort of providing MAT to those withdrawing while incarcerated. JRI funds help pay for detox protocols and MAT while in jail, however these funds have been cut. In Carbon County and Emery County the local jails have agreed to allow providers from Operation Recovery to continue administering daily dosing to individuals that have previously been part of the OR program and have returned to incarceration for a period of time. This is a huge breakthrough protecting the medically assisted recovery program for incarcerated individuals. FCCBH is extremely grateful to the leadership of the jail commanders, medical teams and Carbon County and Emery Sheriff for making this happen.

The SAPT block grant regulations limit SAPT expenditures for the purpose of providing treatment services in penal or correctional institutions of the State. Please identify whether your County plans to expand SAPT block grant dollars in penal or correctional institutions of the State.

No

12) Integrated Care Shanel Long

Describe your partnerships with local Health Departments, accountable care organizations (ACOs), federally qualified health centers (FQHCs) and other physical health providers. Please include a list of community agencies you partner with to provide integrated services.

In the coming fiscal year FCCBH will continue to provide a co-located LMHT to the Green River Medical Center (an FQHC). FCCBH works closely with an APRN in the Price community (Danielle Pendergrass). This PCP will attend Price Clinic staff meetings to share and receive information on shared consumers when there is an appropriate ROI. This location was expanded significantly last year, so as to allow for a greater number of medical providers to practice, thereby improving accessibility to this resource by FCCBH clients. FCCBH is also working with a dentist with the Primary Care Grant to help clients with any oral health issues they may have. FCCBH also refers a lot of people to Carbon Medical Services for the Medical aspects of their recovery. FCCBH makes sure that releases are signed for every client's PCP so FCCBH can closely follow up on any medical concerns the clients may have.

FCCBH has reapplied for the DOH Primary Care Grant, and if awarded will be able to provide access to many primary physical healthcare needs for those under 200% of the FPL, for low or no cost. This will increase access and remove funding barriers for individuals in need. Within the Primary Care Grant for FY 23 FCCBH has written in the grant that FCCBH will provide funding for everyone unfunded to receive HIV and HEP C testing. FCCBH is working very closely with Danielle Pendergrass who will also be partnering with us to provide medication evaluations for preventive care medication for those who are at risk of contracting HIV. FCCBH will provide case management services to get all clients on medicaid that qualify to help those who are positive receive treatment for HIV and HEP C. Those who do not qualify FCCBH will assist in trying to find programs they can get on to possibly receive the treatment for free.

Describe your efforts to integrate care and ensure that children, youth and adults have both their physical and behavioral health needs met, including screening and treatment and recovery support. Identify what you see are the primary barriers to implementing integrated care at your agency and your efforts to overcome those barriers. Please also describe how you will provide education and referrals to individuals regarding physical health concerns (i.e., HIV, TB, Hep-C,

Diabetes, Pregnancy).

Integrated mental health and substance use disorder treatment services are provided in all three counties. It is recognized that integrated treatment produces better outcomes for individuals with co-occurring mental and substance use disorders. Integrated treatment occurs at the individual-practitioner level and includes all services and activities. The service integration FCCBH provides includes: integrated screening for mental and substance use disorders, integrated assessment, integrated treatment planning, integrated or coordinated treatment, and crossover between SUD and MH groups and services. Most clinicians serve both SUD and MH populations in all of the clinics. Dually diagnosed clients can enjoy seamless services regardless of principal need or where they enter services. Treatment modules have been developed based on co-occurring conditions rather than just SUD issues, which has led to a better overall integrated care. Recovery Coaches work to help clients access needed community resources including physical and behavioral health needs. There are three Federally Qualified Health Centers (FQHC) in the FCCBH region of which FCCBH enjoys close collaboration and mutual referrals. FCCBH has a FCCBH Licensed Mental Health therapist co-located in one of the FQHC sites serving low income and unfunded populations. Clinical Services provided include mental health and substance use disorder screenings, assessments, and individual and family therapy.

FCCBH works with Primary Care providers on a regular basis to coordinate care.
In May of 2013 FCCBH began an integrated model of care combining behavioral health care and physical health primary care. FCCBH is contracted with an APRN to provide medical services to the Carbon and Emery County clients and allow for quality, accessible primary care for FCCBH clients.. The APRN takes referrals regardless of ability to pay. FCCBH provides truly integrated care by making the APRN a part of the clinic team. The APRN attends weekly combined case staffing, and shares crisis and outreach resources.

Also, in May 2013, FCCBH replaced a vacated case manager position with a new position titled "Nurse/Outreach Specialist." This position is an LPN level staff member who provides outreach to high risk clients who have difficulty following through or maintaining scheduled appointments. Medical observation and support as well as medication management is now provided out in the field, in the home and in the community. In March of 2022 FCCBH hired an LPN in Emery County under the Nurse/outreach Specialist. FCCBH has a lead RN nurse in Carbon County that supervises both of the LPN's in this position.

Describe your efforts to incorporate wellness and wellness education into treatment plans for children, youth and adults. Please consider social determinants of health in your response.

In every SUD and MH assessment that FCCBH administers FCCBH assess the client PC needs and what their goals are for wellness. FCCBH will continue to implement wellness and wellness education into the TX plans. FCCBH will continue to teach once a month on wellness education to the client's who are in groups. If clients are not in groups the client will meet with a therapist or a case manager to discuss wellness and wellness education. A lot of the clients are of lower socioeconomic status making it hard for them to afford healthy foods and gym passes. FCCBH does have some recovery support money that can assist with minimum gym passes. Some FCCBH clients have a hard time maintaining a clean home environment because they have never been taught how to do this. This education will be done in individual sessions and group sessions.

Describe your plan to reduce tobacco and nicotine use in SFY 2023, and how you will maintain a *nicotine free environment* at direct service agencies and subcontracting agencies. For ongoing engagement, it is recommended to use an evidence-based nicotine dependence tool such as the Fagerstrom scale. SUD Target= reduce nicotine use to 4.8 in 2021 in TEDs.

FCCBH will provide funding for a specific staff member who has been designated as a tobacco cessation specialist. The last one FCCBH trained has since quit. The new staff member will be presenting ongoing tobacco cessation training to other staff within the agency and will act as a specialist for those working with clients who wish to discontinue tobacco use.

FCCBH has posted Recovery Plus signage inside and outside of all of the facilities and FCCBH enjoys tobacco free campuses.

Key staff members (including peer support employees) in each county are trained in evidence-based tobacco cessation curriculum and classes will be *offered* to all clients in an effort to encourage a smoke free life. FCCBH will continue to train new staff members to provide tobacco cessation classes or individual sessions to the clients. Groups run on a 12 week rotation. Every 24 weeks FCCBH offers consumers the chance to participate in a smoking cessation class. In addition, FCCBH incorporated lessons and discussion into Level I and Level II SUD treatment services, on an on-going basis, to address the benefits of quitting tobacco and nicotine use. FCCBH also refer to the quitlines, and provide case management services for those who desire to quit smoking. For participants that come in and out of jail, when they exit jail FCCBH always try to encourage them to stay tobacco free, and provide support to them to continue that abstinence. FCCBH plans to continue and improve education regarding smoking cessation and the role this plays in addiction, relapse and recovery.

FCCBH has a section in the outpatient treatment program that focuses on wellness. FCCBH has family nights where FCCBH focuses on abstinence based fun and FCCBH has a session where FCCBH focuses on the health and wellness of families. In the supported living facilities, FCCBH has nicotine replacement supplements and tools available to those wishing to stop smoking, while they are waiting to receive on-going support/supplements through resources like the Quitline in the mail.

Quality Improvement: What education does your staff receive regarding health and wellness for client care including children, youth and adults?

At this time staff are not specifically trained in health and wellness for client care. FCCBH is more than willing to send staff to any training that is offered in this realm. FCCBH has yet to find any training that would support this. FCCBH staff are currently using their own knowledge in regards to healthy eating and exercise to support clients in this level of care.

13) Women's Treatment Services Rebecca King

Form B - FY23 Amount Budgeted:		**Form B - FY23 Projected clients Served:**	
Form B - Amount Budgeted in FY22 Area Plan	**$1,294,621**	**Form B - Projected Clients Served in FY22 Area Plan**	
Form B - Actual FY21 Expenditures Reported by Locals	**$1,065,015**	**Form B - Actual FY21 Clients Serviced as Reported by Locals**	

Describe the evidence-based services provided for women including gender-specific substance use disorder treatment and other therapeutic interventions that address issues of trauma, relationships, sexual and physical abuse, vocational skills, networking, and parenting.

Women's specific treatment services are provided by FCCBH in each of our clinics. If female clients are recommended into a higher level of care through the ASAM, they would be referred into a program that best fit their specific needs. Some of those programs are all gender specific, such as House of Hope. FCCBH has contracts with a variety of residential programs. The Odyssey House also has a separate women's program, but clients are not allowed to bring children. Thus, women with children would most likely be referred into the House of Hope programs. All SUD treatment programs include group services specifically for women, using the Seeking Safety curriculum and/or Helping Women Recover. FCCBH has also had gender specific treatment for adolescent girls and youth in each clinic. When clinically indicated, clinics are able to provide a DBT group for adolescent girls. FCCBH currently has several therapists that have completed the DBT training through Behavioral Tech. FCCBH has three more people who will be fully trained by the end of May in DBT.

Continued training opportunities for new staff with these programs have been provided by the Division of Substance Abuse and Mental Health over the past several years. If these training opportunities by DSAMH were to be discontinued in the future, FCCBH would seek out other training opportunities in order to continue these programs in each clinic. Fidelity oversight of these programs in each of the clinics will be done through a polycom-based supervision monitoring system. This system is currently in place.

Priority for treatment is given to pregnant women and women who have been using substances intravenously , according to the priority population criteria. Women are encouraged to express voice and choice with many aspects of their treatment, such as gender of primary therapist, in order to provide them with trauma-informed treatment options. FCCBH has incorporated the ACE score as a standard assessment tool to better identify and serve those with past or current trauma. FCCBH has also increased services around identifying and building parenting tools and skills over the past year in all three counties, as this has been identified as a potential stressor to many women with children as they enter recovery. FCCBH has focused on improving other areas of women's treatment such as incorporating more art in each clinic portraying women-empowering images and enhancing internal training around treatment considerations for this special population at New Employee Orientation. FCCBH will provide transportation and provide resources and access to benefits and daycare services for pregnant women, or women with children, when needed.

Describe the therapeutic interventions for children of clients in treatment that addresses their developmental needs, their potential for substance use disorders, and their issues of sexual and physical abuse and neglect. Describe collaborative efforts with DCFS for women with children at risk of, or in state custody.

FCCBH will provide transportation to services for pregnant women, or women with children, when needed. FCCBH staff will assist women facing barriers with stable child care in accessing and linking them to resources. Recovery coaches are used within the SUD program to assess needs and/or barriers women may face when entering treatment. FCCBH offers different options for increasing awareness around common parenting concerns when entering treatment and for learning how to reintegrate into the parenting of children following an addiction. FCCBH will offer parent training programs in all three counties when requested for need. These groups are generally well attended and many referrals come from outside agencies, such as DCFS. FCCBH also offers a group psychotherapy based program for parents new to recovery, who may not have their children returned to their custody, with the primary goal of readying parents for a formalized parenting class and to help them address the emotional disconnection that often takes place during active addiction. FCCBH also offers many treatment options around trauma recovery for both children and adults, using evidence-based practices

such as Trauma Focused Cognitive Behavioral Therapy (TF-CBT), Seeking Safety, EMDR, and Neurofeedback.
Describe the case management, child care and transportation services available for women to ensure they have access to the services you provide.
FCCBH will provide transportation to services for pregnant women, or women with children, when needed. FCCBH staff will assist women facing barriers with stable child care in accessing and linking them to resources. Recovery coaches are used within the SUD program to assess needs and/or barriers women may face when entering treatment. FCCBH also provided daily transport for women in need of OTP services.
Describe any significant programmatic changes from the previous year.
Please note - the funding listed here reflects the total of SUD services for women, not just the value of services provided with WTA and WTX funding.

Residential Women & Children's Treatment (WTX) (Salt Lake, Weber, Utah Co & Southwest Only)

Rebecca King

Identify the need for continued WTX funding in light of Medicaid expansion and Targeted Adult Medicaid.
N/A
Please describe the proposed use of the WTX funds
N/A
Describe the strategy to ensure that services provided meet a statewide need, including access from other substance abuse authorities
N/A
Submit a comprehensive budget that identifies all projected revenue and expense for this program by email to: bkelsey@utah.gov
N/A
Please demonstrate out of county utilization of the Women and Children's Residential Programs in your local area. Please provide the total number of women and children that you served from other catchment areas and which county they came from during the last fiscal year.
N/A

14) Adolescent (Youth) Treatment

Shanin Rapp

Form B - FY23 Amount Budgeted:	**$47,177**	**Form B - FY23 Projected clients Served:**	**22**
Form B - Amount	**$45,246**	**Form B - Projected Clients**	**25**

Budgeted in FY22 Area Plan		**Served in FY22 Area Plan**	
Form B - Actual FY21 Expenditures Reported by Locals	**$19,105**	**Form B - Actual FY21 Clients Serviced as Reported by Locals**	

Describe services provided for adolescents and families. Please identify the ASAM levels of care available for youth.

FCCBH provides same day/open access services in all three counties for adolescents/youth. All youth assessed for services will be provided a full substance use disorder and mental health assessment. FCCBH will offer the full continuum of outpatient treatment services including early intervention (.5), outpatient (Level 1), and intensive outpatient (Level 2.1, 2.5) . Clients requiring a higher level of care (Level 3-4) will be referred out to a contracted provider. Clients will be initially placed in the appropriate level of care which will be subsequently adjusted to meet each individual's ongoing clinical need. Changes in the level of care will be made in accordance with the ASAM placement criteria. All personal recovery plans will be developed according to collaborative person-centered planning, and will be reviewed and modified according to the individual level of care requirement.The FCCBH Adolescent Substance Use Disorder program will include a combination of group, individual, and family treatment for youth with SUD and with dual diagnosis. Implementation of the screening tool DUSI-R will be incorporated as part of all initial client assessments, to aid in determining risk and need and to avoid placement of low risk individuals in high risk groups. In addition, FCCBH will offer to educate and train collaborative partners in the use of the DUSI-R Brief Screener for Youth, to aid in determining the appropriateness of referring an individual for services, when appropriate. MRT (for youth) has been implemented in all counties. Other evidence-based programs, including Adolescent Matrix, are also incorporated into Level I and Level II programming. Relapse prevention and program maintenance services are also available to adolescents who have been through some form of prior treatment. Family therapy groups are continually being enhanced as a key component of the adolescent treatment program. In an effort to reduce barriers and provide earlier intervention, FCCBH does not charge for adolescent SUD treatment services. FCCBH has always provided a full spectrum of services to adolescent clients, depending on identified need and medical necessity. Adolescents entering treatment that are endorsing a co-occurring mental health disorder will be provided with a LMHT for individual and family therapy. If needed, clients may also be provided with case management services (specific to youth and families) and/or may be referred for High Fidelity Wraparound services through the Family Resource Facilitator in Carbon and Emery Counties. Multidisciplinary staffing of adolescents participating in both MH and SUD services takes place formally at least once weekly. If adolescents receiving treatment for co-occurring disorders are determined to have medication needs, they will be referred to either one of the in-house providers, the integrated primary care physician, or referred back to their primary care provider for a psychiatric evaluation.

FCCBH will also utilize the local SOC program if there is not a waiting list. FCCBH has also implemented SMR services in Grand, Carbon, and Emery counties.

Describe efforts to engage, educate, screen, recruit, and refer youth. Identify gaps in the youth treatment referral system within your community and how you plan to address the gaps.

The primary referral sources for youth are the Department of Child and Family Services (DCFS), Juvenile Court, Systems of Care and some referrals from youth residential placements such as North East Services and Chrysalis. FCCBH's primary marketing strategy is through meetings and electronic communication with these community partners. FCCBH is an active member of the Table of 6 meetings, which gathers all youth treatment and judicial providers together to discuss ongoing

resources in the communities. FCCBH has also worked with schools to administer a screening process 1-2 times per year with high school students to determine early intervention for possible mental health and SUD concerns. These efforts, otherwise known as assertive outreach to youth, will continue with schools in the upcoming school year.

Describe collaborative efforts with mental health services and other state child serving agencies (DCFS, DJJS, SOC, DSPD, Juvenile Court) and any significant programmatic changes from the previous year.

FCCBH is a supportive and active member of the Table of Six meeting, the LIC and other family and child serving collaborative efforts. FCCBH takes part in many local need-driven committees such as Interagency Community Council (ICC), Carbon County Homeless Coalition, the Hope Squad of Carbon and Emery County, the local System of Care meetings, the Naloxone Project, the MAT initiative and many more. FCCBH continues to use the DUSI-R to assess risk and need in youth participating in SUD programs.

Justify any expected increase or decrease in funding and/or any expected increase or decrease in the number of individuals served (15% or greater change).

None

15) Drug Court Shanel Long

Form B - FY23 Amount Budgeted: Felony	**$615,653**	**Form B - FY22 Amount Budgeted: Felony**	**$545,602**
Form B - FY23 Amount Budgeted: Family Dep.	**$108,645**	**Form B - FY22 Amount Budgeted: Family Dep.**	**$96,284**
Form B - FY23 Amount Budgeted: Juvenile	**$**	**Form B - FY22 Amount Budgeted: Juvenile**	**$0**
Form B - FY23 Recovery Support Budgeted	**$46,884**	**Form B - FY22 Recovery Support Budgeted**	**$82,412**

Describe the Drug Court eligibility criteria for each type of specialty court (Adult, Family, Juvenile Drug Courts, etc). Please provide an estimate of how many individuals will be served in each certified drug court in your area.

High Risk/High Needs Adult Drug Court:
To be accepted into the adult drug court the participant must be recommended by the county prosecutor. The participant must have a mental health and substance use disorder assessment and score as having "high risk/high needs" as determined by the LS-RNR administered by a private treatment provider or FCCBH. Serious current or prior offenses may disqualify candidates from participation in the Drug Court if they demonstrate that the applicant cannot be managed safely in a drug court without a substantial risk to drug court staff or other participants.
FCCBH anticipates serving the same number of participants as FY22.

Family Drug Court:
Family Drug Court participants must be recommended through DCFS and the Judge. Once that step has occurred the participant is ordered to complete a mental health and substance use disorder assessment which determines fit for the program. The LS-RNR is administered to determine the level of risk and need. The Drug Court Judge may exclude a potential participant if it is determined that the

participant poses a substantial safety risk to staff and or other participants.

FCCBH is currently working to increase the number of people served in the Grand and Carbon Family drug court programs. Although client numbers have been low due to less referrals and Covid-19, there continues to be a high need for drug courts in the region due to the high rate of substance use and opioid use disorder. Directors in the counties will be meeting with judges and other referral sources to address concerns and focus on increasing referrals.
Mental Health Court: This has been a speciality court in the Carbon County area for the last two years. FCCBH is serving those who are SPMI and/or dual diagnosis. FCCBH receives a referral to complete an assessment and LS- RNR on a client that has been referred to the program. Once the assessment is complete the speciality court team determines if mental health court is a good fit for the client. If it is determined that the mental health court is not a good fit, FCCBH considers other specialty courts to determine if they may be a better fit. In the last two years the MH court has averaged around 8-10 clients but has increased to 12 in the last six months

Describe Specialty Court treatment services. Identify the services you will provide directly or through a contracted provider for each type of court (Adult, Family, Juvenile Specialty Courts, DUI). How will you engage and assist individuals with Medicaid enrollment throughout their episode of care.

FCCBH in collaboration with the Seventh District Court and Carbon, Emery and Grand Counties, has operated a certified Adult Family and High Risk (formerly Felony) Drug Courts in Eastern Utah for over a decade, providing much needed quality supervision, support and clinical services to these communities.

There are 5 Drug Courts currently in operation in the FCCBH region. Carbon and Grand Counties each have both an Adult High Risk and Family Drug Court and Emery County has an Adult High Risk Drug Court. This is a collaborative effort between the local Courts, Sheriff Department,County Attorney, Adult Probation and Parole, The Department of Child and Family Services and FCCBH. Carbon County also has a Mental Health Court.

Family and High Risk Drug Court Treatment, in all counties, will be provided by FCCBH and is trauma-Informed, gender-specific, and allows for MAT.

Level I and Level II treatment programs are offered to Drug Court participants (Family and High Risk). Mental health and substance use disorder treatment programming is available for all drug court participants regardless of treatment level. All treatment services and drug court fees are offered on a sliding scale. Treatment groups offered include (but not limited to):

Motivational Interviewing, Commitment to Change, Moral Reconation Therapy, separate men's and women's specific groups treatment, Mind Over Mood with an emphasis on substance use disorders and PTSD, Relationships Empowerment, DBT, Staying Quit, and Matrix A&D education classes. Level I groups include: Matrix A&D education classes, family group, and maintenance group, and Matrix Relapse Prevention.

FCCBH also offers a SUD program for those going through Mental Health Court that is tailored to their needs. FCCBH offers co-occurring groups that include Seeking Safety, ACT, Thinking Matters, and Matrix.

Program advancement is based on individual client progress and team clinical evaluation. Advancement in Drug Court is not contingent on treatment completion. All three drug courts are internally evaluated often, through steering committee meetings, for use of Drug Court best practice.

FCCBH has been actively helping all uninsured clients, including drug court clients, determine their eligibility and get enrolled in Medicaid services of the past year. The primary staff helping the clients get enrolled are case managers, front office staff, and lab testers. FCCBH has been incredibly successful with getting clients enrolled in Medicaid services and will continue these efforts over the next year.

Describe the MAT services available to Specialty Court participants. Please describe policies or procedures regarding use of MAT while in specialty court or for the completion of specialty court. Will services be provided directly or by a contracted provider (list contracted providers).

In High Risk/High Need adult court, Mental Health Court, and family drug court, all participants are given the option of receiving MAT services where indicated. Medical providers are certified to prescribe Suboxone and Naltrexone. A majority of MAT services for adult court programs are provided through Operation Recovery, which is located on the FCCBH campus. FCCBH administration has already met with the Judges of the High Risk/High Need courts, Mental Health Court, and the Family Drug Courts to address questions/concerns regarding MAT delivery through Operation Recovery. All of the judges of these courts report being supportive of MAT and comfortable with Operation Recovery being a primary provider for court individuals.

In addition, FCCBH has partnered with local Integrated Healthcare Project APRN Danielle Pendergrass, Helper Clinic, Moab Regional Hospital, and the East Carbon Clinic as other options for individuals seeking MAT. FCCBH has some funds to assist with medication purchases at any of these facilities, when appropriate.

Describe your drug testing services for each type of court including testing on weekends and holidays for each court. Identify whether these services will be provided directly or through a contracted provider. (Adult, Family, Juvenile Specialty Courts, etc).

FCCBH has contracted with Precision Diagnostics Laboratory for all drug court lab testing services. Precision provides lab collection experts in all three counties and all samples tested positive, when the client denies use, are confirmed through an LCMS process. This has allowed FCCBH and the drug court programs to test for use of many more substances, as well as allow program staff to determine compliance with other prescribed medications that assist in their recovery, such as psychotropic medications.

List all drug court fees assessed to the client in addition to treatment sliding scale fees for each type of court (Adult, Family, Juvenile Specialty Courts, etc).

All adult drug courts have a UA fee that is determined by Precision. Precision has a system set in place for those who cannot afford to pay their fee for the UAs. Each client will have to apply for a hardship fee decrease if they are not able to afford the fee. If the clients have Medicaid, UA testing is a covered service.

Describe any significant programmatic changes from the previous year (Adult, Family, Juvenile Specialty Courts, etc).

None

16) Justice Services Thomas Dunford

Form B - FY23 Amount Budgeted:	**$0**	**Form B - FY22 Amount Budgeted:**	

Describe screening to identify criminal risk factors.

FCCBH continues to use the LS-RNR, RANT, and the DUSI-R for criminogenic screening.

Identify the continuum of services for individuals involved in the justice system. Identify strategies used with low risk offenders. Identify strategies used with high risk offenders.

FCCBH will comply with the standards that are outlined in the Utah State JRI rule, R523-4, regarding screening, assessment, prevention, treatment, and recovery support services.
The focus of FCCBH services will be on effective screening, engagement and retention into evidence-based treatment services and supports. The screening and assessment process, including use of the LS-RNR and RANT assessment tools, allows for the distinction between high risk and low risk individuals and a treatment service plan to eliminate mixing these populations will be established. For this population, the full continuum of FCCBH services and care may be utilized to stabilize and treat.

Prevention Plan -- FCCBH plans to use universal prevention programs to reduce widespread risk through community-wide targeting; low and high risk groups.
Treatment -- FCCBH staff involved in the JRI effort will be trained and provide evidence-based treatment interventions including but not limited to:Motivational Interviewing, Commitment to Change, Moral Reconation Therapy, separate men's and women's specific groups treatment, Mind Over Mood with an emphasis on substance use disorders and PTSD, Relationships Empowerment, DBT, Staying Quit, and Matrix A&D education classes. Level I groups include: Matrix A&D education classes, family group, and maintenance group, and Matrix Relapse Prevention.

FCCBH also offers a SUD program for those going through Mental Health Court or who suffer from co-occurring disorders that is tailored to more of their needs. FCCBH offers co-occurring groups that include Seeking Safety, ACT, Thinking Matters, and Matrix.

Program advancement is based on individual client progress and team clinical evaluation. Advancement in Drug Court is not contingent on treatment completion. Budget - Please note the funding listed reflects the amount of JRI funding. Justice-involved clients are reflected under JRI, Drug Court, and general treatment on the SUD treatment budget.

Identify a quality improvement goal to better serve individuals involved in the criminal justice system. Your goal may be based on the recommendations provided by the University of Utah Criminal Justice Center in SFY 2020.

Based on the recommendations made in 2020 from the University of Utah (U of U) Criminal Justice Center, FCCBH would like to continue improvements around training staff working with criminal justice involved clients. The U of U recommended that Four Corners continue to research programs and modalities that are specific to the criminal justice population to incorporate with existing outpatient and intensive outpatient programs. Another area Four Corners may improve over the next year is using data collected on clients through the LSI/RNR and making that information meaningful within the documentation collected over the course of their treatment.

Identify coalitions, planning groups or councils (or other efforts) at the county level working to improve coordination and outcomes for adults involved in the justice system.

FCCBH actively leads and participates in the Utah Rural Opioid Healthcare Consortium (UROHC). This coalition brings together leaders from two local FQHCs, the hospital, the health department, community behavioral health and independent medication assisted treatment providers to perform needs assessments, promote training related to MAT, and to work on areas related to the opioid epidemic. FCCBH also attends the Carbon and Emery Opioid and Substance Use Coalition.
Identify efforts as a community stakeholder for children and youth involved with the juvenile justice system, local DCFS, DJJS, Juvenile Courts, and other agencies.
FCCBH is involved in local DJJS bi-monthly meetings, RAC meetings with SOC, DCFS monthly meetings to ensure quality relationships and to ensure the client is being served appropriately
Provide data and outcomes used to evaluate Justice Services.
FCCBH will set a goal this year for not only doing a screening of the LS RNR when these clients come in for services but FCCBH will implement in FY 23 completing the LSI screener or the full LS RNR assessment at discharge. This will help FCCBH see if the risk level has decreased from the beginning to the end of treatment.

17)Suicide Prevention, Intervention & Postvention (ONLY COMPLETE IF NOT COMPLETED ON FORM A)

Describe all current activitiesin place in suicide prevention, including evaluation of the activites and their effectiveness on a program and community level. Please include a link or attach your localized suicide prevention plan for the agency.
Describe all currently suicide intervention/treatment services and activities including the use of evidence based tools and strategies. Describe your policies and procedures for suicide screening, risk assessment, and safety planning as well as suicide specific treatment and follow up/care transition services. Describe how Describe how clients are identified for suicide specific services. How is the effectiveness of the services measured?
Describe all current strategies in place in suicide postvention including any grief supports. Please describe your current postvention response plan, or include a link or attach your localized suicide postvention plan for the agency and/or broader local community.
Describe your plan for coordination with Local Health Departments and local school districts to identify roles and support implementation of a community postvention plan in alignment with the state Community Postvention Toolkit.
For Local Authorities participating in the Garrett Lee Smith State Youth Suicide Prevention and Early Intervention Grant Program summarize your implementation plans for implementing skill based programming, gatekeeper training, community or school based screening activities, and

crisis follow up services after inpatient or emergency department visits. (note: this can be done in the box below, or by linking/attaching your most current report). For those not participating in this grant program, please indicate "N/A" in the box below.
For Local Authorities participating in the Comprehensive Suicide Prevention grants describe your implementation plans for primary prevention progams, suicide intervention supports including gatekeeper training, and community postvention planning. (note: this can be done in the box below, or by linking/attaching your most current report). If any of the following project deliverables are currently available, please link them here or attach them to your submission. 1. By year 2, funding recipients shall submit a written comprehensive suicide prevention plan that is in alignment with the Utah Suicide Prevention State Plan and by year 2, funding recipients shall submit a written postvention response plan and communication protocol for their organization. 2. By year 3 funding recipients shall submit a written community postvention response plan. For those not participating in this project, please indicate, "N/A" below.
For Local Authorities receiving mini grant funding for the Live On Utah statewide suicide prevention campaign, summarize your implentation and sustainability plans for the implementation of culturally appropriate suicide prevention messaging in your area. For those not participating in this project, please indicate, "N/A" below.

FORM C - SUBSTANCE USE PREVENTION NARRATIVE

Local Authority: Four Corners/Carbon

With the intention of helping every community in Utah to establish sustainable Community Centered Evidence Based Prevention efforts, fill in the following table per the instructions below.

Not every community will be at optimal readiness nor hold highest priority. This chart is designed to help you articulate current prevention activities and successes as well as current barriers and challenges. Please work with your Regional Director if you have questions about how to best report on your communities. For instructions on how to complete this table, please see the Community Coalition Status Tool here.

List every community in your area defined by one of the following:
1. serving one of the 99 Small Areas within Utah
2. serving the communities that feed into a common high school
3. any other definition of community with OSUMH approval.

*All "zero" or "no priority" communities may be listed in one row

CCEBP Community	**CCEBP Community Coalition Status (see tool here)**	**Priority** High Medium Low	**Notes/ Justification of Priority**	**List of Programs Provided (if applicable)**	**Evidence Based Operating System (e.g. CTC, CADCA Coalition Academy, PROSPER)**	**Links to community strategic plan**
C.A.R.E. Coalition Carbon County	G	Medium	Coalition is well established and high functioning in the community with an active member and key leader board. The new coalition coordinator has been trained in CTC and provides continual implementation.	WhyTry Second Steps	CTC	https://docs.google.com/document/d/1HSah8OsAG3rs_88nzpep5nHqjtnR3jlp0OMPsDWkEIA/edit

Emery County PROSPER Team	G	Low	Emery PROSPER Team operates through USU Extension services and does not require oversight from FCCBH. Our connection with USU Extension remains strong.	N/A	PROSPER	N/A
GREAT Coalition Grand County	E-1	High	Coalition members meet on a monthly basis. The coalition is still in need of key sectors within the community to become involved. The GREAT Coalition represents the continuum of services (prevention, treatment and recovery).The ideas are cutting edge and are predicted to make a significant impact in Grand County.	N/A	None	N/A
PACT Emery County Green River	B	High	No progress is being made at this time. The director of PACT resigned and coalition efforts have been out on hold.	WhyTry	None	N/A

Area Narrative

For each community identified in the table above, please outline strategic steps the Local Authority is planning to do to improve Community Centered Evidence Based Prevention. A minimum response is at least two sentences per community identified.

To improve community efforts one of my goals for the upcoming year is to develop or renew all communities' Strategic and Action Plans.

Carbon County

The C.A.R.E. Coalition continues to implement Communities that Care (CTC). The current coordinator has been trained in CTC and prevention science. As the coalition moves through the phases of CTC under new direction they will maintain participation in CTC workgroups, implementation of evidence based programs and attendance at community events. With the goal of empowering youth by preventing risk the C.A.R.E. remains highly functioning with efficiency in Carbon County.

Emery High School

Emery County PROSPER Team is overseen by USU Extension.

Grand County

The GREAT Coalition is continually developing and working toward sustainable coalition efforts. The GREAT Coalition works across the spectrum in prevention, treatment and recovery. Workgroups in each area of focus have been identified with efforts to re-establish monthly meetings as participation has increased. The coalition recently joined Cure the Conversation and will be presenting their Grand County specific messaging by June 2022. The GREAT Coalition remains committed to establishing key partnerships within the community in order for all sectors to be adequately represented. With exciting ideas the GREAT Coalition looks forward to the future. It is my goal this year to hire a coalition coordinator in Grand County that will lead the coalition, analyze SHARP Data, maintain community engagement, establish key partnerships and help develop the GREAT Coalition's action plan.

Green River, Emery County

Formerly known as C.H.E.E.R. merged with PACT, a community organization in Green River. It had been decided that the coalition would remain and function under the Communities That Care (CTC) framework. Recently, the director of PACT resigned causing forward progression toward continuing as a coalition to halt. The next step is for the organization to hire a new director. Once that has been completed I will revisit the discussion of forming a new coalition and will proceed from there. WhyTry is continuing to be implemented at Green River High School instead of the Teen Center at this time.

Create a Logic Model for each program or strategy funded by Block Grant Dollars, PFS, SOR, SPF Rx or State General Funds.

Program Name	Cost of Program	Identify OSUMH approved Evidence Based Clearinghouse
Carbon County - Communities That Care	Block Grant Funds: State General Funds: Discretionary Funds: $31,861 Total: $31,861	
Agency/Coalition	Tier Level:	
Four Corners Community Behavioral Health/C.A.R.E. Coalition		

	Goal	Factors	Focus Population: U/S/I	Strategies	Outcomes	
			Universal		Short	Long
Logic	Reduce Youth 30-Day Alcohol Use (All Grades)	Community Organization Local Capacity to address local level prioritized factors	Community Coalition Development is focused on identifying Key Leaders and Community Sector representation in our serviced county. With the intent of indirectly universally impacting the full population of the community they serve	CTC Technical assistance is provided to train a FT Coalition Coordinator, as well as provide on-going coaching in the fidelity implementation of the 5 phase planning process.	Increase local capacity to address local level prioritized risk factors by moving through the phases of CTC.	Decrease All Grades 30-day Alcohol Use from: Baseline 2021: 6.3% to Goal 2025: >3%
Measures & Sources	SHARP 2021	Resources Assessment	Monthly Attendance Records	Coalition Attendance Records	Monthly Attendance Records CTC Workshops	2021-2025 SHARP

Program Name	Cost of Program	Identify OSUMH approved Evidence Based Clearinghouse
Mont Harmon Middle School - WhyTry	Block Grant Funds: State General Funds: Discretionary Funds: $19,783	
	Total:	
Agency/Coalition	Tier Level:	
Carbon School District		

	Goal	Factors	Focus Population: U/S/I	Strategies	Outcomes	
			Universal/Selective		Short	Long
Logic	Reduce 30-Day Use of Alcohol in 8th Grade	Low commitment to school	This elective class is taught at Mont Harmon Middle School (grades 6th-8th) in Carbon School District. All students have the option to enroll in this course (universal) yet, students exhibiting need behavior are referred into class (selective). Students are referred to WhyTry by administrators, counselors, social workers, and teachers who can determine if a student is at-risk due to academic failure, truancy, ATOD use, or behavior and family circumstances.	WhyTry curriculum will be taught as 60 minute classes Monday-Friday of the school year which includes coursework, hands-on activities, music and therapy. Each course will be taught for a total of 2 quarters then a new group of students will begin.	Percentage of 8th grade students reporting a low commitment to school will decrease from: Baseline 2021: 52.6% to: Goal 2023: > 50%	Reduce 30-Day Use of Alcohol in 8th Grade from: Baseline 2021: 5.2% to: Goal 2025: > 2%
Measures & Sources	2021 SHARP	2021 SHARP Why Try Pre-Tests	School records indication of at-risk students based on attendance, grades and behavior offenses.	Program attendance records	SHARP 2021-2023 WhyTry Post-Tests	SHARP 2021-2025

Program Name				Cost of Program	Identify OSUMH approved Evidence Based Clearinghouse	
Eliminating Alcohol Sales to Youth (EASY BUYS)				Block Grant Funds: State General Funds: Discretionary Funds: $667 Total: $667		
Agency/Coalition				Tier Level:		
County & City Law Enforcement						
	Goal	Factors	Focus Population: U/S/I Universal	Strategies	Outcomes Short	Long
Logic	Reduce 30-Day Alcohol Use in 8th grade	Availability of Alcohol: Students that have used alcohol report having purchased alcohol at a store.	Universal Indirect (Environmental Strategy): clerks and cashiers in off premise alcohol retail outlets	Support the scheduling and implementation of quarterly compliance checks with law enforcement in Carbon, Emery, & Grand Counties.	Availability of Alcohol: Maintain or decrease the percentage of students reporting having purchased alcohol at a store. Baseline 2021: 2.1% to: Goal 2023: > 2%	Decrease 30-Day Alcohol use reported by 8th grade students from: Baseline 2021: 4.6% to Goal: 2025: > 3%
Measures & Sources	2021 SHARP	2021 SHARP	County Compliance Check Records - Utah Department of Public Safety Highway Safety Office	County Compliance Check Records - Utah Department of Public Safety Highway Safety Office	2021 SHARP	SHARP 2021-2025

Program Name			Cost of Program		Identify OSUMH approved Evidence Based Clearinghouse	
Parents Empowered			Block Grant Funds: State General Funds: Discretionary Funds: $4,446 Total: $4,446			
Agency/Coalition			Tier Level:			
Four Corners Community Behavioral Health						
	Goal	Factors	Focus Population: U/S/I	Strategies	Outcomes	
			Universal		Short	Long
Logic	Reduce All Grades Lifetime Alcohol Use	Parental attitudes favorable to drug use	Parents of youth ages 10-17 in Carbon, Emery, and Grand Counties.	Parents Empowered kits and collateral items will be distributed at various community events: middle and high school, community classes, and other family venues.	Reduce the percentage of parental attitudes favorable to drug use (All Grades) Baseline 2021: 18.2% to Goal 2023: 15%	Reduce lifetime alcohol use in all grades from: Baseline 2021: 24.7% to Goal 2025: > 20 %
Measures & Sources	2021 SHARP	2021 SHARP	Event Records	Event/Distribution Records	SHARP 2021-2023	SHARP 2021-2025

Program Name	Cost of Program	Identify OSUMH approved

						Evidence Based Clearinghouse
GREAT Coalition					Block Grant Funds: $58,469 State General Funds: Discretionary Funds: Total: $58,469	
Agency/Coalition					Tier Level:	
Four Corners Community Behavioral Health						
	Goal	Factors	Focus Population: U/S/I	Strategies	Outcomes	
			Universal		Short	Long
Logic	Determine priority problem behavior and related risk factors. Analyze 2021 SHARP Data Report	Community Readiness Community Organization Local Capacity to address local level prioritized factors Developmentation of key leaders partnerships and participation	Coalition is dedicated to recruiting key leaders, community members, law enforcement and school district administration to become involved with and sustain coalition efforts.	Establish an action plan to outline the coalition's intended efforts. This will help current board members persuade key leaders, community members, law enforcement and school administration to get involved with coalition efforts in their community.	Introduce community to the GREAT Coalition efforts through campaigns, programs and partnerships.	Ensure sustainable coalition efforts that address problem behavior and risk factors identified in the SHARP Data
Measures & Sources	Coalition Monthly Meeting Attendance SHARP Data	Community Readiness Survey Coalition Monthly Meeting Attendance	The formulation of a diverse key leader board Community buy-in	The formulation of a diverse key leader board Training on how to create an action plan	Coalition Monthly Meeting Attendance Event Records	Coalition Monthly Meeting Attendance SHARP Data

Program Name	Cost of Program	Identify OSUMH approved Evidence Based Clearinghouse

Green River High School - WhyTry	Block Grant Funds: $44,184 State General Funds: Discretionary Funds: $7,617 Total: $51,801	
Agency/Coalition	Tier Level:	
Emery School District		

	Goal	Factors	Focus Population: U/S/I	Strategies	Outcomes	
			Universal/Selective		Short	Long
Logic	Reduce 30-Day Use of Alcohol (All Grades)	Low Commitment to School	This program is taught at Green River High School in Emery School District. All students have the option to enroll in this course (universal) yet, students exhibiting need behavior are referred into class (selective). Students are referred to WhyTry by administrators, counselors, social workers, and teachers who can determine if a student is at-risk due to academic failure, truancy, ATOD use, or behavior and family circumstances.	WhyTry curriculum will be taught as 60 minute classes Monday-Friday of the school year which includes coursework, hands-on activities, music and therapy. Each course will be taught for a total of 2 quarters then a new group of students will begin.	Low Commitment to School in All Grades will decrease from: Baseline 2021: 50.1% to: Goal 2023: > 47%	Decrease all grades 30-day alcohol use from: Baseline 2021: 7.4% to: Goal 2025: 5%
Measures & Sources	2021 SHARP	2021 SHARP Why Try Pre-Tests	School records indication at-risk students based on attendance, grades and behavior offenses	Program attendance records	SHARP 2021-2023 WhyTry Post-Tests	SHARP 2021-2025

Program Name	Cost of Program	Identify OSUMH approved Evidence Based Clearinghouse
Prime for Life	Block Grant Funds: State General Funds: Discretionary Funds:	
	Total:	
Agency/Coalition	Tier Level:	
Four Corners Community Behavioral Health		

	Goal	Factors	Focus Population: U/S/I	Strategies	Outcomes	
			Indicated		Short	Long
Logic	Reduce					
Measures & Sources						

FY23 Mental Health Area Plan & Budget

Local Authority: Four Corners/Carbon

Form A

FY2023 Mental Health Revenue	State General Fund	State General Fund used for Medicaid Match	$2.7 million Unfunded	County Funds NOTused for Medicaid Match	County Funds Used for Medicaid Match	Net Medicaid	Mental Health Block Grant (Formula)	10% Set Aside Federal - Early Intervention	Other State/Federal	Third Party Collections	Client Collections (eg. co-pays, private pay, fees)	Other Revenue	TOTAL FY2023 Revenue
JRI/JRC	$24,737	$63,609			$17,669								$106,015
Local Treatment Services	$1,440,919	$1,185,220	$18,894		$314,068	$4,923,262	$38,944		$21,428		$87,500	$1,111,826	$9,142,061
FY2023 Mental Health Revenue by Source	$1,465,656	$1,248,829	$18,894	$0	$331,737	$4,923,262	$38,944	$0	$21,428	$0	$87,500	$1,111,826	$9,248,076

FY2023 Mental Health Expenditures Budget	State General Fund	State General Fund used for Medicaid Match	$2.7 million Unfunded	County Funds NOTused for Medicaid Match	County Funds Used for Medicaid Match	Net Medicaid	Mental Health Block Grant (Formula)	10% Set Aside Federal - Early Intervention	Other State/Federal	Third Party Collections	Client Collections (eg. co-pays, private pay, fees)	Other Expenditures	TOTAL FY2023 Expenditures Budget	Total Clients Served	TOTAL FY2023 Cost/Client Served
Inpatient Care (170)	$81,452	$69,403			$37,563	$557,471	$0				$0	$0	$745,889	41	$18,192.41
Residential Care (171 & 173)	$91,294	$77,788			$42,102	$624,828	$0				$0	$0	$836,012	27	$30,963.42
Outpatient Care (22-24 and 30-50)	$152,406	$129,859	$18,894		$72,473	$1,130,766	$6,711		$21,428		$32,080	$152,660	$1,717,278	1,405	$1,222.26
24-Hour Crisis Care (outpatient based service with emergency_ind = yes)	$804,750	$685,697	$0		$54,380	$807,032	$0				$0	$702,255	$3,054,113	595	$5,132.96
Psychotropic Medication Management (61 & 62)	$54,730	$46,634			$26,026	$386,243	$4,727				$11,518	$54,822	$584,700	481	$1,215.59
Psychoeducation Services (Vocational 80) Psychosocial Rehabilitation (Skills Dev. 100)	$81,309	$69,281			$38,665	$573,822	$7,022				$17,115	$81,446	$868,660	121	$7,179.01
Case Management (120 & 130)	$159,504	$135,908			$47,564	$705,886	$8,639				$21,050	$3,487	$1,082,037	705	$1,534.80
Community Supports, including - Housing (174) (Adult) - Respite services (150) (Child/Youth)	$3,169	$2,701			$1,507	$22,367	$274				$667	$93,022	$123,707	57	$2,170.30
Peer Support Services (140): - Adult Peer Specialist - Family Support Services (FRF Database)	$15,676	$13,356			$7,454	$55,430					$3,299	$15,702	$110,917	81	$1,369.34
Consultation and education services, including case consultation, collaboration with other county service agencies, public education and public information	$4,900	$4,175			$2,330	$34,579	$423				$1,029	$4,908	$52,343		
Services to persons incarcerated in a county jail or other county correctional facility	$12,945	$11,030			$0	$0	$0				$0	$0	$23,975	78	$307.37
Adult Outplacement (USH Liaison)	$3,519	$2,999			$1,674	$24,838	$304				$743	$3,525	$37,602	129	$291.49
Other Non-mandated MH Services	$0	$0			$0		$0				$0	$0	$0	0	#DIV/0!
FY2023 Mental Health Expenditures Budget	$1,465,656	$1,248,829	$18,894	$0	$331,738	$4,923,262	$28,100	$0	$21,428	$0	$87,500	$1,111,826	$9,237,233		

FY2023 Mental Health Expenditures Budget	State General Fund	State General Fund used for Medicaid Match	$2.7 million Unfunded	County Funds NOTused for Medicaid Match	County Funds Used for Medicaid Match	Net Medicaid	Mental Health Block Grant (Formula)	10% Set Aside Federal - Early Intervention	Other State/Federal	Third Party Collections	Cleint Collections (eg. co-pays, private pay, fees)	Other Expenditures	TOTAL FY2023 Expenditures Budget	Total FY2023 Clients Served	TOTAL FY2023 Cost/Client Served
ADULT	$1,243,173	$1,055,166	$15,964		$280,293	$4,182,987	$28,100		$18,105		$73,931	$939,409	$7,837,128	1,090	$7,190.03
YOUTH/CHILDREN	$222,483	$193,663	$2,930		$51,445	$740,275			$3,323		$13,569	$172,417	$1,400,105	410	$3,414.89
Total FY2023 Mental Health Expenditures	$1,465,656	$1,248,829	$18,894	$0	$331,738	$4,923,262	$28,100	$0	$21,428	$0	$87,500	$1,111,826	$9,237,233	1,500	$6,158.16

FY23 Proposed Cost & Clients Served by Population

Form A1

Budget and Clients Served Data to Accompany Area Plan Narrative

MH Budgets		Clients Served	FY2023 Expected Cost/Client Served
Inpatient Care Budget			
$544,499	ADULT	44	12375
$201,390	CHILD/YOUTH	9	22377
Residential Care Budget			
$836,012	ADULT	27	$30,963
$0	CHILD/YOUTH	0	#DIV/0!
Outpatient Care Budget			
$1,204,228	ADULT	980	1229
$513,050	CHILD/YOUTH	425	1207
24-Hour Crisis Care Budget			
$2,531,415	ADULT	449	5638
$522,698	CHILD/YOUTH	130	4021
Psychotropic Medication Management Budget			
$528,392	ADULT	436	1212
$56,308	CHILD/YOUTH	74	761
Psychoeducation and Psychosocial Rehabilitation Budget			
$867,655	ADULT	111	7817
$1,005	CHILD/YOUTH	10	101
Case Management Budget			
$1,031,311	ADULT	607	1699
$50,726	CHILD/YOUTH	130	390
Community Supports Budget (including Respite)			
$94,951	ADULT (Housing)	30	3165
$28,756	CHILD/YOUTH (Respite)	22	1307
Peer Support Services Budget			
$110,917	ADULT	65	1706
$0	CHILD/YOUTH (includes FRF)	0	#DIV/0!
Consultation & Education Services Budget			
$26,171	ADULT		
$26,172	CHILD/YOUTH		
Services to Incarcerated Persons Budget			
$23,975	ADULT Jail Services	78	307
Outplacement Budget			
$37,602	ADULT	129	291
Other Non-mandated Services Budget			
	ADULT		#DIV/0!
	CHILD/YOUTH		#DIV/0!

Summary

Totals

$7,837,128	Total Adult
$1,400,105	Total Children/Youth

From the budgets and clients served data reported above, please breakout the following information regarding unfunded (duplicated from above)

Unfunded ($2.7 million)			
$15,964	ADULT	25	639
$2,930	CHILD/YOUTH	3	977
Unfunded (all other)			
$60,000	ADULT	135	444
$10,000	CHILD/YOUTH	10	1000

FY23 Mental Health Early Intervention Plan & Budget

Local Authority: Four Corners/Carbon

Form A2

	State General Fund		County Funds						
FY2023 Mental Health Revenue	State General Fund	State General Fund used for Medicaid Match	NOTused for Medicaid Match	Used for Medicaid Match	Net Medicaid	Third Party Collections	Client Collections (eg, co-pays, private pay, fees)	Other Revenue	TOTAL FY2023 Revenue
FY2023 Mental Health Revenue by Source	$58,108								$58,108

	State General Fund		County Funds								
FY2023 Mental Health Expenditures Budget	State General Fund	State General Fund used for Medicaid Match	NOTused for Medicaid Match	Used for Medicaid Match	Net Medicaid	Third Party Collections	Client Collections (eg, co-pays, private pay, fees)	Other Expenditures	TOTAL FY2023 Expenditures Budget	Total Clients Served	TOTAL FY2023 Cost/Client Served
MCOT 24-Hour Crisis Care-CLINICAL									$0		#DIV/0!
MCOT 24-Hour Crisis Care-ADMIN									$0		
FRF-CLINICAL									$0		#DIV/0!
FRF-ADMIN									$0		
School Based Behavioral Health-CLINICAL	$58,108								$58,108		#DIV/0!
School Based Behavioral Health-ADMIN									$0		
FY2023 Mental Health Expenditures Budget	$58,108	$0	$0	$0	$0	$0	$0	$0	$58,108	0	#DIV/0!

* Data reported on this worksheet is a breakdown of data reported on Form A.

FY23 Substance Use Disorder Treatment Area Plan Budget **Local Authority:** Four Corners/Carbon **Form B**

FY2023 Substance Use Disorder Treatment Revenue	State Funds NOT used for Medicaid Match	State Funds used for Medicaid Match	County Funds NOT used for Medicaid Match	County Funds Used for Medicaid Match	Federal Medicaid	SAPT Treatment Revenue	SAPT Women's Treatment Set aside	Other State/Federal	3rd Party Collections (eg, insurance)	Client Collections (eg, co-pays, private pay, fees)	Other Revenue (gifts, donations, reserves etc)	TOTAL FY2023 Revenue
Drug Court	$110,418	$61,115		$19,631	$421,971	$48,764		$61,928				$723,827
JRI	$0											$0
Local Treatment Services	$146,082	$80,853		$53,581	$1,023,420	$201,597	$34,701	$51,286		$269,717	$340,829	$2,202,066
Total FY2022 Substance Use Disorder Treatment Revenue	$256,500	$141,968	$0	$73,212	$1,445,391	$250,361	$34,701	$113,214	$0	$269,717	$340,829	$2,925,893

FY2023 Substance Use Disorder Treatment Expenditures Budget by Level of Care	State Funds NOT used for Medicaid Match	State Funds used for Medicaid Match	County Funds NOT used for Medicaid Match	County Funds Used for Medicaid Match	Federal Medicaid	SAPT Treatment Revenue	SAPT Women's Treatment Set aside	Other State/Federal	3rd Party Collections (eg, insurance)	Client Collections (eg, co-pays, private pay, fees)	Other Revenue	TOTAL FY2023 Expenditures	Total FY2023 Client Served	Total FY2023 Cost/ Client Served
Screening and Assessment Only	$13,199	$7,306		$3,767	$74,379	$12,884	$1,786	$0		$16,218	$20,494	$150,033	550	$273
Detoxification: ASAM IV-D or III.7-D) (ASAM III.2-D) ASAM I-D or II-D)	$0	$0		$0	$0	$0	$0	$0		$0	$0	$0		#DIV/0!
Residential Services (ASAM III.7, III.5, III.1 III.3 1II.1 or III.3)	$12,008	$6,647		$3,428	$67,667	$11,721	$1,625	$0		$14,755	$18,645	$136,495	15	$9,100
Outpatient: Contracts with Opioid Treatment Providers (Methadone: ASAM I)	$83,647	$46,299		$23,875	$471,355	$81,645	$11,316	$113,214		$57,331	$72,446	$961,129	150	$6,408
Office based Opiod Treatment (Buprenorphine, Vivitrol, Naloxone and prescriber cost)) Non-Methadone	$10,107	$5,595		$2,885	$56,955	$9,865	$1,367	$0		$12,419	$15,693	$114,886	50	$2,298
Outpatient: Non-Methadone (ASAM I)	$76,693	$42,449		$12,364	$432,172	$74,858	$10,376	$0		$98,121	$123,991	$871,024	334	$2,608
Intensive Outpatient (ASAM II.5 or II.1)	$34,297	$18,980		$9,789	$193,263	$33,476	$4,639	$0		$42,141	$53,252	$389,837	191	$2,041
Recovery Support (includes housing, peer support, case management and other non-clinical)	$26,548	$14,693		$17,104	$149,600	$25,913	$3,592	$0		$28,732	$36,308	$302,490	155	$1,952
FY2023 Substance Use Disorder Treatment Expenditures Budget	$256,500	$141,968	$0	$73,212	$1,445,391	$250,361	$34,701	$113,214	$0	$269,717	$340,829	$2,925,893	1,445	$2,025

FY2023 Substance Use Disorder Treatment Expenditures Budget By Population	State Funds NOT used for Medicaid Match	State Funds used for Medicaid Match	County Funds NOT used for Medicaid Match	County Funds Used for Medicaid Match	Federal Medicaid	SAPT Treatment Revenue	SAPT Women's Treatment Set aside	Other State/Federal	3rd Party Collections (eg, insurance)	Client Collections (eg, co-pays, private pay, fees)	Other Revenue	TOTAL FY2023 Expenditures
Pregnant Women and Women with Dependent Children, (Please include pregnant women under age of 18)	$75,438	$41,752		$21,532	$425,095	$73,632	$29,086	$104,271		$44,122	$55,755	$870,683
All Other Women (18+)	$41,507	$22,974		$11,848	$233,897	$40,514	$5,615	$0		$51,001	$64,447	$471,803
Men (18+)	$135,467	$74,978		$38,666	$763,363	$132,225	$0	$0		$172,965	$218,568	$1,536,232
Youth (12- 17) (Not Including pregnant women or women with dependent children)	$4,088	$2,264		$1,167	$23,036	$3,990	$0	$8,943		$1,630	$2,059	$47,177
Total FY2023 Substance Use Disorder Expenditures Budget by Population Served	$256,500	$141,968	$0	$73,212	$1,445,391	$250,361	$34,701	$113,214	$0	$269,718	$340,829	$2,925,894

FY23 Drug Offender Reform Act & Drug Court Expenditures

Local Authority: Four Corners/Carbon

Form B1

FY2023 DORA and Drug Court Expenditures Budget by Level of Care	Drug Offender Reform Act (DORA)	Felony Drug Court	Family Drug Court	Juvenile Drug Court	DUI Fee on Fines	TOTAL FY2023 Expenditures
Screening and Assessment Only		$34,805	$6,142			$40,947
Detoxification: ASAM IV-D or III.7-D) (ASAM III.2-D) ASAM I-D or II-D)		$0	$0			$0
Residential Services (ASAM III.7, III.5, III.1 III.3 1II.1 or III.3)		$12,938	$2,284			$15,221
Outpatient: Contracts with Opioid Treatment Providers (Methadone: ASAM I)		$178,186	$31,445			$209,631
Office based Opiod Treatment (Buprenorphine, Vivitrol, Naloxone and prescriber cost)) Non-Methadone		$26,652	$4,704			$31,356
Outpatient: Non-Methadone (ASAM I)		$202,230	$35,688			$237,918
Intensive Outpatient (ASAM II.5 or II.1)		$90,436	$15,960			$106,396
Recovery Support (includes housing, peer support, case management and other non-clinical)		$70,005	$12,353			$82,358
FY2023 DORA and Drug Court Expenditures Budget	$0	$615,253	$108,574	$0	$0	$723,827

SFY 23 Opioid Budget | Local Authority: | Four Corners/Carbon | Form B2

State Fiscal Year	Projected SOR SFY 2022 Revenue Not Used	State Opioid Response SFY2023 Revenue	Total SFY 2023 SOR Revenue
		SOR 2	
2023		65899	$65,899.00

SFY2023 State Opioid Response Budget Expenditure	Estimated Cost	
Direct Services	**$65,899.00**	
Salary Expenses	**$39,197.00**	
Medicaid Navigator	6624	
OTP Drivers	32573	
Title 3		
Administrative Expenses	**$5,990.00**	
Supplies		
Communication		
Travel		
Conference/Workshops		*Insert a note providing details
Equipment/Furniture		
Miscellaneous	5990 [1]	*Insert a note describing it
Screening & Assessment	**$0.00**	
Drug Testing	**$0.00**	
Office Based Opioid Treatment (Buprenorphine, Vivitrol, Nalaxon	**$0.00**	
Opioid Treatment Providers (Methadone)	**$0.00**	
Intensive Outpatient	**$0.00**	
Residential Services	**$0.00**	
Outreach/Advertising Activities	**$0.00**	
Recovery Support (housing, contracted peer support, contracted	**$20,712.00**	
Contracted Services	**$0.00**	
Contracted Service 1		
Contracted Service 2		
Contracted Service 3		
Contracted Service 4		
Contracted Service 5		
Contracted Service 6		
Total Expenditure FY2023	**$65,899.00**	

FY23 Substance Abuse Prevention Area Plan & Budget

Local Authority: Four Corners/Carbon

Form C

	State Funds		County Funds									
FY2023 Substance Abuse Prevention Revenue	State Funds NOT used for Medicaid Match	State Funds used for Medicaid Match	County Funds NOT used for Medicaid Match	County Funds Used for Medicaid Match	Federal Medicaid	SAPT Prevention Revenue	Partnerships for Success PFS Grant	Other State & Federal (TANF, Discretionary Grants, etc)	3rd Party Collections (eg, insurance)	Client Collections (eg, co-pays, private pay, fees)	Other Revenue (gifts, donations, reserves etc)	TOTAL FY2023 Revenue
FY2023 Substance Abuse Prevention Revenue	$0					$102,653	$22,500	$6,250			$160,317	$291,720

	State Funds		County Funds											
FY2023 Substance Abuse Prevention Expenditures Budget	State Funds NOT used for Medicaid Match	State Funds used for Medicaid Match	County Funds NOT used for Medicaid Match	County Funds Used for Medicaid Match	Federal Medicaid	SAPT Prevention Revenue	Partnerships for Success PFS Grant	Other Federal (TANF, Discretionary Grants, etc)	3rd Party Collections (eg, insurance)	Client Collections (eg, co-pays, private pay, fees)	Other Revenue (gifts, donations, reserves etc)	Projected number of clients served	TOTAL FY2023 Expenditures	TOTAL FY2023 Evidence-based Program Expenditures
Universal Direct											$5,129		$5,129	
Universal Indirect						$102,653	$22,500	$6,250			$148,820		$280,223	
Selective Services											$5,129		$5,129	
Indicated Services											$1,239		$1,239	
FY2023 Substance Abuse Prevention Expenditures Budget	$0	$0	$0	$0	$0	$102,653	$22,500	$6,250	$0	$0	$160,317	0	$291,720	$0

SAPT Prevention Set Aside	Information Dissemination	Education	Alternatives	Problem Identification & Referral	Community Based Process	Environmental	Total
Primary Prevention Expenditures					$102,653		$102,653

Cost Breakdown	Salary	Fringe Benefits	Travel	Equipment	Contracted	Other	Indirect	Total FY2023 Expenditures
Total by Expense Category	90961	54576			74508	33040	38635	$291,720

FORM D
LOCAL AUTHORITY APPROVAL OF AREA PLAN

IN WITNESS WHEREOF:

The Local Authority approves and submits the attached Area Plan for State Fiscal Year 2023 in accordance with Utah Code Title 17 Chapter 43.

The Local Authority represents that it has been authorized to approve the attached Area Plan, as evidenced by the attached Resolution or other written verification of the Local Authority's action in this matter.

The Local Authority acknowledges that if this Area Plan is approved by the Utah Department of Human Services Division of Substance Abuse and Mental Health (DHS/DSAMH) pursuant to the terms of Contract(s) # LMHA #130075 and LSAA #130074, the terms and conditions of the Area Plan as approved shall be incorporated into the above-identified contract by reference.

The Four Corners Community Behavioral Health, Inc. FY2023 Substance Use Disorder and Mental Health Annual Area Plan was adopted by the Grand County Commissioners at a regular meeting of the Commission on June 7, 2022.

LOCAL AUTHORITY OFFICIAL SIGNATURES:

_____ _____

Commissioner Mary McGann Date

_____ _____

Commissioner Sarah Stock Date

_____ _____

Commissioner Trisha Hedin Date

_____ _____

Commissioner Kevin Walker Date

_____ _____

Councilperson Jacques Hadler Date

_____ _____

Councilperson Evan Clapper Date

AGENDA SUMMARY

GRAND COUNTY COMMISSION MEETING

JUNE 7, 2022

Agenda Item:

TITLE:	Approving Airport Layout Plan Update Final Scope of Work with Armstrong Consultants (Task Order Q)
FISCAL IMPACT:	5% of total cost of $316,348, or $15,817
PRESENTER(S):	Tammy Howland, Interim Airport Director

Prepared By:

Tara Collins
Assistant to CNY Airport Director
435-259-4849
tcollins@grandcountyutah.net
and Tammy Howland
Interim Airport Director

FOR OFFICE USE ONLY:

Attorney Review:

RECOMMENDATION:

I move to approve the Airport Layout Plan Update final scope of work with Armstrong Consultants (Task Order Q).

BACKGROUND:

As part of the Airport capital projects lineup, and as a requirement of the Federal Aviation Administration (FAA), the Airport needs to update the Airport Layout Plan (ALP) with a narrative report, which is a comprehensive description of the Airport's current condition and future needs.

The scope of work includes updating the Airport Layout Plan drawing, the narrative report, preparation of a 10-year Capital Improvement Plan (CIP) with recommended project years, and a 20-year overall recommended development plan. The last Airport Master Plan for the airport was completed in 2015 and since that time the airport has undertaken significant development improvements including an upgrade in airport reference code and the introduction of regional jet airline service.

The Airport receives $1,000,000 in entitlement money from the FAA, funds allocated for Airports performing at least 10,000 enplanements per year. The cost of the ALP update is $316,348, with a local match of 5% of that amount. The remainder of the entitlement money will go toward construction of the snow removal equipment building at the Airport.

ATTACHMENT(S):

1) Task Order Q - Attachment to Professional Services Agreement

TASK ORDER Q
ATTACHMENT TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN SPONSOR AND ENGINEER,
DATED _____, 2022

FURTHER DESCRIPTION OF SERVICES OF ENGINEER

1. This Attachment is made a part of and incorporated by reference into the Professional Services Agreement made on December 17, 2019, between GRAND COUNTY, UTAH (Sponsor) and ARMSTRONG CONSULTANTS, INC., (Engineer) providing for professional engineering services. The Services of Engineer as described in Section 1 of the Agreement are amended or supplemented as indicated below and the time periods for the performance of certain services are stipulated as indicated below.
2. **WORK PROGRAM** - Attached

3. **FEES** - The fee will be as noted below. (Lump sum)

Airport Layout Plan Update with Narrative Report: $316,348

SPONSOR:
GRAND COUNTY, UTAH

_____
Jacques Hadler, Commission Chair

ENGINEER:
ARMSTRONG CONSULTANTS, INC.

_____
Dennis Corsi, President

CANYONLANDS REGIONAL AIRPORT
MOAB, UTAH
AIRPORT LAYOUT PLAN UPDATE WITH NARRATIVE REPORT
FINAL SCOPE OF WORK

The Canyonlands Regional Airport desires to complete an Airport Layout Plan Update with Narrative Report to address key issues, objectives and goals pertinent to the airport's development. The following Scope of Work describes the effort required to successfully complete the Airport Layout Plan Update with Narrative Report, addressing the needs of the community and providing a program for realistic development. The scope includes updating the Airport Layout Plan drawing, a narrative, preparation of a 10-year Capital Improvement Plan (CIP) with recommended project years and a 20-year overall recommended development plan. The last Airport Master Plan for the airport was completed in 2015 and since that time the airport has undertaken significant development improvements including and upgrade in airport reference code and the introduction of regional jet airline service.

ELEMENT I - PROJECT INITIATION, COORDINATION, AND CONTROL

Task 1.0 - Coordination and Control

Description: Completion of the Airport Layout Plan Update with Narrative Report will require contact with and input from the airport, community, airport users (pilots, passengers, tenants, etc.), the FAA, the Utah State Aeronautics Division and others.

Armstrong Consultants will retain responsibility for the technical aspects of the Airport Layout Plan Update with Narrative Report and will assure the coordination with and exchange of information between the Airport Sponsor, the Utah State Aeronautics Division, and the FAA in order that the overall project is completed in a timely and quality manner. Armstrong will provide regular progress reports to the airport sponsor, FAA and State these reports will be submitted at a minimum of quarterly. Armstrong will also provide a closeout report to the FAA upon conclusion of the project.

Ongoing coordination discussions will be held among Consultant team, the airport management, FAA and the state for purposes of project quality control, coordination and strategy.

Product: Airport Layout Plan Update with Narrative Report

Task 1.1 Establish Airport Technical Advisory Committee

Description: A Technical Advisory Committee (TAC), to consist of approximately five to ten (5-10) members, will be established, the composition of which will be evaluated and determined, as will the structure of the meetings, along with their location and coordination with other activities in the area. Members to serve on the TAC will be determined by Airport Management and sponsor staff. Typical membership consists of interested stakeholders and may include members with technical expertise and community interests such as representative(s) from: airport staff, airport advisory board, sponsor staff (such as public works, planning, zoning, or engineering department representatives), airport users, economic development agencies (i.e. chamber of commerce, local businesses, tourism board), local citizens, UDOT, FAA regional, state and federal agencies.

The TAC will be organized as a resource entity throughout the course of the study. Additionally, the role of the TAC will involve working with the consultant team during the course of the study, providing input on the various elements and recommendations in the study through meeting and review of draft working papers, reports, and drawings. The TAC will serve in an advisory in capacity and decision-making authority lies with the airport management.

Product: An established TAC to provide input and review throughout the planning process.

ELEMENT 2 - INVENTORY EXISTING CONDITIONS

The purpose of this element is to prepare, assemble, and organize basic information, data, and mapping to be used throughout the study. This element will maximize the use of existing information and only existing information will be assembled. Comprehensive plans, studies, regulations, ordinances, and policies from involved communities, and state agencies will be used to assure that recommendations of the study will be consistent with the current and long-range objectives, goals, and needs of the various governmental levels and jurisdictions. The collection of information and documents will serve as a data base for source material to be used throughout the project.

Task 2.0 TAC Meeting No. 1

Description: A kickoff meeting with the consultant team, airport management, sponsor staff and appropriate officials, TAC Members and other official and interested parties, all of which in effect compose the planning team for the development of the updated plan, will be held at the very beginning of the project. The purpose of such a meeting will be to develop team relationships, establish early direction for the study effort, and ensure a thorough understanding of the master planning process, its benefits, and use of the plan in the decision-making process.

Product: An introductory meeting to establish team relationships and initial direction for the airport planning effort.

Task 2.1 - Evaluate Existing Documents

Description: This task will evaluate existing documents and previous planning efforts. This will involve a review of airport records pertaining to historical traffic activity, construction programs, lease operations, etc.

Product: Revisions and summaries of previous documents for input to future tasks.

Task 2.2 - Airport Physical Facilities

Description: The physical facilities inventory of Canyonlands Regional Airport will include an examination of plans and documents, as well as a thorough on-site inspection of each physical facility to determine its type, size, condition, adequacy and use. An inventory of as-built conditions will be made to be incorporated into the Airport Layout Plan.

- Airfield: Runway and taxiway configuration to include pavement design/construction/maintenance history and condition; lighting; and

navigational aids, specifically with the goal of determining, by visual inspection, areas requiring further study and/or testing.

- FBO/GA Services: Fixed base operators and general aviation services will be inventoried. Structural use and hangar utilization will be identified.

- Terminal Area: Provide an overview of both airside and landside components of the current terminal facility. This includes identifying limiting factors associated with the facility. On the landside portion, parking facilities and access roads will be inventoried.

- Airport Property: The airport property information will be obtained based on deeds, legal descriptions, and plat maps provided by the airport sponsor.

- Fuel Facilities: Storage and dispensing facilities will be inventoried to determine existing capacities and adequacy of storage tanks and dispensing equipment including refueling vehicles.

- Utilities: Existing utilities will be identified based on information provided by the airport sponsor.

Product: Tabulated airport facilities inventory for use in the Airport Layout drawing.

Task 2.3 - Inventory of Nonstandard Conditions

Description: This task will include the inventorying of conditions on the airport and surrounding environs which result in a listing of conditions which are non standard with respect to FAA Advisory Circular 150/5300-13A, Change 1, Airport Design.

Product: Input for later tasks.

Task 2.4 Obtain Historic and Existing Operational, Based Aircraft and Enplanement Data

Description: Available historic and existing air traffic data for the airport will be collected and reviewed including:

a. Historic aviation activity, including fuel sales
b. Based aircraft
c. Enplanements
d. Traffic counts
e. Operations by aircraft type and volume
f. Fleet mix
g. Critical aircraft and Runway Design Codes (RDC) will be identified.

The FAA requires the use of validated based aircraft counts from its National Based Aircraft Database. The Consultant will work with the sponsor to update the database and resolve any discrepancies.

Product: Input for later tasks.

ELEMENT 3 - FORECASTS OF AVIATION DEMAND

Description: The forecast of aviation demand will provide the basis for the facility requirements, recommendations for airport development, and future business decisions. The forecast will be provided for the short (5-year), intermediate (10-year), and long (20-year) periods. The base year for the forecast will use 2021 enplanement numbers. The forecast will take into account enplanement numbers before COVID-19 and will consider what impact has occurred and how the airport is recovering.

Task 3.0 Evaluate Factors Influencing Aviation Demand

Description: Review local, regional and national trends influencing and affecting aviation demand at the airport. Economic characteristics, demographic characteristics and geographic attributes of the service area will be considered along with aviation-related factors, such as fleet trends and other factors such as the role of the airport within the community will be considered and factored into the forecasts.

Product: Information to be used in forecast development.

Task 3.1 Operational and Fleet Forecasts for the Twenty-Year Planning Period

Description: Review previous forecasts including FAA National Plan of Integrated Airport Systems (NPIAS), TAF, State Aviation Systems Plans (SASP), and previous Airport Master Plans (AMP), and apply selected methodologies to develop short, medium and long-term aviation forecasts for passenger enplanements, total annual operations, and based aircraft.

Methodologies for developing forecasts may include:

a. Comparative analysis of the previous and existing forecasts listed above.
b. Trend analysis of historical activity levels projected forward.
c. Market share analysis using a top-down relationship between national, regional, state and local activity levels. Historical market shares will be calculated and used as a basis for projecting future market shares.
d. Per Capita Analysis correlating future growth to future population growth
e. Cohort analysis or a combination of the other forecasting analysis

Forecasts will be presented in Excel spreadsheet format as in Appendix B and C templates in "Forecasting Aviation Activity by Airport, and shall include:

a. Passenger enplanements
b. Annual aircraft operations
c. Based aircraft
d. Aircraft fleet mix, critical aircraft and Runway Design Code (RDC)
e. Peaking characteristics

Product: Forecasts of aviation activity projected for the twenty-year planning range.

Task 3.2 Forecasts Coordination and Approval

Description: Forecasts will be submitted to FAA and UDOT for review and approval. The general

requirement for FAA approval of the master plan study's forecasts is that they are supported by an acceptable forecasting analysis and are consistent with the TAF. Forecast results shall be compared with the most recent TAF using FAA's template contained in FAA guidance, *Forecasting Aviation Activity by Airport.*

Product: Forecasts will be submitted for FAA approval prior to completing the next Element.

ELEMENT 4 - FACILITY REQUIREMENTS

The objective of this element is to determine existing and future facility requirements. Element 4 will include consideration of runways, taxiways, instrumentation, lighting and marking, approach and protection zones, and those areas of development required for landside facilities. This Element will also provide a development plan which is divided into two phases. Phase I is the short-term (0-5 years), Phase II is the intermediate-term (6-10 years), Phase III is the long-term (11-20 years).

Task 4.0 Demand/Capacity Analysis

Description: This analysis will involve a comparison of the forecasts prepared in Element 3 to both airside and landside capacity. Airside capacity will include an analysis of existing and future airfield layouts, area meteorology, instrumentation, and aircraft operational demand on Annual Service Volume (ASV) and peak hour demand. Methodologies outlined in FAA Advisory Circular 150/5060-5 *Airport Capacity and Delay* will be used.

Product: An analysis of existing and forecasted aircraft operations to both landside and airside capacity.

Task 4.1 Airside Requirements

Description: Based on the forecasts prepared in Element 3, the demand/capacity analysis, and other applicable data, an analysis of airside facility needs will be made.

4.1.1 Runways
Including length, width, dimensional criteria, safety critical areas and approach and transitional surfaces, orientation, crosswind or secondary runway needs, pavement type, condition and strength; based on ARC/RDC and critical aircraft.

4.1.2 Taxiways
The taxiway system will be analyzed for geometry, pavement type, condition, strength, capacity, and safety enhancements, including FAA recommendations for locations of intersections.

4.1.3 Aircraft Parking Aprons
The sizing needs for general aviation and commercial service aprons will be determined based on forecasted activity levels and fleet mix, as well as the need for special amenities such as hard stands or deicing pads.

4.1.4 Navigation Aids
Evaluate existing electronic and visual aids to navigation including VOR, REILs, PAPIs, AWOS etc. and determine if any new or replacement equipment is needed.

4.1.5 Airspace Requirements
Airspace requirements will be determined. This will include required setbacks for future airport related development based on future recommended instrument approach procedures.

4.1.6 Non-Standard Conditions and Modifications to Design Standards
Needs for correcting existing non-standard conditions or modifications to design standards will be identified.

Product: Detailed description of the airside facilities required to meet aviation demand throughout the twenty-year planning period. Provide a recommended development plan for the future.

Task 4.2 Landside Requirements

Description: Landside facility requirements will be based on the demand/capacity analysis and the evaluation of existing conditions to provide an appropriate airside/landside balance compatible with identified airfield requirements.

4.2.1 Passenger Terminal Building
The functional areas of the passenger building will be evaluated to determine if they adequately accommodate the demand of existing airline service and future air carrier operations determined by the Aviation Forecasts. Recommendations for the passenger terminal building will be identified including the potential relocation of the terminal building over the planning period.

4.2.2 Aircraft Storage Requirements
The type and quantity of hangars, sunshades or other facilities required to accommodate existing and future demand will be identified.

4.2.3 Snow Removal Equipment (SRE) and Storage Building
Current and future SRE vehicle, storage building and facility needs will be determined in accordance with the guidance provided in accordance with FAA AC 150/5220-20 *Airport Snow and Ice Control Equipment*, AC 150/5220-18A *Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials*.

4.2.4 Fuel Storage and Dispensing
Discussions with airport management and fuel suppliers, and review of fuel sales data, will be conducted to determine if fuel storage is adequate. Evaluate the existing fuel system and determine if additional fuel facilities, including bulk storage, self-serve, or mobile refuelers are need during the planning period.

4.2.5 Utilities
The requirements for water, sewer, gas, telephone, and WiFi will be evaluated to determine needs for expansion and extension into future landside development areas.

4.2.6 Vehicle Parking and Rental Car Facilities
Future tenant, employee, passenger, rental car parking/wash bay and visitor parking requirements will be identified.

4.2.7 Access and Airport Circulation

Future vehicle circulation, access road needs, and courtesy car/taxi/transportation network company availability will be evaluated for general aviation, commercial businesses and tenants.

4.2.8 Airport Security/Public Safety and Emergency Response

Future airport fencing and security will be evaluated to ensure adequate airport security and to keep the general public out of aircraft operation areas. The existing emergency response and potential need for Aircraft Rescue and Firefighting (ARFF) will be identified and recommendations for the future will be provided.

4.2.9 Non-Aeronautical Revenue Generation

Future parcels which would not serve an aeronautical purpose to the airport will be identified along with recommendations for potential use.

Product: Detailed description of landside facilities required to meet aviation demands at the airport through the twenty-year planning period. Provide a recommended development plan for the future.

ELEMENT 5 - DEVELOPMENT ALTERNATIVES

Alternative development concepts will be derived for meeting FAA safety and design standards and for meeting the facility requirements for both airside and landside facilities. Reasonable and feasible alternatives to implement will be considered for further evaluation. Alternatives considered, but later rejected will be discussed.

Task 5.0 Airside Development Alternatives

Description: The airside facility requirements developed in the previous Tasks will be translated into a series of alternative plans for comparative evaluation in relation to established planning criteria. The alternatives will address available options including development of new facilities, expansion of existing facilities, or abandonment of excess or deteriorated facilities. The alternatives with the greatest potential for meeting airside demands will be evaluated to establish costs, environmental impacts, and operational considerations.

An evaluation of the impacts associated with the alternative airside development options will be addressed. This will include consideration of:

- Operational Performance: Including capacity, capability and efficiency.
- Best Planning Tenets and Other Factors: Including safety & security, conformance with design standards, flexibility, alignment with sponsor's strategic vision and social and political feasibility.
- Environmental Factors: Utilizing the information gathered in Element 4, consider potential environmental impacts, including land acquisition, associated with each alternative.
- Fiscal Factors: Including estimated development costs determined by applying estimated unit prices to estimated construction unit quantities taken from existing base mapping.

Product: Evaluation of "no action" alternative and up to three development alternatives for meeting airside facility requirements for the twenty-year planning period.

Task 5.1 Landside/Terminal Area Development Alternatives

Description: The landside/terminal airside facility requirements developed in the previous Tasks will be translated into a series of alternative plans for comparative evaluation in relation to established planning criteria. The alternatives will address available options including development of new facilities, expansion of existing facilities, or abandonment of excess or deteriorated facilities including general aviation, air cargo and other related facilities. The existing on-airport land uses will be evaluated to determine recommended configuration for the future which may include the relocation of existing facilities. The alternatives with the greatest potential for meeting airside demands will be evaluated to establish costs, environmental impacts, and operational considerations.

An evaluation of the impacts associated with the alternative airside development options will be addressed. This will include consideration of:

- Operational Performance: Including capacity, capability and efficiency
- Best Planning Tenets and Other Factors: Including safety & security, conformance with design standards, flexibility, alignment with sponsor's strategic vision and social and political feasibility
- Environmental Factors: Including potential significant environmental impacts and land acquisition, if any.
- Fiscal Factors: Including estimated development costs determined by applying estimated unit prices to estimated construction unit quantities taken from existing base mapping.

Product: Evaluation of "no action" alternative and up to three development alternatives for meeting the landside/terminal area requirements identified in previous Tasks.

Task 5.2 Conduct TAC Meeting No. 2

Description: A TAC meeting will be held to present and discuss the development alternatives and to receive input for the preferred development alternative(s) and recommended development plan.

Product: TAC Meeting. Input for preferred alternative.

Task 5.3 Public Information Meeting No. 1

Description: A public information meeting will be held to present and discuss the development alternatives, provide information on the first phase of this study, and to receive public input for the preferred alternative(s) and recommended development plan. If so desired by the Sponsor, the first portion of the meeting may be held open-house style.

Product: Documented Public Information Meeting. Input for preferred alternative.

Task 5.4 Selection of Preferred Alternative

Description: The results of the previous Tasks, along with input from the working group, FAA and State will be provided to the Sponsor for the selection of the preferred alternative and development plan. The selected alternative will be carried forward and form the basis of the Airport Layout, Financial and Implementation Plans including the Airport Capital Improvement Plan (CIP).

Product: Selection of the preferred alternative to be used in the remaining Master Plan Tasks.

ELEMENT 6 – FINANCIAL PLAN

Task 6.0 Prepare Cost Estimates

Description*:* Cost estimates of planned projects, based on current dollars, will be prepared for the first five-year period; a more generalized cost breakdown will be prepared for the ten-year period; and a facility breakdown with costs prepared for the twenty-year period. These facility requirements include potentially such items as the runways, taxiways, aprons, hangars, access roads, perimeter roads, safety areas, lighting and signing, fencing, buildings and hangars, auto parking, airport maintenance, fuel facilities, among others as appropriate. Facility costs will be prepared using unit prices extended by the size of the particular facility tempered with some specific considerations. Cost estimates are intended to be used for planning purposes only and are not to be construed as engineering construction estimates.

Product: Conceptual project cost estimates will provide sufficient detail to allow project time schedules to be established and programmed into the appropriate Capital Improvement Plan funding programs.

Task 6.1 Capital Improvement Program Coordination with FAA/State and Sponsor

Description: Prepare and coordinate the capital improvement plan (CIP) with the FAA and state for funding availability.

Product: Development of a recommended CIP for the selected development plan concepts for the planning period.

Task 6.2 Airport Funding Sources

Description: Project funding sources, including FAA and State grant programs, will be evaluated to assist in identifying the appropriate funding sources available for future capital improvement projects listed on the recommended CIP.

Product: Identifying funding sources.

ELEMENT 7 - AIRPORT LAYOUT PLANS

This study element will produce a current Airport Layout Plan (ALP) Drawing set that depicts existing and the recommended airport development, in accordance with FAA standards, including AC 150/5070.6B, *Airport Master Plans*; FAA Airports Standard Operating Procedures (SOP), Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs) (ARP SOP 2.00); FAA Standard Operating Procedure (SOP) for FAA Review of Exhibit ‘A’ Airport Property Inventory Maps (ARP SOP 3.00); and AC 150/5300-13A, Change 1, *Airport Design*. Sources of information for these drawings will include previous ALP and master planning documentation, new planimetrics and topographic data collected, surveyed, and developed as part of the AGIS component of the recent runway construction project will be used for Part 77 analysis and development of the ALP, in accordance with required tasks for an Airport Layout Plan (ALP) contained in FAA Advisory Circular 150/5300-18B, Table 2-1, Survey Requirements Matrix, obstruction charts, USGS mapping, legal descriptions, existing property surveys, local and regional government mapping, FAA databases, and any other secondary sources readily available to the

Sponsor/Consultant. Computer aided drafting will be used to generate the new drawing set.

FAA approval of the ALP Drawing set is required.

Product: Airport Layout Plan drawing set for FAA airspace review and approval. The drawing set shall include, at minimum:

- Cover Sheet
- Airport Layout Plan
- Data Sheet
- Terminal Area Plan
- Airport Airspace Drawing
- Inner Portion of the Approach Surface Drawing
- Runway Departure Surfaces Drawing
- On-Airport Land Use Drawing
- Off-Airport Land Use Drawing
- Exhibit A, Airport Property Map

Task 7.0 Cover Sheet

Description: An ALP drawing set Cover Sheet will be prepared which shall include the name and location of the airport and sponsor, location and vicinity maps, numbered list of drawing sheets contained within the set and the date of the set.

Product: ALP drawing set Cover Sheet drawing.

Task 7.1 Airport Layout Plan (ALP)

Description: In accordance with ARP SOP 2.00, the Airport Layout Plan will be prepared to reflect existing and future physical features and development, wind data, location of airfield facilities (runway, taxiways, NAVAIDs) and terminal/building area development. In addition, critical areas for all NAVAIDs will be shown, as well as a table describing non-standard conditions and modifications to standards and the disposition of each condition or modification. The ALP will only show future conditions through the twenty-year planning range. Anything beyond the twenty-year planning range will have to be shown on a separate ultimate ALP that the FAA will not approve. The FAA's approval of the ALP is limited to the twenty-year planning range, unless otherwise authorized by FAA.

Product: ALP drawing for the Airport that meets FAA requirements and guidelines. A separate data sheet containing required airport and runway data tables and wind roses will follow the ALP sheet. All comments and conditions resulting from FAA's airspace review will be addressed to FAA's satisfaction.

Task 7.2 Terminal/Building Area Layout Plan

Description: Specific terminal/building area plans will be developed which reflect recommended development of future aviation needs, as identified in this study. Existing and future building heights will be provided in a table. Access and parking facilities for the airport will also be included in this drawing.

Product: Terminal/Building Area Layout Plan reflecting development of building areas at the airport,

surface access, security fencing and other airport facilities.

Task 7.3 Airport Airspace Drawing

Description: This drawing will depict obstacle identification surfaces for the ultimate airport development configuration. It will also depict airspace obstructions for the portions of the surfaces excluded from the Inner Portions of the Approach Surface Drawing.

Per criteria outlined in ARP SOP 2.00, a topographic drawing will be prepared depicting a plan view of the ultimate airport 14 CFR Part 77 (Part 77) surfaces and a small-scale profile view of the Part 77 approach surfaces. Natural and manmade obstructions to the airspace surrounding the Airport will be identified. The data obtained in the aeronautical survey completed during the runway design project will be used as a basis for developing the drawing. Airspace case studies for proposed structures in the vicinity of the airport will be reviewed for potential new objects and/or obstructions within Part 77 Airspace. This task will result in a depiction of the Part 77 Airspace surfaces and known obstructions from best available data and is not intended to produce a new or updated obstruction survey or Obstruction Chart.

Product: Airport airspace drawing.

Task 7.4 Inner Portion of the Approach Surfaces and Runway Protection Zone Drawings

Description: Drawings containing the plan and profile view of the inner portion of the approach surface to the runway and a tabular listing of all surfaces penetrations. The drawing will depict the obstacle identification approach surfaces contained in 14 CFR Part 77. A large-scale plan and profile drawing will be prepared of the existing and ultimate inner portion of the 14 CFR Part 77 approach surfaces for each runway end. The plan and profile views for each runway end will be shown on the same sheet. The data obtained in the aeronautical survey completed during the runway design project will be used as the basis for developing the drawing. The drawing will include aerial photography as the base drawing and will depict the Runway Protection Zones and location, elevation, penetration, and disposition of obstructions exceeding Part 77 criteria. Included with these drawings will also be a runway centerline profile for the entire runway length.

Product: Inner Portion of the Approach Surfaces and Runway Protection Zone drawing.

Task 7.5 Runway Departure Surfaces Drawing

Description: A large-scale plan and profile drawing will be prepared of the existing and planned instrument runways. The data obtained in the aeronautical survey from the runway design project will be used as the basis for developing this drawing. The drawing will include aerial photography as the base drawing and will depict the runway end location, 40:1 Runway Departure Surfaces and location, elevation, penetration, and disposition of obstructions exceeding departure surface criteria.
Responsibilities:

Product: Departure surface drawings for existing and proposed instrument runway ends.

Task 7.6 On-Airport Land Use Drawing

Description: A land use plan for the area within the existing and future airport property boundary will be prepared depicting recommended areas for aeronautical use, general aviation development,

revenue generation, airport support services, and other uses appropriate to the airport.

Product: On-Airport Land Use Drawing.

Task 7.7 Off-Airport Land Use Drawing

Description: The Consultant will prepare an existing off airport land use drawing depicting existing land uses and zoning provided by the sponsor. The off-airport land use drawing will show land uses and public facilities, such as schools, parks, and hospitals. The local zoning and land use controls will be noted on this drawing.

Product: Off-Airport Land Use Drawing.

Task 7.8 Exhibit "A" Airport Property Map

Description: The primary intent of the drawing is to identify and/or delineate all designated airport property owned or to be acquired by the airport owner. In accordance with FAA Standard Operating Procedure (SOP) for FAA Review of Exhibit 'A' Airport Property Inventory Maps (SOP 3.00), the drawing will inventory all of the parcels that currently make up the airport or are proposed for acquisition by the airport and a data table that provides for each parcel:

- Parcel numbers
- Grantor
- Type of interest acquired
- Acreage
- Type of conveyance instrument
- Liber/book and page of recording
- FAA grant number including year if acquired under a grant
- Surplus Property Transfer, Government Land Transfer
- Type of easement
- Date and Type of release/land use change approval
- Date of property disposal
- Public land references
- Any know encumbrances on the property
- Purpose of acquisition

This drawing will be prepared in accordance with FAA requirements and guidelines, using existing documents, maps, and land use plans furnished to Armstrong Consultants, Inc. or readily accessible through the County Assessor or Recorder Office. A survey will be conducted to validate the airport property line.

Product: Exhibit "A" Airport Property Map that meets FAA requirements and guidelines.

ELEMENT 8 - DOCUMENTATION

Task 8.0 – Draft Narrative Report

Description: Report preparation will include writing, editing and typing the narrative report, determining the composition of the report with figures, charts, graphs and illustrations, and the

printing and distribution of the report. A reduced sized (11”x17”) draft Airport Layout Plan drawing will be included in the draft narrative report.

Product: A Draft Narrative Report for review and comment by the Sponsor, State, and FAA.

Task 8.1 –Preliminary Draft Airport Layout Plan Drawing Set

Description: A Preliminary Draft Airport Layout Plan drawing set and completed FAA ALP Checklist will be distributed to the Sponsor, State and FAA for initial review and comment.

Product: Preliminary Draft Airport Layout Plan Drawing Set.

Task 8.2 –Draft Airport Layout Plan Drawing Set

Description: Review comments from the Preliminary Draft Airport Layout Plan drawing set will be incorporated into the Draft Airport Layout Plan drawing which will be distributed back to the Sponsor and State for further review and ten (10) copies of the draft ALP will be sent to the FAA for Airspace Coordination.

Product: Draft Airport Layout Plan Drawing Set.

Task 8.3 - Final Airport Layout Plan Drawing Set

Description: Review comments will be incorporated into the Final ALP drawing set and will be submitted to the Sponsor for signature and approval. The Final ALP will be signed electronically and the Consultant will be responsible for coordination of the electronic signatures. The sponsor signed drawings will be submitted to the FAA for final approval. Approved copies will be distributed by the FAA to the Sponsor State and Consultant.

Product: Final Airport Layout Plan Drawing Set.

Task 8.4 - Final Narrative Report

Description: Review comments and input from the Draft Narrative Report will be incorporated into the Final Narrative Report and submitted for approval and adoption by the Sponsor.

Product: Final Narrative Report.

SUMMARY OF DELIVERABLES

The deliverables, which will be prepared at various stages throughout this study are outlined below. Deliverables will be provided in MS Word format (.doc), Adobe Acrobat format (.pdf) or AutoCAD format (.dwg).

DELIVERABLE	SPONSOR	FAA	STATE
Draft Narrative Report	5	2	1
Revised Draft Narrative Report	5	2	1
Pre-Draft ALP Drawing Set with Completed ALP Checklist	5	1	1
Draft ALP Drawing Set (print) with Completed ALP Checklist	5	7	1
Draft ALP Drawing Set (electronic)	1	1	1
Final ALP Drawing Set (print) with Completed ALP Checklist	5	2	1
Final ALP Drawing Set (electronic)	1	1	1
Final Narrative Report	5	2	1

AGENDA SUMMARY

GRAND COUNTY COMMISSION MEETING

JUNE 7, 2022

Agenda Item:

TITLE:	Approval of a Scope of Work and Task Order with Jones & DeMille Engineering for Preconstruction Design of the Spanish Valley Dr. Multi-Use Pathway
FISCAL IMPACT:	$211,000 – reimbursable via cooperative agreement
PRESENTER(S):	Chris Baird, Strategic Dev. Director – Bill Jackson, Roads Supervisor

Prepared By:

Chris Baird

FOR OFFICE USE ONLY:

Attorney Review:

N/A

SUGGESTED MOTION:

I move to approve the scope of work and task order with Jones & DeMille Engineering for preconstruction design services for the Spanish Valley Dr. Multi-Use Pathway for an amount not-to-exceed $211,000.

BACKGROUND:

Grand County entered into a cooperative agreement with the Utah Department of Transportation for the reimbursement of up to $2.7 million for the design and construction of a multi-use pathway along Spanish Valley Dr. This funding is part of a larger recreational hotspot funding award.

This scope of work and task order is for the full preconstruction design of the pathway that we anticipate will be constructed in the first phase, and partial design for future phases. This partial design may be incorporated into the design standards for future development along Spanish Valley Dr.

The scope of work also entails the preparation of construction bid documents.

County staff will synchronously work to acquire the necessary right-of-way for the project and facilitate any public information workshops.

The goal for the first phase is to construct a 10’ wide, two-lane pathway, separated from the roadway by a 5’ buffer beginning at the southern termination of the Millcreek Parkway, and ending approximately at Spanish Trail Road. The actual constructed length of the pathway won’t be known until after the bid process is concluded.

The construction associated with the first phase is expected to last 6-8 months. Possibly commencing if the summer/fall of 2022.

ATTACHMENT(S):

1. Scope of Work Narrative and Assignment Order
2. Cooperative Agreement with UDOT

ASSIGNMENT ORDER

In accordance with the General Services Agreement Between Owner and Consultant, dated March 15, 2022 ("Agreement"), Owner and Consultant agree as follows:

1. ***Specific Project Data.***

   Project Title: Grand County ▪ Spanish Valley Multi-Use Path Design (the "Assignment")

   Description: Professional engineering services

2. ***Services of Consultant.*** Consultant's services shall be provided consistent with and limited to the standard of care applicable to such services, which is that Consultant shall provide its services consistent with the professional skill and care ordinarily provided by consultants practicing in the same or similar locality under the same or similar circumstances. Consultant incorporates herein by reference those services set forth in Section A1.01 of Exhibit A of the Agreement and adds the following services specific to the Assignment:

   a. *See proposal dated June 1, 2022, attached hereto as Attachment A and incorporated herein by reference, setting forth the detailed scope of work.*

   Owner's Responsibilities. Owner shall have those responsibilities set forth in Section A.2.01 of Exhibit A of the Agreement.

3. ***Times for Rendering Services***. Consultant's services will be performed by December 31, 2022.

4. ***Payments to Consultant.*** Owner shall pay Consultant for the above assignment as follows: *Total estimated fee of $211,000 to be billed as outlined below. Lump sum progress payments may be invoiced monthly by percentage of completion throughout the project.*

Preconstruction Engineering Services (lump sum)	$	198,000
Survey Services (hourly)	$	13,000
TOTAL	$	211,000

Execution of this Assignment Order by Owner and Consultant shall make it subject to the terms and conditions of the Agreement (as modified above), which Agreement is incorporated by this reference. Consultant is authorized to begin performance upon receipt of a copy of this Assignment Order signed by Owner.

JONES & DEMILLE ENGINEERING, INC.	GRAND COUNTY
Ryan Jolley	
Signature	Signature
CSO	
Title	Title
June 1, 2022	
Date	Date

2010-046

Attachment A

June 1, 2022

Chris Baird
Grand County Administrator
125 E. Center St.
Moab, UT 84532

RE: Spanish Valley Drive Multi-Use Path Design Proposal

Dear Chris:

We appreciate the opportunity to provide a proposal for the above-referenced project. It is our understanding the Grand County intends to construct a multi-use path along Spanish Valley Drive from Mill Creek Drive to Pack Creek Bridge. The scope of the proposed project would include a full design (model and advertising documents for construction) from Mill Creek Drive to Pack Creek Bridge and limited design (horizontal layout) from Pack Creek Bridge to the Grand/San Juan County line. The limited design portion will allow Grand County to provide developers enough design information for them to incorporate the construction of the path into their developments and provide a basis to pursue additional funding.

Jones & DeMille Engineering (JDE) has the necessary resources and expertise to complete this important project. The proposed scope of work and associated schedule and fees are as follows:

SCOPE OF WORK

Preconstruction Engineering Services

The proposed scope of work for preconstruction engineering services is as follows:

1. Project Management
    a. Facilitate coordination between team members
    b. Schedule and attend team meetings
    c. Review/process invoices
2. Topographical Survey and Identify Existing Right-of-Way (ROW)
    a. Conduct supplemental survey, incorporate into previous survey, and update existing base mapping from Mill Creek Drive to Pack Creek Bridge
    b. Research existing utilities and update existing horizonal utility mapping from Mill Creek Drive to Pack Creek Bridge
    c. Research existing ownership and update existing ownership/existing ROW mapping from Mill Creek Drive to Pack Creek Bridge

3. Path design
    a. 30% Design Task
        i. Hold and conduct Kickoff/Scoping meeting
        ii. Conduct site visit with county staff
        iii. Develop project design criteria (PDC)
        iv. Finalize scope with county
        v. Develop horizontal and vertical alignment
        vi. Model path
        vii. Develop preliminary design documents for review
        viii. Site visit after cut and fill lines are generated
        ix. Develop project cost estimate
        x. Perform quality control
    b. 60% Design Tasks
        i. Update/complete design
        ii. Develop plan sheets
        iii. Site visit after completed design
        iv. Update project cost estimate
        v. Perform quality control
    c. 90% Design Tasks
        i. Update/finalize design
        ii. Finalize plans
        iii. Develop summary sheets
        iv. Develop specifications and Measurement & Payment
        v. Develop bidding table
        vi. Finalize project cost estimate
        vii. Perform quality control
        viii. Compile advertising documents
4. Contractor Procurement/Advertising
    a. Hold pre-bid meeting
    b. Advertise project
    c. Answer contractor questions
    d. Issue up to two addendums
    e. Participate in bid opening process

Assumptions and Limitations:

1. The design will be split up into two sections
    a. Mill Creek Drive to north side of Pack Creek Bridge
        i. Full Design – 3D model
        ii. Construction advertising documents will be developed for the length of project that can be constructed with the current budget, not to extend beyond Pack Creek Bridge. Length of construction and associated construction documents will be evaluated after initial estimate (during 30% design) is completed.
    b. North side of Pack Creek Bridge to Grand/San Juan County line
        i. Limited Design – Horizontal layout of path

2. Survey
    a. County will obtain permission for JDE to enter private property to conduct topographical survey
    b. Doesn't include addressing any boundary discrepancies during survey
3. Environmental
    a. No environmental document will be required
    b. Biological resources
        i. Preliminary research indicates that there are no threatened and endangered species within the project limits
    c. Cultural resources
        i. Preliminary research indicates that there are no historic features identified on the National Register of Historic Places
    d. Aquatic resources
        i. Preliminary research indicates that there are no wetlands within the project limits and that no water resource permitting is required as long as the project doesn't impact Pack Creek
    e. Does not include any FEMA permitting
4. Roadway/Path Design
    a. Path profile and cross slope will match the existing road profile and cross slope
    b. Roadway, drainage, signing and striping callouts can fit on the same sheet
    c. No guardrail or barrier design will be required
5. Drainage Design
    a. Any drainage improvements needed to accommodate construction of the path will be made based on the County's Stormwater Master Plan. No additional hydrology or hydraulic analysis is needed.
6. Path Pavement Design
    a. No pavement design will be required. Pavement structure/thickness (Hot Mix Asphalt & base) can be determined based on experience from previously design and constructed paths.
7. Utilities
    a. Utility identification and mapping will be limited to horizontal locations based on surface features, and records provided by utility owners
    b. Contract includes time to document potential utility conflicts, but does not include time to design utility relocations
    c. Does not include Subsurface Utility Engineering (SUE) to identify utility depths or coordination with SUE contractor
8. Structure Design
    a. Structure design will be for one retaining wall and the design will not require multiple iterations
    b. Retaining wall plans will be able to be handled with a generic detail that covers variable heights
9. Does not include a geotechnical study
10. Does not include the development right-of-way (ROW) acquisition documents or assisting with ROW acquisition. These services can be completed for a negotiated lump sum fee or according to JDE's standard hourly rates.

11. JDE will work with the County to development a path alignment that will minimize impacts to landowners prior to starting the 60% design phase. Any redesign after the 30% design phase is not included.
12. Does not include in depth alternative analysis
13. Does not included public involvement work

SCHEDULE

JDE will work to complete the above scope of work in a reasonable, timely manner according to the project and funding needs. An earnest effort will be made to complete the services within owner's time constraints.

FEES

The foregoing scope of work for design services, excluding topographical survey and identifying existing ROW/ownership, can be completed for a lump sum fee of **$198,000**. The topographical survey and identifying existing ROW/ownership scope can be completed on an hourly basis for an estimated amount of **$13,000**. The total anticipated contract for this scope of work is **$211,000.**
Progress payments will be invoiced monthly throughout the project. Any adjustments to the scope of work can be completed for a negotiated lump sum fee or according to JDE's standard hourly rates.

CLOSURE

We appreciate and look forward to the opportunity to work on this important project. Our team has the proven capabilities to complete this work in a timely and efficient manner. We look forward to helping you shape the quality of life of those you serve. Please review this proposal and let us know if there are any questions or concerns.

Sincerely,

JONES & DeMILLE ENGINEERING, INC.



Project Manager

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228495 39105

State of Utah
Department of Transportation

Cooperative Agreement **Local Agency Performing Work for UDOT**	Project Description: Spanish Valley to Moab Shared Use Path Local Agency: Grand County	Estimated value of scope of work 2,700,000
Pin: 17383 Job/ Project: 73208		Date Executed 11/22/2021

THIS AGREEMENT, made and entered into on the executed date , by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as **"UDOT"**, and Grand County, a political subdivision of the State of Utah, hereinafter referred to as the **"Local Agency."**

UDOT requested that the Work be included in the Local Agency's Project. Subject to the attached provisions, **Local Agency** will include the following items into its Project. Unless the parties agree to a lump sum, upon signing this Agreement, **UDOT** agrees that the costs shown are estimates and that it will be responsible for paying the actual costs associated with these items, based on unit bid prices, and actual quantities placed. If a lump sum payment is specified, **UDOT** will not pay for any additional costs beyond the lump sum payment amount.

Description of Work:

A shared use path has been proposed by Grand County and the first phase of it has been funded by UDOT. Phase 1 will develop a paved shared use path from Mill Creek Drive to approximately Starbuck Lane. Because funding is limited and ROW work is a significant portion of this project, the exact end of the project will be agreed upon by UDOT and Grand County prior to advertisement. It is expected that the Local Agency and their consultant ensure the money is utilized in a way to extend the path as far as possible.

This project was funded through the Utah Transportation Commission in conjunction with two other projects; a Dispersed Parking project and a Microtransit project. Once this agreement is finalized, it is critical this project be completed. If the Local Agency should decide to terminate this agreement, it will reimburse UDOT for all costs incurred for the work.

The Local Agency shall prepare a monthly or periodic invoice with appropriate documentation of the requested funds for reimbursement. The invoices shall be sent to: Devin Squire, Project Manager, UDOT, PIN #17383, 210 West 800 South, Richfield, Utah 84701 or dsquire@utah.gov

Costs to include:

LUMP SUM PAYMENT: TOTAL AMOUNT TO BE PAID BY UDOT	Up to but not to exceed $2,700,000. Any costs over this amount will be the responsibility of the Local Agency.

Project Completion Date: CY 2022 (Flexible) Billing must be submitted within 3 months of work completion date.

If the actual costs exceed the agreed maximum total cost, **Local Agency** will immediately notify **UDOT** and **UDOT** can determine whether to reduce the scope of Work or continue with the Work at the increased cost. Once final **UDOT** signoff has occurred, the **Local Agency** will submit the receipts of payments for the Work to the **UDOT** Region office. **UDOT** will process the payment of the committed amount or the direct costs of approved activities, whichever is less, within 45 days and send a check to the **Local Agency**.

Total Estimated Reimbursement to the Local Agency is $2,700,000

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Provisions

Local Agency will include the UDOT's Work provided UDOT pays the actual costs incurred for the Work. Local Agency's contractor will perform the Work described in this Agreement in accordance with UDOT's plans and specifications. Local Agency will notify UDOT two weeks in advance prior to starting the Work so UDOT may inspect the Work. UDOT has the right to inspect the Work but may choose not to exercise this right. Regardless of any inspection by UDOT, Local Agency is still required to construct the Work in accordance with the plans and specifications. UDOT, through its inspection of the Work, will provide Local Agency with information addressing any problems or concerns UDOT may have with acceptance of said Work. Upon completion of the Work, the Local Agency will contact UDOT for a final review and inspection. UDOT reserves the right to withhold payment unless the Work is completed to UDOT standards and specifications. The Local Agency has the right to correct any deficiencies in a timely manner and resubmit the Work for inspection and approval.

I. Liability:
UDOT and the Local Agency are both governmental entities subject to the Governmental Immunity Act. Each party agrees to indemnify, defend and save harmless the other party from any and all damages, claims, suits, costs, attorney's fees and actions arising from or related to its actions or omissions or the acts or omissions of its officers, agents, or employees in connection with the performance and/or subject matter of this Agreement. The obligation to indemnify is limited to the dollar amounts set forth in the Governmental Immunity Act, provided said Act applies to the action or omission giving rise to the protections of this paragraph. This paragraph shall not be construed as a waiver of the protections of the Governmental Immunity Act by the parties. The indemnification in this paragraph shall survive the expiration or termination of this Agreement.

II. Termination:
This Agreement may be terminated as follows:

a. By mutual agreement of the parties, in writing

b. By either UDOT or the Local Agency for failure of the other party to fulfill their obligations as set forth in the provisions of this Agreement. Reasonable allowances will be made for circumstances beyond the control of the parties. Written notice of intent to terminate is required and shall specify the reasons for termination. If a party fails to cure the breach, the other party may terminate this Agreement.

c. By UDOT for the convenience of the State upon written notice to the Local Agency. However, UDOT will be responsible for the costs incurred for the Work before the termination of the Agreement.

III. Maintenance:
Division of jurisdiction and responsibilities of state highways shall be in accordance with Utah Code Section 72-3-109 and applicable rules.

IV. Payment and Reimbursement to Local Agency:
UDOT shall be responsible for all actual costs associated with the Work described in this Agreement up to the maximum total cost or lump sum. The Local Agency must submit the billing within 3 months of the Work completion date.

V. Change in Scope and Schedule:
If Work scope or schedule changes from the original intent of this Agreement, UDOT will notify the Local Agency prior to changes being made. If the Local Agency modifies its Project and the modification affects the Work, Local Agency will immediately notify UDOT. In the event there are changes in the scope of the Work, extra work, or changes in the planned Work covered by this Agreement, a modification to this Agreement must be approved in writing by the parties prior to the start of work on the changes or additions.

VI. Environmental Compliance
The Local Agency will assure compliance of the Project with all applicable state and federal environmental statutes, regulations, rules, and permitting requirements.

VII. Miscellaneous:
Each party agrees to undertake and perform all further acts that are reasonably necessary to carry out the intent and purposes of the Agreement at the request of the other party.

The failure of either party to insist upon strict compliance of any of the terms and conditions, or failure or delay by either party to exercise any rights or remedies provided in this Agreement, or by law, will not release either party from any obligations arising under this Agreement.

This Agreement does not create any type of agency relationship, joint venture or partnership between the parties.

Each party represents that it has the authority to enter into this Agreement.

This Agreement may be executed in counterparts by the parties.

VIII. Content Review:
Language content was reviewed and approved by the Utah AG's office on February 2, 2015.

Grand County			**Utah Department of Transportation**		
By		11/17/2021 Date	By		11/17/2021 Date
Chris Baird, Commission Administrator			Devin Squire, Project Manager		
By	Mary McGann	11/17/2021 Date	By		11/22/2021 Date
Mary McGann, Commission Chair			Monte Aldridge, Region 4 Deputy Director]		
By		Date	By	Kristi Bauer	11/22/2021 Date
Title/Signature of additional official if required			Comptrollers Office		

contractsetup@utah.gov contractsetup@utah.gov

Spansh_Valley_Paved_Path_Co-op_Agreeement_11-16-2021.docx

Final Audit Report 2021-11-22

Created:	2021-11-17
By:	Devin Squire (dsquire@utah.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAATcoUxqZnUnGa4aHR37WabPHKTO23uAI0

"Spansh_Valley_Paved_Path_Co-op_Agreeement_11-16-2021.docx" History

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Signature Date: 2021-11-22 - 11:19:28 PM GMT - Time Source: server- IP address: 204.113.19.51

Agreement completed.

2021-11-22 - 11:19:28 PM GMT

Agenda Summary

GRAND COUNTY COMMISSION

June 7, 2022

TITLE:	Approving the appointment of Aaron Lindberg to serve on the Grand County Planning Commission
FISCAL IMPACT:	N/A
PRESENTER(S):	Elissa Martin, Associate Planner, Planning and Zoning

Prepared By:
GRAND COUNTY PLANNING & ZONING

STATED MOTION :
I move to approve the appointment of Aaron Lindberg to serve on the Grand County Planning Commission for the term beginning June 13, 2022 to December 31, 2024

STAFF RECOMMENDATION: APPROVE

BACKGROUND:
The planning commission received one application(s) for one Planning Commission vacancy. The planning commission met on May 23, 2022 and interviewed the candidate. At that meeting, the planning commission voted unanimously to send a recommendation to the County Commission to appoint Aaron Lindberg to serve on the Planning Commission for the remainder of the term ending in 2024.

Commission Assignment Summary 2022 - by member

ASSIGNMENT - by member	Vote	Rep/Liaison	Meeting Dates & Times, 2021	Location
Arches Hotspot Region Coordinating Committee		Evan		
Arches SSD Board	yes	Evan	Monthly - 3rd Thursday @ 4 pm	Fairfield Inn & Suites
Boundary Commission	yes	Evan	as needed, at least once a year	Chambers
Building Codes Board of Appeals	no	Evan	as needed	
Cemetery Maintenance District Board	yes	Evan	Monthly - 2nd Tues @ 6 pm, except Dec mtg @ 5:30 pm	Dist Ofc 2651 SVD
Emergency Medical Services SSD	yes	Evan	Monthly - 3rd Tuesday @ 9 am	EMS, 520 E. 100 N.
Sand Flats Stewardship Committee	yes	Evan	2nd Thurs quarterly beginning in March, @ 3pm	Ofc 156 E. 100 N.
Canyonlands Healthcare SSD Board (CHCSSD)	yes	Evan	Monthly - 2nd Thurs @ 5:30 pm	Hospital room 3
Economic Development Advisory Board	yes	Mary	Quarterly every 3rd Thurs: March, June, Sept, Dec, @ 3-5 pm	Chambers
Economic Development Corporation of Utah	N/A	Mary	as needed	
Economic Diversification Advisory Council	yes	Mary	Monthly - 1st Wed. @ 3 pm	Chambers
Mental Health Board (Four Corners)	yes	Josie	4th Tues every other month; Jan, Mar, May, Jul, Sep, Nov, @ 2:45 pm	Green Rvr 460 E Main
Public Health Board (Health Department)	yes	Josie	4th Tuesday, every other month beg. Jan, 5-7 pm	Green River City Ofc, 460 E. Main
SEUALG (Southeastern Utah Association of Local Government)/CDBG	yes	Trish	4th Thurs @ 12 pm with occasional date changes	Price/Moab
Special Events Committee		Josie	as needed / quarterly	Chambers
Tripartite Board - AOG (CSBG)		Trish	4th Thur @ 10 am: March, July, Oct, Dec	Video conf/ Price
UAC (Utah Association of Counties)		Mary		
Chamber of Commerce	N/A	Jacques	4th Wed. @ 8:30 am	Zions Bank
Film Commission Committee	N/A	Jacques	as needed	City Offices
Historical Preservation Commission (HPC)	no	Jacques (w/ Tr	3rd Thursday every other month beginning in January, @ 4 pm	Grand Center
Motorized Trails Committee	yes	Jacques	Monthly - 2nd Thursday @ 12:30 pm	Grand Center
Museum of Moab	no	Jacques	Monthly - 3rd Wed @ 5:30 pm	Museum
OSTA Advisory Committee	no	Jacques	Monthly - 2nd Tues @ 5:30 pm	OSTA Conf Rm.
Star Hall Advisory Committee	yes	Jacques	as needed	
Thompson SSD (Water) Board	yes	Jacques	Monthly - 2nd Wed @ 6:30 pm	Thompson Fire Dpt
Trail Mix Committee	yes	Jacques	Monthly - 2nd Tues @ 11 am	Grand Ctr, NW crnr
Federal Agencies Liaison	N/A	Kevin	TBD	BLM Field Office

Commission Assignment Summary 2022 - by member

Transportation SSD Board	yes	Kevin	2nd Tues every other month starting in Feb. @ 6:00 pm	Road Shed, 3500 S.
Airport Board	no	Mary	Monthly - 1st Mon @ 5 pm (2nd Monday if 1st is a holiday)	Chambers
Grand County Resource, Education, Achieved, Together (GREAT) (4 Corners)		Josie	Monthly - 3rd Monday @ 10 am. If a holiday, then Tuesday. (??? Seems defunct?)	Electronic
Housing Authority Board (HASU)	no	Josie	Monthly - 3rd Thur @ 12:00 pm	City Chambers
Housing Task Force, Interlocal	yes	Josie	Monthly - 1st Thurs @ 11:00 am	County Chambers
Moab Tailings Project Steering Committee	yes	Mary	Quarterly - 4th Tues @ 3 pm - Jan 25, April 26, July 26, & Oct 25	Chambers
Moab Area Travel Council Advisory Board	no	Mary	Monthly - 2nd Tues @ 3 pm - no July meeting	Chambers
Solid Waste Management SSD Board	yes	Mary	Monthly - 3rd Wednesday @ 4 pm (except Feb. 23 & April 13)	Hyatt, 890 N Main, Bd Rm, 2nd floor
USU - Moab Dean's Advisory Board	N/A	Mary	as needed	USU Moab
Catastrophic Wildfire Initiative, Governor's	N/A	Sarah	as needed	
Community Renewable Energy Board	yes	Sarah	1st Monday @ 1:00 pm, held online	https://www.utah100communities.org
Council on Aging Board	no	Sarah	2nd Mon every other month, starting Feb, @ 12:30 pm	Grand Ctr
Local Emergency Planning Committee (LEPC)/HAZMA	N/A	Sarah	Quarterly 3rd Thursday @ 1:00 pm. 2022: March 17, June 16, Sept 15, Dec 15	EOC 2600 S.Hwy 191
Mosquito Abatement District Board (MMAD)	yes	Sarah	Monthly - 1st Monday @ 5:30 pm, unless a holiday, then 2nd Monday	Dist Ofc. 1000 Sand Flats Rd/Old City Park
Watershed Partnership, Moab Area	yes	Sarah	3rd Wed every other month, starting in January, @ 1-3 pm	Grand Ctr
Weed Control Board, Noxious	yes	Sarah	1st Mon every other month, starting in January, @ 4 pm. In 2022: July 11, Sept. 12	Grand Ctr
Children's Justice Center (CJC) Advisory Board	yes	Trisha	2020: Jan. 14, April 14, July 15, Oct. 20 12 pm?	Fire Dept 45 S 100 E
Conservation District, Grand County (Utah Dept. of Agriculture)	N/A	Trisha	Monthly - 2nd Tues @ 2 pm	Hospital, Rm 1
Historical Preservation Commission	no	Trisha (w/ Jac	3rd Thursday every other month beginning in January, @ 4 pm	Grand Center
Homeless Coordinating Committee	yes	Trisha	Monthly - 2nd Wed @ 1:00 pm	Chambers
Key Leader Board - w/ GC School District		Trisha	as needed	
Library Board	yes	Trisha	2nd Thurs every other month, beginning January, @ 5:00 pm	Library
Planning Commission	no	Trisha	2nd & 4th Monday @ 4:30 pm	Chambers
Recreation SSD Board	yes	Trisha	Monthly - 3rd Wed @ 7 pm, except in Dec: 2nd Wed.	OSTA Conf Rm.
Special Service Water District Board (& GWSSA)	yes	Trisha	1st & 3rd Thursday @ 7 pm	Water Dist Ofc
Audit Committee	yes	Mary & Kevin	as needed, at least once per quarter	Chambers

Commission Assignment Summary 2022 - by member

Budget Advisory Board	yes	Mary & Kevin exp. 12/31/2022	as needed	Chambers
CCP (Canyon Country Partnership)	N/A	Mary / Trish (s	2022: All day . March 17, April 21, June 16, August 18, Oct. 20, Dec. 1	Regional
Performance Review Committee	no	Rotating	Monthly - 3rd Wednesday @ 1:30 pm	Chambers
Thompson Springs Fire District Board	no	All	Monthly - 3rd Tuesday @ 4 pm	Chambers
Transportation Plan Stakeholders' Group, Southeast Utah Regional		Evan & Kevin		
Canyonlands Natural History Assoc (CNHA)	no	Josie	Quarterly as scheduled	??

Commission Assignment Summary 2022 - by member

ASSIGNMENT - by member	Vote	Rep/Liaison	Meeting Dates & Times, 2021	Location
Arches Hotspot Region Coordinating Committee		Evan		
Arches SSD Board	yes	Evan	Monthly - 3rd Thursday @ 4 pm	Fairfield Inn & Suites
Boundary Commission	yes	Evan	as needed, at least once a year	Chambers
Building Codes Board of Appeals	no	Evan	as needed	
Cemetery Maintenance District Board	yes	Evan	Monthly - 2nd Tues @ 6 pm, except Dec mtg @ 5:30 pm	Dist Ofc 2651 SVD
Emergency Medical Services SSD	yes	Evan	Monthly - 3rd Tuesday @ 9 am	EMS, 520 E. 100 N.
Sand Flats Stewardship Committee	yes	Evan	2nd Thurs quarterly beginning in March, @ 3pm	Ofc 156 E. 100 N.
Canyonlands Healthcare SSD Board (CHCSSD)	yes	Evan	Monthly - 2nd Thurs @ 5:30 pm	Hospital room 3
Economic Development Advisory Board	yes	Mary	Quarterly every 3rd Thurs: March, June, Sept, Dec, @ 3-5 pm	Chambers
Economic Development Corporation of Utah	N/A	Mary	as needed	
Economic Diversification Advisory Council	yes	Mary	Monthly - 1st Wed. @ 3 pm	Chambers
Mental Health Board (Four Corners)	yes	Josie	4th Tues every other month; Jan, Mar, May, Jul, Sep, Nov, @ 2:45 pm	Green Rvr 460 E Main
Public Health Board (Health Department)	yes	Josie	4th Tuesday, every other month beg. Jan, 5-7 pm	Green River City Ofc, 460 E. Main
SEUALG (Southeastern Utah Association of Local Government)/CDBG	yes	Trish	4th Thurs @ 12 pm with occasional date changes	Price/Moab
Special Events Committee		Josie	as needed / quarterly	Chambers
Tripartite Board - AOG (CSBG)		Trish	4th Thur @ 10 am: March, July, Oct, Dec	Video conf/ Price
UAC (Utah Association of Counties)		Mary		
Chamber of Commerce	N/A	Jacques	4th Wed. @ 8:30 am	Zions Bank
Film Commission Committee	N/A	Jacques	as needed	City Offices
Historical Preservation Commission (HPC)	no	Jacques (w/ Tr	3rd Thursday every other month beginning in January, @ 4 pm	Grand Center
Motorized Trails Committee	yes	Jacques	Monthly - 2nd Thursday @ 12:30 pm	Grand Center
Museum of Moab	no	Jacques	Monthly - 3rd Wed @ 5:30 pm	Museum
OSTA Advisory Committee	no	Jacques	Monthly - 2nd Tues @ 5:30 pm	OSTA Conf Rm.
Star Hall Advisory Committee	yes	Jacques	as needed	
Thompson SSD (Water) Board	yes	Jacques	Monthly - 2nd Wed @ 6:30 pm	Thompson Fire Dpt
Trail Mix Committee	yes	Jacques	Monthly - 2nd Tues @ 11 am	Grand Ctr, NW crnr
Federal Agencies Liaison	N/A	Kevin	TBD	BLM Field Office

Commission Assignment Summary 2022 - by member

Transportation SSD Board	yes	Kevin	2nd Tues every other month starting in Feb. @ 6:00 pm	Road Shed, 3500 S.
Airport Board	no	Mary	Monthly - 1st Mon @ 5 pm (2nd Monday if 1st is a holiday)	Chambers
Grand County Resource, Education, Achieved, Together (GREAT) (4 Corners)		Josie	Monthly - 3rd Monday @ 10 am. If a holiday, then Tuesday. (??? Seems defunct?)	Electronic
Housing Authority Board (HASU)	no	Josie	Monthly - 3rd Thur @ 12:00 pm	City Chambers
Housing Task Force, Interlocal	yes	Josie	Monthly - 1st Thurs @ 11:00 am	County Chambers
Moab Tailings Project Steering Committee	yes	Mary	Quarterly - 4th Tues @ 3 pm - Jan 25, April 26, July 26, & Oct 25	Chambers
Moab Area Travel Council Advisory Board	no	Mary	Monthly - 2nd Tues @ 3 pm - no July meeting	Chambers
Solid Waste Management SSD Board	yes	Mary	Monthly - 3rd Wednesday @ 4 pm (except Feb. 23 & April 13)	Hyatt, 890 N Main, Bd Rm, 2nd floor
USU - Moab Dean's Advisory Board	N/A	Mary	as needed	USU Moab
Catastrophic Wildfire Initiative, Governor's	N/A	Sarah	as needed	
Community Renewable Energy Board	yes	Sarah	1st Monday @ 1:00 pm, held online	https://www.utah100communities.org
Council on Aging Board	no	Sarah	2nd Mon every other month, starting Feb, @ 12:30 pm	Grand Ctr
Local Emergency Planning Committee (LEPC)/HAZMA	N/A	Sarah	Quarterly 3rd Thursday @ 1:00 pm. 2022: March 17, June 16, Sept 15, Dec 15	EOC 2600 S.Hwy 191
Mosquito Abatement District Board (MMAD)	yes	Sarah	Monthly - 1st Monday @ 5:30 pm, unless a holiday, then 2nd Monday	Dist Ofc. 1000 Sand Flats Rd/Old City Park
Watershed Partnership, Moab Area	yes	Sarah	3rd Wed every other month, starting in January, @ 1-3 pm	Grand Ctr
Weed Control Board, Noxious	yes	Sarah	1st Mon every other month, starting in January, @ 4 pm. In 2022: July 11, Sept. 12	Grand Ctr
Children's Justice Center (CJC) Advisory Board	yes	Trisha	2020: Jan. 14, April 14, July 15, Oct. 20 12 pm?	Fire Dept 45 S 100 E
Conservation District, Grand County (Utah Dept. of Agriculture)	N/A	Trisha	Monthly - 2nd Tues @ 2 pm	Hospital, Rm 1
Historical Preservation Commission	no	Trisha (w/ Jac	3rd Thursday every other month beginning in January, @ 4 pm	Grand Center
Homeless Coordinating Committee	yes	Trisha	Monthly - 2nd Wed @ 1:00 pm	Chambers
Key Leader Board - w/ GC School District		Trisha	as needed	
Library Board	yes	Trisha	2nd Thurs every other month, beginning January, @ 5:00 pm	Library
Planning Commission	no	Trisha	2nd & 4th Monday @ 4:30 pm	Chambers
Recreation SSD Board	yes	Trisha	Monthly - 3rd Wed @ 7 pm, except in Dec: 2nd Wed.	OSTA Conf Rm.
Special Service Water District Board (& GWSSA)	yes	Trisha	1st & 3rd Thursday @ 7 pm	Water Dist Ofc
Audit Committee	yes	Mary & Kevin	as needed, at least once per quarter	Chambers

Commission Assignment Summary 2022 - by member

Budget Advisory Board	yes	Mary & Kevin exp. 12/31/2022	as needed	Chambers
CCP (Canyon Country Partnership)	N/A	Mary / Trish (s	2022: All day . March 17, April 21, June 16, August 18, Oct. 20, Dec. 1	Regional
Performance Review Committee	no	Rotating	Monthly - 3rd Wednesday @ 1:30 pm	Chambers
Thompson Springs Fire District Board	no	All	Monthly - 3rd Tuesday @ 4 pm	Chambers
Transportation Plan Stakeholders' Group, Southeast Utah Regional		Evan & Kevin		
Canyonlands Natural History Assoc (CNHA)	no	Josie	Quarterly as scheduled	??

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GRAND COUNTY COMMISSION
Jacques Hadler (Chair) · Mary McGann (Vice-Chair)
Evan Clapper · Trish Hedin · Josie Kovash
Sarah Stock · Kevin Walker

May 17, 2022

VIA EMAIL ONLY

Nicollee Gaddis-Wyatt
Field Manager
Moab Field Office
Bureau of Land Management
ngaddiswyatt@blm.gov

Re. Request for approval of use of patent land - commercial film production

Dear Nicollee,

Per our recent meeting with BLM staff, Grand County hereby requests approval for use of the Old Spanish Trail Arena (OSTA) located at 3641 South Highway 191 Moab, Utah 84532, land conveyed via patent to Grand County from the BLM for recreational purposes. While commercial film production may not qualify as a recreational purpose on its own, the proposed use is both operationally and financially recreation positive. Proposed use is for the Indoor Arena, East Arena Pens, East Parking Lot, and Barns C and D only. It will not displace any planned or continuing recreation events at OSTA, impact access to the Pavilion, ballfields, soccer fields, or outdoor arena, and will generate sufficient revenue to allow Grand County to build recreation assets identified on OSTA's Development Plan. For these reasons, Grand County supports use of OSTA under the terms proposed herein for a commercial film project known as *Horizon*.

Operationally Recreation Positive: OSTA staff have reviewed their calendar and are presenting dates that do not conflict with any current or planned events or extended periods with interruption to recreational use. Production reservation will be limited to ten (10) total days per reservation. OSTA is willing to offer additional rental days within the time frames of the proposed dates listed below and may be willing to offer additional dates if OSTA is available if no other reservations within three (3) business days of request.

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Proposed Filming Dates for the Indoor Arena, East Arena Pens, East Parking Lot, Barn C & D:

November 7-18, 2022
January 9-21, 2023
February 6-10, 2023

Financially Recreation Positive: Grand County intends to charge the following fees, which represent the daily cost of operation of OSTA plus a daily % of the cost to build two recreation assets identified on its Development Plan: pickleball courts (for 2022 fees) and a playground (for 2023 fees).

Proposed Fees for the Indoor Arena, East Arena Pens, East Parking Lot, Barn C and D:

$21,800 per day

In addition, for the following timeframes, the East Parking Lot and Barns C and D may be available for Livestock and Parking only (No Production) for a fee to be mutually agreed upon with the production company that shall not be less the price to operate and maintain said areas:

June 2 - September 18, 2022
October 5 - October 23, 2002
November 2 - December 31, 2022
January 1 - March 27, 2023

Please let us know if you need additional documentation or information from Grand County prior to proceeding with this request. As you can imagine, the production team is eager to firm up their Fall filming schedule, so to the extent you can prioritize or expedite review of this request, we appreciate it.

Sincerely,

Jacques Hadler, Chair

Grand County Commission

State of Utah
School and Institutional
Trust Lands Administration

SITLA

David Ure
Director

SOUTHEASTERN AREA OFFICE
217 East Center Street, Suite 230
Moab, UT 84532-3062
435-259-7417 Fax 435-259-7473
trustlands.utah.gov

May 11, 2022

Grand County Commission
125 E. Center St.
Moab, UT 84532

Southeastern Utah Association of Governments
PO Box 1106
Price, UT 84501

RE: Residential Lease RDCC Notice

Dear Commissioners and AOG,

The State of Utah School and Institutional Trust Lands Administration has received a residential lease application to lease approximately 480 acres of SITLA Property near Castle Valley in Grand County (please see enclosed map). The Resource Development Coordination Committee (RDCC) requires that the Trust Lands Administration sends out a standard form to affected governmental agencies. Enclosed you will find this form.

Upon review of the enclosed information please provide comments to the Trust Lands Administration no later than 15 days from the date of this letter. If you need further clarification or information, feel free to contact me at 435-259-7417.

Thank you for taking time from your busy schedules to review the enclosed information.

Sincerely,

Bryan W. Torgerson

Bryan Torgerson
(bryantorgerson@utah.gov)
[Logout]

View Project

[view] [edit]

Project #82263

Close

Key Info:

Sponsor: School and Institutional Trust Lands Administration
Title of Action: SULA 1974 - Residential Lease Application
Project Start Date: 10/15/2022
Location: T 25 S, R 24 E, Sect 32, (W2 and NE4). Less the gravel pit boundaries.
Location/Supplemental Attachment:
SULA_1974_01242022.pdf
Counties: Grand
Has local government been contacted? Yes
Date Local Government was Contacted: 05/11/2022
Acquisition: No
Date of Acquisition: N/A
Have the state representative and state senator been contacted? No

Project abstract:

SITLA has received residential lease application for approximately 480 acres of Trust Lands near Castle Valley. The property is located near the La Sal Mountains in Grand County. The applicant desires to use the property for residential housing. There is an active gravel pit issued to Grand County on the subject property. The lease would be everything except the gravel pit. The applicant has claimed business confidentially. The properties are in Township 25 South, Range 24 East, Section 32, (W2 and NE4).

Local government's response?

No response has been received because they were notified along with this notification.

How is the local government(s) likely to be impacted?

There will be some grading and construction in the area. There will be additional traffic in the area during construction which will last a few months. Once the property is developed, there will be some additional minor traffic in the area.

Possible significant impacts likely to occur:

There will be some grading and construction on the subject property until the property is fully developed. There will be additional traffic in the area during construction and after everything is built.

Consistency Review

No Consistency Review Document

Record of Decision

No Record of Decision Document

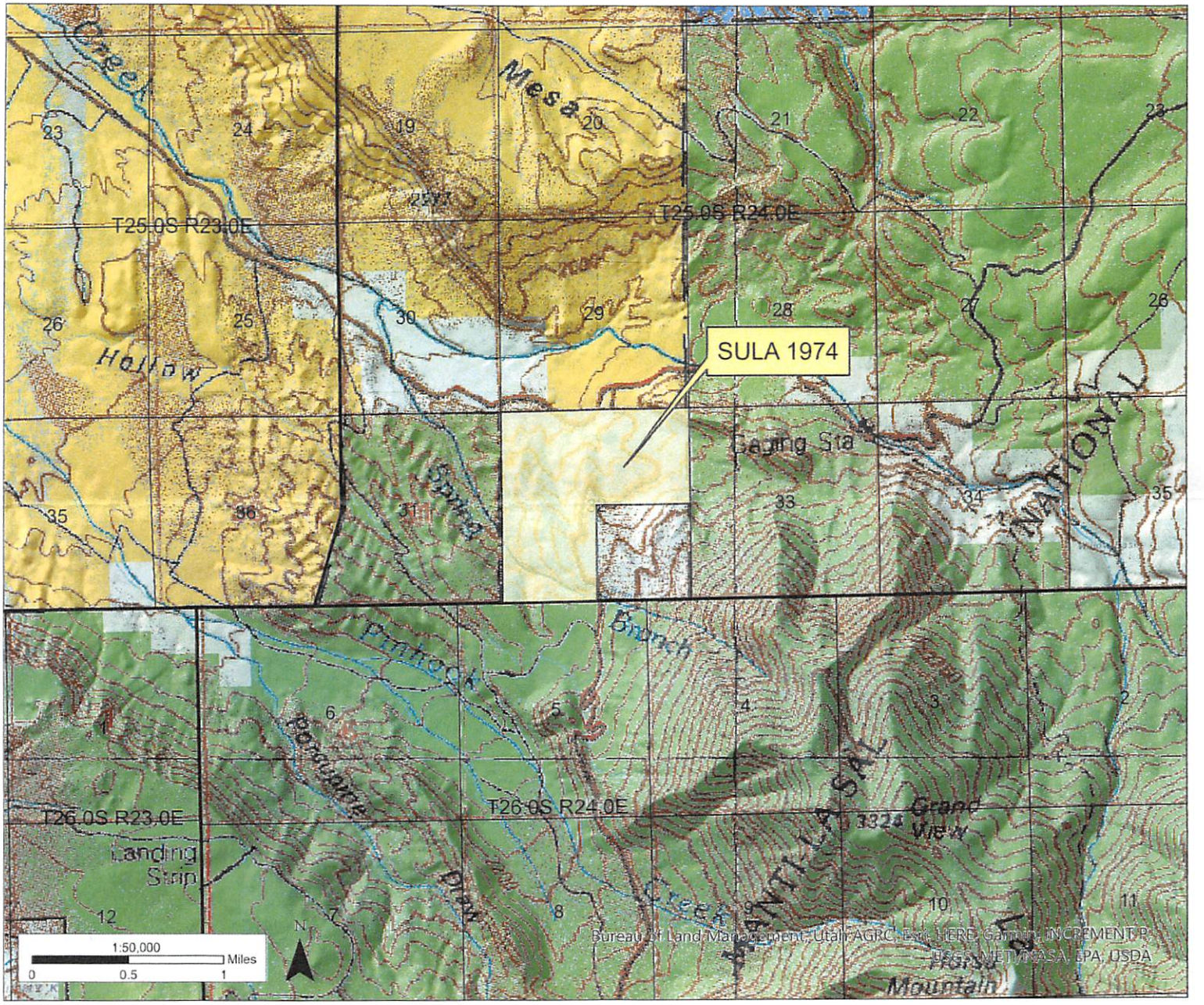
State Comments

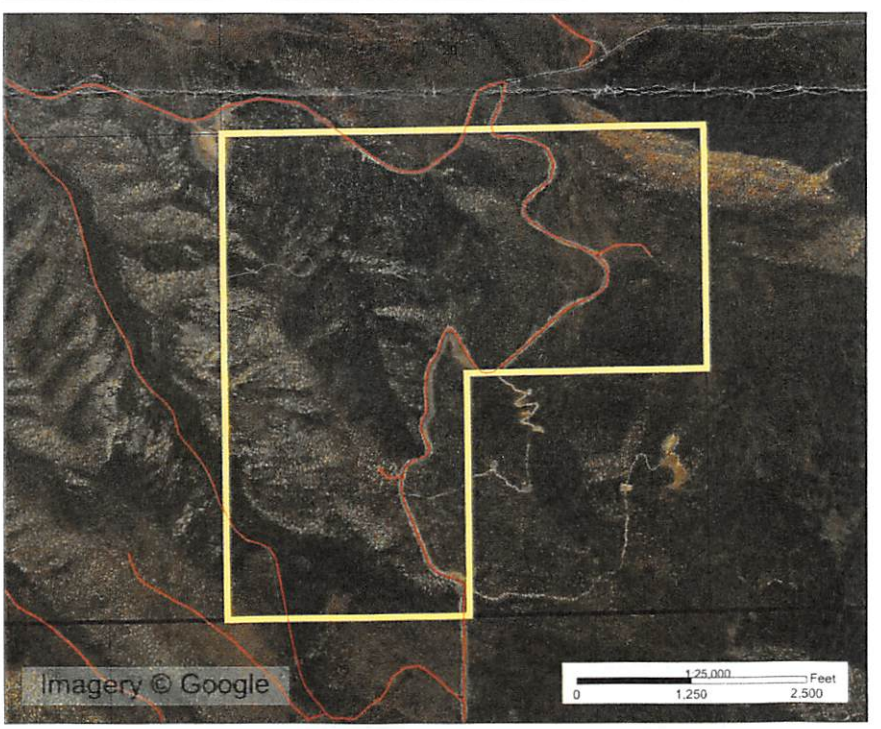
No State Comments

Admin Notes

The applicant has claimed business confidentially. Therefore, SITLA can't name the applicant or its specific plans until after the competitive bidding period.

For further information please contact project sponsor.





Special Use Lease Agreement No. 1974

State of Utah
School & Institutional
Trust Lands Administration

Within T25S R24E S32 SL
Grand County

Special Use Lease Agreement No. 1974 (480 Acres)

Land Ownership and Administration

- Bureau of Land Management
- National Forest
- Private
- State Trust Lands

User: nicholaswilcox
Coordinate System:

January 24, 2022 SITLA

Path: V:\GIS\GIS_Group\NicPro Projects\EditRefMap\EditRefMap.aprx

Data represented on this map is for REFERENCE USE ONLY and is not suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information. SITLA provides this data in good faith and shall in no event be liable for any incorrect results, or any special, indirect or consequential damages to any party, arising out of or in connection with the use or the inability to use the data hereon.

Land parcels, lease boundaries and associated SITLA data layers may have been adjusted to allow for visual "best fit." The Surface Ownership Land Status data (if present) are maintained by SITLA to reflect current trust land status and surface ownership. Lakes, rivers, streams, highways, roads, county and state boundaries are distributed by the Utah Automated Geographic Reference Center and/or other sources as specified. Contour lines (if present) were generated from USGS 10 meter DEM.

Please Note: While SITLA seeks to verify data for accuracy and content, discrepancies may exist within the data. Acquiring the most updated SITLA ownership GIS data may require contacting the GIS staff directly: 801-538-5100 or TLA-GIS@utah.gov. The SITLA GIS department welcomes your comments and concerns regarding the data and will attempt to resolve issues as they are brought to our attention. Color Aerial Photo (Google Imagery - 6 inch High Resolution).

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GRAND COUNTY COMMISSION
Jacques Hadler (Chair) · Mary McGann (Vice Chair)
Evan Clapper · Trish Hedin · Josie Kovash
Sarah Stock · Kevin Walker

May 26, 2022

Bryan W. Torgerson
217 E. Center St.
Moab, UT 84532
435-259-7417

Regarding: Residential Lease RDCC Notice

Dear Bryan,

Thank you for the opportunity to comment on the proposed lease of SITLA land near Castle Valley. We concur with all of the concerns expressed in the letter from The Town of Castle Valley (attached).

We are especially concerned about the possible implications of this proposal for wildfire risk. Wildfires have increased dramatically throughout the western US, and the recent Pack Creek fire showed that our area is also vulnerable to this risk. One of the most standard and important ways to reduce wildfire risk to residences is to not locate new residences in areas that are prone to wildfires and/or are difficult to defend from wildfires. At first glance, the wooded area of the proposed lease is exactly the sort of place in which we do not want to locate new residences.

We request that the lease not be approved until a careful study of fire risk is completed. Wildfires are an important and growing problem in our region. Let's not make that problem worse.

Sincerely,

Jacques Hadler, Chair
Grand County Commission



To: Bryan Torgerson
SITLA Resource Specialist

Re: Proposed lease of SITLA parcel located in Castle Valley/project 82263

May 24, 2022

Bryan,

The Town of Castle Valley received your letter addressed to the Grand County Commission and Southeastern Utah Association of Governments on 5/18/2022, forwarded to the Town by a County Commissioner. This was six days after the letter was dated, leaving only a few days for us to comment. Though the parcel in question is not located in the Town of Castle Valley municipal boundary, it is located in our watershed, and we appreciate an opportunity to comment on the project as well. Given the lack of information about the proposed residential lease, we feel SITLA should extend the comment period to local governments and interested parties until after the advertisement period is over and the chosen applicant is disclosed to the public. We understand that your process does not allow for full disclosure of project details until that time. Our preliminary comments will reflect that lack of information.

The Town of Castle Valley has invested considerable effort into the study of our watershed and aquifers and has been working with Utah Division of Water Rights to close the aquifer to any further appropriations. Also, the DWRi is currently limiting appropriations in this watershed area. For instance, only small domestic type applications can be filed. This would be sufficient water for 1 home, 10 head of livestock and 1 acre of irrigation. Further, the Utah Division of Water Rights does have specific restrictions in some areas that are located near the SITLA parcel, like Willow Basin, that further limit appropriation depending on water availability.

We request that any application you consider not exceed two domestic use filings. Existing senior water rights in the valley should be considered before any new development is accepted, including the Castle Valley Academy, the Castle Valley Irrigation Company and the Town of Castle Valley. Any development in the geographic area of Castle Valley has the potential to threaten the watershed and our EPA certified sole source aquifer. Also, the Colorado River Basin is closed to new large appropriations.

In addition to our concerns about the watershed, the wildlife in this area needs to be considered. This area is a seasonal migration route as well as a year-round habitat for mule deer, elk and bear. The potential for habitat on surrounding US Forest Service land has been degraded by fire mitigation work and by the long term “Extreme Drought” in which we find ourselves.

The fire danger associated with additional development also needs to be considered. Any development in this area would strain the resources of the all-volunteer Castle Valley Fire District. Response time to any fire incident would be more than 20 minutes and would likely to be more than an hour for Moab City and Forest Service fire department responses. EMT response would be of a similar timeframe.

When full details are released, we will encourage the Utah Division of Water Rights, Forest Service, Bureau of Land Management, Rocky Mountain Power, Utah Open Lands and other stakeholders in the area to comment on this project. Many of the Castle Valley residents who worked on the land swap/land appropriation project around the Castleton Tower and Parriott Mesa in 2000 are still living in the valley and would be interested in participating in the outcome of this project.

In order to understand this project better, we would like an explanation of the parameters of "leasing" SITLA land vs. "purchasing" SITLA land. Thank you for confirming that SITLA will abide by Grand County's zoning decisions on this application, as was stated on the phone call between Mayor Jazmine Duncan and yourself. We kindly request that confirmation in writing.

We appreciate your notifying us in writing as soon as the application advertisement period begins and when it will end so we can work further with you, the Grand County Planning Department and other stakeholders in the area.

Thank you for taking our comments,

The Town of Castle Valley



Jazmine Duncan, Mayor

Council Members:



Harry Holland



Pamela Gibson



Tory Hill



Robert O'Brien

CC Grand County Commission

Grand County Planning and Zoning

May 25, 2022

Grand County Commission
125 E. Center St.
Moab, UT 84532

Bryan W. Torgerson
SITLA - Southeastern Area Office
217 E. Center ST., STE. 230
Moab, UT 84532-3062

Dear Commissioners and SITLA Representative:

RE: SULA 1974 – Residential Lease Application – Project #82263

As a property owner (see below) and resident living at the nearby "Old Castleton Townsite", I and my property are impacted by the RE matter (above) and all that arises therefrom. As a private citizen I intend to follow and be active in the public review and comment processes going forward. In that regard, please confirm that you have included my interest and contact information in all elements of the RE matter accordingly.

Contact Information:
Dean W. Kerkling
HC 64 Box 3602
Castle Valley, UT 84532-9621.
Landline: (435) 259-5057
Cell and Text: (970) 390-4843
Email: kerkldw@gmail.com

Grand County Property Information:
Owner Name: Kerkling Dean William
Parcel Number: 04-0023-0063
Street Address (Legal): Castleton Rd 6963 E*
Taxing District: 004 – County General

*Ordinary Physical Address: 871 E. Castleton Rd.

With appreciation in advance for your timely attention and action I remain

Sincerely,

Dean W. Kerkling

SITLA No. 82263 20220525

FULL-SERVICE RESTAURANT LIQUOR LICENSE
Local Consent

PURPOSE: Local business licensing authority provides written consent to the Alcoholic Beverage Control Commission (1) to issue an on-premise alcohol license for a person to store, sell, offer for sale, furnish, or allow the consumption of an alcoholic product on the premises of the applicant.

AUTHORITY: Utah Code 32B-1-202; 32B-5-201, 203, 205 and 206

Grand County, ☐ City ☐ Town ☒ County
Local business license authority

hereby grants its consent to the issuance of a full-service restaurant liquor license to:

Business Name (DBA): Sandbar Lounge

Entity Name (or owner's name if sole proprietor): Sandbar Lounge LLC

Location Address: 1861 N Hwy 191 #9623
Moab, UT 84532

Authorized Signature

Name/Title

Date

This is a suggested format. A locally produced city, town, or county form is also acceptable.
The local consent must be submitted to the DABC by the applicant as part of a complete application.

FS Agreement No. 22-CS-11041000-014

Cooperator Agreement No. _____

CHALLENGE COST SHARE AGREEMENT
Between The
COUNTY OF GRAND
And The
USDA, FOREST SERVICE
MANTI-LA SAL NATIONAL FOREST

This CHALLENGE COST SHARE AGREEMENT is hereby made and entered into by and between County of Grand, hereinafter referred to as "Grand County," and the United States Department of Agriculture (USDA), Forest Service, Manti-La Sal National Forest hereinafter referred to as the "U.S. Forest Service," under the authority: Interior and Related Agencies Appropriation Act of 1992, Pub.L. 102-154.

Background: Grand County, Utah, was established in 1890 and is on the east central edge of Utah in the La Sal mountains. Deserts, cliffs, and plateaus make up the scenery, with few settlements apart from the largest city of Moab. Arches National Park lines in the southern part of the county, just north of Moab and a northern portion of Canyonlands National Park lies in the southwest corner of the county.

The Grand County Trail Mix Committee was formed by the Grand County Council in 1999, to serve as a way for local government entities, non-motorized trail recreationists, and land management agencies to coordinate, support, and develop non-motorized recreation opportunities within Grand County. In 2019, the Grand County Commission established the Grand County Active Transportation and Trails Division, which employs a trail crew of specialists in design, layout, construction, and maintenance of non-motorized trails, including purpose-built mountain biking trails.

The Great American Outdoors Act, enacted in 2020, established the National Parks and Public Land Legacy Restoration Fund to address the deferred maintenance backlog of the U.S. Forest Service and other federal land management agencies. The Forest Service is utilizing these funds to improve recreation infrastructure and access to public lands, including the improvement and maintenance of trails on National Forest System lands.

The Grand County Active Transportation and Trails Division will be working with the Manti-La Sal National Forest on performing deferred maintenance trail work on National Forest System trails in Grand County. Work will involve trail maintenance including but not limited to: bench cutting trails, outsloping trail tread, building and cleaning water drainages, and brushing the trail corridor.

Title: Manti La Sal Forest Wide Trail Maintenance

I. PURPOSE:

The purpose of this agreement is to document the cooperation between the parties to accomplish non-motorized trail improvements and deferred maintenance projects in the La Sal Mountains, including the Burro Pass, Moonlight Meadows, and Trans La Sal trail systems. Work will be performed in accordance with the following provisions and the hereby incorporated Financial Plan, attached as Exhibit A.

II. STATEMENT OF MUTUAL BENEFIT AND INTERESTS:

The U.S. Forest Service is the agency responsible for managing National Forest System (NFS) lands for many purposes and uses, including non-motorized trail improvements and maintenance.

Grand County Active Transportation and Trails (GCATT) maintains over 150 miles of non-motorized trail systems within Grand County. Dedicated to enhancing non-motorized recreation opportunities, including hiking, running, cycling, horseback riding, climbing, and canyoneering, GCATT provides primary outdoor recreation activities enjoyed by county residents and visitors, while NFS lands provide one of the primary land bases for these activities.

Therefore, it is mutually beneficial and in the best interest of both agencies to work together in a cooperative relationship to provide and maintain trail-based recreation opportunities on NFS lands.

In Consideration of the above premises, the parties agree as follows:

III. GRAND COUNTY SHALL:

A. LEGAL AUTHORITY. Grand County shall have the legal authority to enter into this agreement, and the institutional, managerial, and financial capability to ensure proper planning, management, and completion of the project, which includes funds sufficient to pay the nonfederal share of project costs, when applicable.

B. Provide a 6-person trail crew to complete deferred maintenance trail work on non-motorized trails in the La Sal Mountains, such as the Burro Pass, Moonlight Meadows, and Trans La Sal trail systems. Work will include bench cutting trails, outsloping trail tread, building and cleaning water drainages, and brushing the trail corridor.

C. Provide a vehicle for GCATT trail crew travel to the project site.

D. Arrange for and provide all trail crew subsistence, camping gear, trail maintenance hand tools (rock bars, pulaskis, shovels, pick-mattocks, sledgehammers, etc.), and appropriate safety gear.

E. Perform in accordance with the Financial Plan, Exhibit A.

F. FINANCIAL STATUS REPORTS. A Federal Financial Report, form SF-425, must be submitted **quarterly**. The report is due 30 days after the reporting period ending March 31, June 30, September 30, December 31. The final SF-425 must be submitted either with the final payment request or no later than 120 days from the expiration date of the agreement. The form may be found at: https://www.grants.gov/forms/post-award-reporting-forms.html.

G. PROGRAM MONITORING AND PROGRAM PERFORMANCE REPORTS. The parties to this agreement shall monitor the performance of the agreement activities to ensure that performance goals are being achieved.

The cooperator may use whatever format it chooses for reporting performance, including Forest Service form **FS-1500-23**. Notwithstanding, performance reports must contain the information on the following:

1. A comparison of actual accomplishments to the goals established for the period. Where the output of the project can be readily expressed in numbers, a computation of the cost per unit of output, if applicable.
2. Reasons(s) for delay if established goals were not met.
3. Project activities in the upcoming quarter/reporting period.
4. Additional pertinent information.

The Cooperator shall submit **quarterly** performance reports to the U.S. Forest Service Program Manager. The report is due 30 days after the reporting period ending March 31, June 30, September 30, December 31. The final performance report must be submitted either with the Cooperator's final payment request, or separately, but no later than 120 days from the expiration date of the agreement.

IV. THE U.S. FOREST SERVICE SHALL:

A. PAYMENT/REIMBURSEMENT. The U.S. Forest Service shall reimburse Grand County for the U.S. Forest Service's share of actual expenses incurred, not to exceed **$30,347.89** as shown in the Financial Plan. In order to approve a Request for Reimbursement, the U.S. Forest Service shall review such requests to ensure payments for reimbursement are in compliance and otherwise consistent with the terms of the agreement. The U.S. Forest Service shall make payment upon receipt of Grand County's annual invoice. Each invoice from Grand County shall display the total project costs for the billing period, separated by U.S. Forest Service and Grand County's share. In-kind contributions must be displayed as a separate line item and must not be included in the total project costs available for reimbursement. The final invoice must display Grand County's full match towards the project, as shown in the financial plan, and be submitted no later than 120 days from the expiration date.

Each invoice must include, at a minimum:

1. Grand County name, address, and telephone number.
2. U.S. Forest Service agreement number. **22-CS-11041000-014**
3. Invoice date.
4. Performance dates of the work completed (start & end).
5. Total invoice amount for the billing period, separated by U.S. Forest Service and Grand County share with in-kind contributions displayed as a separate line item.
6. Display all costs, both cumulative and for the billing period, by separate cost element as shown on the financial plan.
7. Cumulative amount of U.S. Forest Service payments to date.
8. Statement that the invoice is a request for payment by "reimbursement".
9. If using SF-270, a signature is required.
10. Invoice Number, if applicable.

The invoice must be forwarded to:

EMAIL: SM.FS.ASC_GA@USDA.GOV

FAX: 877-687-4894

POSTAL: USDA Forest Service
Albuquerque Service Center
Payments – Grants & Agreements
101B Sun Ave NE
Albuquerque, NM 87109

Send a copy to: brian.murdock@usda.gov

B. The U.S. Forest Service will perform in accordance with the Financial Plan, Exhibit A; review and approve final plans and specifications; coordinate work and timelines; and provide support as needed.

V. IT IS MUTUALLY UNDERSTOOD AND AGREED BY AND BETWEEN THE PARTIES THAT:

A. PRINCIPAL CONTACTS. Individuals listed below are authorized to act in their respective areas for matters related to this agreement.

Principal Cooperator Contacts:

Grand County Program Contact	Grand County Administrative Contact
Madeline Logowitz Active Transportation & Trails Director 125 East Center Street Moab, UT 84532 Telephone: (617) 777-0559 FAX: (435) 259-1347 Email: mlogowitz@grandcountyutah.net	Madeline Logowitz Active Transportation & Trails Director 125 East Center Street Moab, UT 84532 Telephone: (617) 777-0559 FAX: (435) 259-1347 Email: mlogowitz@grandcountyutah.net

Principal U.S. Forest Service Contacts:

U.S. Forest Service Program Manager Contact	U.S. Forest Service Administrative Contact
Brian Murdock Recreation/Wilderness Program Manager Manti-La Sal National Forest 62 East 100 North Moab, UT 84532 Telephone: (435) 636-3367 FAX: (435) 259-7737 Email: brian.murdock@usda.gov	Adam Straubinger Grants Management Specialist 1249 S. Vinnell Way, Ste. 200 Boise, ID 83709 Email: adam.straubinger@usda.gov

B. NOTICES. Any communications affecting the operations covered by this agreement given by the U.S. Forest Service or Grand County are sufficient only if in writing and delivered in person, mailed, or transmitted electronically by e-mail or fax, as follows:

To the U.S. Forest Service Program Manager, at the address specified in the agreement.

To Grand County, at the address shown in the agreement or such other address designated within the agreement.

Notices are effective when delivered in accordance with this provision, or on the effective date of the notice, whichever is later.

C. PARTICIPATION IN SIMILAR ACTIVITIES. This agreement in no way restricts the U.S. Forest Service or Grand County from participating in similar activities with other public or private agencies, organizations, and individuals.

D. NON-FEDERAL STATUS FOR COOPERATOR PARTICIPANTS. Grand County agree(s) that any of Grand County's employees, volunteers, and program participants shall not be deemed to be Federal employees for any purposes including Chapter 171 of Title 28, United States Code (Federal Tort Claims Act) and Chapter 81 of Title 5, United States Code (OWCP), as Grand County has hereby willingly agreed to assume these responsibilities.

Further, Grand County shall provide any necessary training to Grand County's employees, volunteers, and program participants to ensure that such personnel are capable of performing tasks to be completed. Grand County shall also supervise and direct the work of its employees, volunteers, and participants performing under this agreement.

E. NON-FEDERAL STATUS FOR COOPERATOR LIABILITY. Grand County agree(s) that any of Grand County's employees and program participants shall not be deemed to be Federal employees for any purposes including Chapter 171 of Title 28, United States Code (Federal Tort Claims Act) and Chapter 81 of Title 5, United States Code (OWCP), and Grand County hereby willingly agree(s) to assume these responsibilities.

Grand County agree(s) that, except as otherwise provided in this provision below, of Grand County's volunteers shall not be deemed to be Federal employees and shall not be subject to the provisions of law relating to Federal employment, including those relating to hours of work, rates of compensation, leave, unemployment compensation, and Federal employee benefits. When Grand County's volunteers are performing approved tasks identified under this agreement, the following applies:

1. For the purpose of the tort claim provisions of Title 28 of the United States Code, any of Grand County's volunteers shall be considered a federal employee.
2. For the purpose of subchapter I of Chapter 81 of Title 5 of the United States Code, relating to compensation to Federal employees for work injuries, Grand County's volunteers shall be deemed civil employees of the United States within the meaning of the term "employee" as defined in section 8101 of title 5, United States Code, and the provisions of that subchapter shall apply.
3. For the purposes of claims relating to damage to, or loss of, personal property of Grand County's volunteer incident to volunteer service, a volunteer shall be considered a Federal employee, and the provisions of 31 U.S.C 3721 shall apply.

Further, Grand County shall provide any necessary training and support to Grand County's employees, volunteers, and program participants, to ensure that such personnel are capable of performing tasks to be completed. Grand County shall also supervise and direct the work of its employees, volunteers, and program participants performing under this Agreement.

F. MEMBERS OF U.S. CONGRESS. Pursuant to 41 U.S.C. 22, no member of, or delegate to, Congress shall be admitted to any share or part of this agreement, or benefits that may arise therefrom, either directly or indirectly.

G. NONDISCRIMINATION. The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, and so forth.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

H. ELIGIBLE WORKERS. Grand County shall ensure that all employees complete the I-9 form to certify that they are eligible for lawful employment under the Immigration and Nationality Act (8 USC 1324a). Grand County shall comply with regulations regarding certification and retention of the completed forms. These requirements also apply to any contract awarded under this agreement.

I. SYSTEM FOR AWARD MANAGEMENT REGISTRATION REQUIREMENT (SAM). Grand County shall maintain current information in the System for Award Management (SAM) until receipt of final payment. This requires review and update to the information at least annually after the initial registration, and more frequently if required by changes in information or agreement term(s). For purposes of this agreement, System for Award Management (SAM) means the Federal repository into which an entity must provide information required for the conduct of business as a Cooperative. Additional information about registration procedures may be found at the SAM Internet site at www.sam.gov.

J. STANDARDS FOR FINANCIAL MANAGEMENT.

1. **Financial Reporting**

Grand County shall provide complete, accurate, and current financial disclosures of the project or program in accordance with any financial reporting requirements, as set forth in the financial provisions.

2. **Accounting Records**

Grand County shall continuously maintain and update records identifying the source and use of funds. The records shall contain information pertaining to the

agreement, authorizations, obligations, unobligated balances, assets, outlays, and income.

3. **Internal Control**

Grand County shall maintain effective control over and accountability for all U.S. Forest Service funds. Grand County shall keep effective internal controls to ensure that all United States Federal funds received are separately and properly allocated to the activities described in the award/agreement and used solely for authorized purposes.

4. **Source Documentation**

Grand County shall support all accounting records with source documentation. These documentations include, but are not limited to, cancelled checks, paid bills, payrolls, contract documents. These documents must be made available to the U.S. Forest Service upon request.

K. INDIRECT COST RATES-PARTNERSHIP. Indirect costs are approved for reimbursement or as a cost-share requirement and have an effective period applicable to the term of this agreement.

1. If the Cooperator has never received or does not currently have a negotiated indirect cost rate, they are eligible for a de minimis indirect cost rate up to 10 percent of modified total direct costs (MTDC). MTDC is defined as all salaries and wages, fringe benefits, materials and supplies, services, travel, and contracts up to the first $25,000 of each contract.

2. For rates greater than 10 percent and less than 25 percent, the Cooperator shall maintain documentation to support the rate. Documentation may include, but is not limited to, accounting records, audit results, cost allocation plan, letter of indirect cost rate approval from an independent accounting firm, or other Federal agency approved rate notice applicable to agreements.

3. For a rate greater than 25 percent, the U.S. Forest Service may require that the Cooperator request a federally approved rate from the Cooperator's cognizant audit agency no later than 3 months after the effective date of the agreement. The Cooperator will be reimbursed for indirect costs or allowed to cost-share at the rate reflected in the agreement until the rate is formalized in the negotiated indirect cost rate (NICRA) at which time, reimbursements for prior indirect costs or cost-sharing may be subject to adjustment.

4. Failure to provide adequate documentation supporting the indirect cost rate, if requested, could result in disallowed costs and repayment to the U.S. Forest Service.

L. OVERPAYMENT. Any funds paid to Grand County in excess of the amount entitled under the terms and conditions of this agreement constitute a debt to the Federal Government. The following must also be considered as a debt or debts owed by Grand County to the U.S. Forest Service:

- Any interest or other investment income earned on advances of agreement funds; or

- Any royalties or other special classes of program income which, under the provisions of the agreement, are required to be returned;

If this debt is not paid according to the terms of the bill for collection issued for the overpayment, the U.S. Forest Service may reduce the debt by:

1. Making an administrative offset against other requests for reimbursement.
2. Withholding advance payments otherwise due to Grand County.
3. Taking other action permitted by statute (31 U.S.C. 3716 and 7 CFR, Part 3, Subpart B).

Except as otherwise provided by law, the U.S. Forest Service may charge interest on an overdue debt.

M. AGREEMENT CLOSEOUT. Within 120 days after expiration or notice of termination the parties shall close out the agreement.

Any unobligated balance of cash advanced to Grand County must be immediately refunded to the U.S. Forest Service, including any interest earned in accordance with 2 CFR Part 200, Subpart D, 200.305.

Within a maximum of 120 days following the date of expiration or termination of this agreement, all financial performance and related reports required by the terms of the agreement must be submitted to the U.S. Forest Service by Grand County.

If this agreement is closed out without audit, the U.S. Forest Service reserves the right to disallow and recover an appropriate amount after fully considering any recommended disallowances resulting from an audit which may be conducted later.

N. PROGRAM MONITORING AND PROGRAM PERFORMANCE REPORTS. The parties to this agreement shall monitor the performance of the agreement activities to ensure that performance goals are being achieved.

Program performance reports and financial status reports shall be submitted as detailed in Section III, Provision F, and Section III, Provision G, of this agreement.

Grand County shall submit quarterly performance reports to the U.S. Forest Service Program Manager. These reports are due 30 days after the reporting period. The

final performance report must be submitted either with Grand County's final payment request, or separately, but not later than 120 days from the expiration date of the agreement.

O. RETENTION AND ACCESS REQUIREMENTS FOR RECORDS. Grand County shall retain all records pertinent to this agreement for a period of no less than 3 years from the expiration or termination date. As used in this provision, records includes books, documents, accounting procedures and practice, and other data, regardless of the type or format. Grand County shall provide access and the right to examine all records related to this agreement to the U.S. Forest Service Inspector General, or Comptroller General or their authorized representative. The rights of access in this section must not be limited to the required retention period but must last as long as the records are kept.

If any litigation, claim, negotiation, audit, or other action involving the records has been started before the end of the 3-year period, the records must be kept until all issues are resolved, or until the end of the regular 3-year period, whichever is later.

Records for nonexpendable property acquired in whole or in part, with Federal funds must be retained for 3 years after its final disposition.

P. FREEDOM OF INFORMATION ACT (FOIA). Public access to agreement records must not be limited, except when such records must be kept confidential and would have been exempted from disclosure pursuant to Freedom of Information regulations (5 U.S.C. 552).). Requests for research data are subject to 2 CFR 215.36.

Public access to culturally sensitive data and information of Federally-recognized Tribes may also be explicitly limited by P.L. 110-234, Title VIII Subtitle B §8106 (2009 Farm Bill).

Q. TEXT MESSAGING WHILE DRIVING. In accordance with Executive Order (EO) 13513, "Federal Leadership on Reducing Text Messaging While Driving," any and all text messaging by Federal employees is banned: a) while driving a Government owned vehicle (GOV) or driving a privately owned vehicle (POV) while on official Government business; or b) using any electronic equipment supplied by the Government when driving any vehicle at any time. All Cooperators, their Employees, Volunteers, and Contractors are encouraged to adopt and enforce policies that ban text messaging when driving company owned, leased or rented vehicles, POVs or GOVs when driving while on official Government business or when performing any work for or on behalf of the Government.

R. FUNDING EQUIPMENT. Federal funding under this agreement is not available for reimbursement of Grand County's purchase of equipment. Equipment is defined as having a fair market value of $5,000 or more per unit and a useful life of over one year.

S. PROPERTY IMPROVEMENTS. Improvements placed on National Forest System land at the direction or with the approval of the U.S. Forest Service becomes property of the United States. These improvements are subject to the same regulations and administration of the U.S. Forest Service as would other National Forest improvements of a similar nature. No part of this agreement entitles Grand County to any interest in the improvements, other than the right to use them under applicable U.S. Forest Service regulations.

T. GOVERNMENT-FURNISHED PROPERTY. Grand County may only use U.S. Forest Service property furnished under this agreement for performing tasks assigned in this agreement. Grand County shall not modify, cannibalize, or make alterations to U.S. Forest Service property. A separate document, Form AD-107, must be completed to document the loan of U.S. Forest Service property. The U.S. Forest Service shall retain title to all U.S. Forest Service-furnished property. Title to U.S. Forest Service property must not be affected by its incorporation into or attachment to any property not owned by the U.S. Forest Service, nor must the property become a fixture or lose its identity as personal property by being attached to any real property.

Cooperator Liability for Government Property.

1. Unless otherwise provided for in the agreement, Grand County shall not be liable for loss, damage, destruction, or theft to the Government property furnished or acquired under this contract, except when any one of the following applies:

   a. The risk is covered by insurance or Grand County is/are otherwise reimbursed (to the extent of such insurance or reimbursement).

   b. The loss, damage, destruction, or theft is the result of willful misconduct or lack of good faith on the part of Grand County's managerial personnel. Grand County's managerial personnel, in this clause, means Grand County's directors, officers, managers, superintendents, or equivalent representatives who have supervision or direction of all or substantially all of Grand County's business; all or substantially all of Grand County's operation at any one plant or separate location; or a separate and complete major industrial operation.

2. Grand County shall take all reasonable actions necessary to protect the Government property from further loss, damage, destruction, or theft. Grand County shall separate the damaged and undamaged Government property, place all the affected Government property in the best possible order, and take such other action as the Property Administrator directs.

3. Grand County shall do nothing to prejudice the Government's rights to recover against third parties for any loss, damage, destruction, or theft of Government property.

4. Upon the request of the Grants Management Specialist, Grand County shall, at the Government's expense, furnish to the Government all reasonable assistance and cooperation, including the prosecution of suit and the execution of agreements of assignment in favor of the Government in obtaining recovery.

U. OFFSETS, CLAIMS AND RIGHTS. Any and all activities entered into or approved by this agreement will create and support afforestation/ reforestation efforts within the National Forest System without generating carbon credits. The U.S. Forest Service does not make claims of permanence or any guarantees of carbon sequestration on lands reforested or afforested through partner assistance. The U.S. Forest Service will provide for long-term management of reforested and afforested lands, according to applicable Federal statute regulations and forest plans.

V. TRAINING, EVALUATION, AND CERTIFICATION OF SAWYERS. Any of the cooperator's employees, and any participants and volunteers engaged on behalf of the cooperator and U.S. Forest Service, who will use chain saws or crosscut saws on National Forest System lands to conduct the program of work contained in this agreement must be trained, evaluated, and certified in accordance with U.S. Forest Service Manual 2358 and U.S. Forest Service Handbook 6709.11, section 22.48b. The cooperator is responsible for providing this training, evaluation, and certification, unless the U.S. Forest Service and the cooperator determine it is not in the best interest of the partnership. In these circumstances, the U.S. Forest Service, upon request and based on availability of Agency funding and personnel, may assist with developing and conducting training, evaluation, and certification of the cooperator's employees, and any volunteers and participants engaged on behalf of the cooperator and the U.S. Forest Service, who will use chain saws or cross cut saws on National Forest System lands.

W. REMEDIES FOR COMPLIANCE RELATED ISSUES. If Grand County materially fail(s) to comply with any term of the agreement, whether stated in a Federal statute or regulation, an assurance, or the agreement, the U.S. Forest Service may take one or more of the following actions:

1. Temporarily withhold cash payments pending correction of the deficiency by Grand County or more severe enforcement action by the U.S. Forest Service;

2. Disallow (that is, deny both use of funds and matching credit for) all or part of the cost of the activity or action not in compliance;

3. Wholly or partly suspend or terminate the current agreement for Grand County's program;

4. Withhold further awards for the program, or

5. Take other remedies that may be legally available, including debarment procedures under 2 CFR Part 417.

X. TERMINATION BY MUTUAL AGREEMENT. This agreement may be terminated, in whole or part, as follows:

1. When the U.S. Forest Service and Grand County agree upon the termination conditions, including the effective date and, in the case of partial termination, the portion to be terminated.

2. By 30 days written notification by Grand County to the U.S. Forest Service setting forth the reasons for termination, effective date, and in the case of partial termination, the portion to be terminated. If the U.S. Forest Service decides that the remaining portion of the agreement does not accomplish the purpose for which the award/agreement was made, the U.S. Forest Service may terminate the award upon 30 days written notice in its entirety.

Upon termination of an agreement, Grand County shall not incur any new obligations for the terminated portion of the agreement after the effective date, and shall cancel as many outstanding obligations as possible. The U.S. Forest Service shall allow full credit to Grand County for the United States Federal share of the non-cancelable obligations properly incurred by Grand County up to the effective date of the termination. Excess funds must be refunded within 60 days after the effective date of termination.

Y. ALTERNATE DISPUTE RESOLUTION – PARTNERSHIP AGREEMENT. In the event of any issue of controversy under this agreement, the parties may pursue Alternate Dispute Resolution procedures to voluntarily resolve those issues. These procedures may include, but are not limited to conciliation, facilitation, mediation, and fact finding.

Z. DEBARMENT AND SUSPENSION. Grand County shall immediately inform the U.S. Forest Service if they or any of their principals are presently excluded, debarred, or suspended from entering into covered transactions with the Federal Government according to the terms of 2 CFR Part 180. Additionally, should Grand County or any of their principals receive a transmittal letter or other official Federal notice of debarment or suspension, then they shall notify the U.S. Forest Service without undue delay. This applies whether the exclusion, debarment, or suspension is voluntary or involuntary.

AA. PROHIBITION AGAINST INTERNAL CONFIDENTIAL AGREEMENTS. All non federal government entities working on this agreement will adhere to the below provisions found in the Consolidated Appropriations Act, 2016, Pub. L. 114-113, relating to reporting fraud, waste and abuse to authorities:

(a) The recipient may not require its employees, contractors, or subrecipients seeking to report fraud, waste, or abuse to sign or comply with internal confidentiality agreements or statements prohibiting or otherwise restricting them from lawfully reporting that waste, fraud, or abuse to a designated investigative or law enforcement representative of a Federal department or agency authorized to receive such information.

(b) The recipient must notify its employees, contractors, or subrecipients that the prohibitions and restrictions of any internal confidentiality agreements inconsistent with paragraph (a) of this award provision are no longer in effect.

(c) The prohibition in paragraph (a) of this award provision does not contravene requirements applicable to any other form issued by a Federal department or agency governing the nondisclosure of classified information.

(d) If the Government determines that the recipient is not in compliance with this award provision, it:

(1) Will prohibit the recipient's use of funds under this award, in accordance with sections 743, 744 of Division E of the Consolidated Appropriations Act, 2016, (Pub. L. 114-113) or any successor provision of law; and
(2) May pursue other remedies available for the recipient's material failure to comply with award terms and conditions.

BB. MODIFICATIONS. Modifications within the scope of this agreement must be made by mutual consent of the parties, by the issuance of a written modification signed and dated by all properly authorized, signatory officials, prior to any changes being performed. Requests for modification should be made, in writing, at least 30 days prior to implementation of the requested change. The U.S. Forest Service is not obligated to fund any changes not properly approved in advance.

CC. COMMENCEMENT/EXPIRATION DATE. This agreement is executed as of the date of the last signature and is effective through November 1, 2023 at which time it will expire. The expiration date is the final date for completion of all work activities under this agreement.

DD. AUTHORIZED REPRESENTATIVES. By signature below, each party certifies that the individuals listed in this document as representatives of the individual parties are authorized to act in their respective areas for matters related to this agreement. In witness whereof, the parties hereto have executed this agreement as of the last date written below.

JACQUES HADLER, Chair Date
Grand County Commission

RYAN NEHL, Forest Supervisor Date
U.S. Forest Service, Manti-La Sal National Forest

The authority and format of this agreement have been reviewed and approved for signature.

TIMOTHY WAGONER
Digitally signed by TIMOTHY WAGONER
Date: 2022.05.31 10:07:58 -06'00'

TIM WAGONER Date
U.S. Forest Service Grants Management Specialist

Burden Statement

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0217. The time required to complete this information collection is estimated to average 4 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD).

To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call toll free (866) 632-9992 (voice). TDD users can contact USDA through local relay or the Federal relay at (800) 877-8339 (TDD) or (866) 377-8642 (relay voice). USDA is an equal opportunity provider and employer.

U.S. Forest Service

OMB 0596-0217
FS-1500-17B

Attachment: A

USFS Agreement No.: 22-CS-11041000-014 Mod. No.:

Cooperator Agreement No.:

Note: This Financial Plan may be used when:
(1) No program income is expected and
(2) The Cooperator is not giving cash to the FS and
(3) There is no other Federal funding

Agreements Financial Plan (Short Form)

Financial Plan Matrix: Note: All columns may not be used. Use depends on source and type of contribution(s).

	FOREST SERVICE CONTRIBUTIONS		COOPERATOR CONTRIBUTIONS		
	(a)	(b)	(c)	(d)	
COST ELEMENTS	Noncash	Cash to Cooperator	Noncash	In-Kind	(e) Total
Direct Costs					
Salaries/Labor	$1,556.00	$24,888.99	$2,862.95	$0.00	$29,307.94
Travel	$0.00	$2,700.00	$0.00	$0.00	$2,700.00
Equipment	$0.00	$0.00	$2,556.00	$0.00	$2,556.00
Supplies/Materials	$0.00	$0.00	$2,000.00	$0.00	$2,000.00
Printing	$0.00	$0.00	$0.00	$0.00	$0.00
Other	$0.00	$0.00	$0.00	$0.00	$0.00
Other					$0.00
Subtotal	$1,556.00	$27,588.99	$7,418.95	$0.00	$36,563.94
Coop Indirect Costs		$2,758.90	$741.89		$3,500.79
FS Overhead Costs	$202.28				$202.28
Total	$1,758.28	$30,347.89	$8,160.84	$0.00	
Total Project Value:					$40,267.01

Matching Costs Determination	
Total Forest Service Share = (a+b) ÷ (e) = (f)	(f) 79.73%
Total Cooperator Share (c+d) ÷ (e) = (g)	(g) 20.27%
Total (f+g) = (h)	(h) 100.00%

WORKSHEET FOR

FS Non-Cash Contribution Cost Analysis, Column (a)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix. NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determing a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formules, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x $1,200/contract= $1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor

Standard Calculation

Job Description		Cost/Day	# of Days		Total
GS 11 - Recreation Manager		$422.00	2.00		$844.00
GS 09 - Natural Resource Specialist		$178.00	4.00		$712.00
					$0.00

Non-Standard Calculation

Total Salaries/Labor					**$1,556.00**

Travel

Standard Calculation

Travel Expense	Employees	Cost/Trip	# of Trips		Total
					$0.00

Non-Standard Calculation

Total Travel					**$0.00**

Equipment

Standard Calculation

Piece of Equipment	# of Units	Cost/Day	# of Days		Total
					$0.00

Non-Standard Calculation

Total Equipment					**$0.00**

Supplies/Materials

Standard Calculation				
Supplies/Materials		# of Items	Cost/Item	Total
				$0.00
Non-Standard Calculation				

Total Supplies/Materials				**$0.00**

Printing					
Standard Calculation					
Paper Material		# of Units	Cost/Unit		Total
					$0.00
Non-Standard Calculation					

Total Printing				**$0.00**

Other Expenses					
Standard Calculation					
Item		# of Units	Cost/Unit		Total
					$0.00
Non-Standard Calculation					

Total Other				**$0.00**

Subtotal Direct Costs	$1,556.00

Forest Service Overhead Costs				
Current Overhead Rate	Subtotal Direct Costs			Total
13.00%	$1,556.00			$202.28

TOTAL COST	**$1,758.28**

WORKSHEET FOR

FS Cash to the Cooperator Cost Analysis, Column (b)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix. NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determing a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formules, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x $1,200/contract= $1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor

Standard Calculation

Job Description		Cost/Week	# of Weeks		Total
Director		$1,658.50	3.5		$5,804.75
Operations Coordinator		$1,522.56	3.5		$5,328.96
Trail Technician II		$1,018.88	3.5		$3,566.08
Trail Technician		$970.40	3.5		$3,396.40
Trail Technician		$970.40	3.5		$3,396.40
Trail Technician		$970.40	3.5		$3,396.40

Non-Standard Calculation

Total Salaries/Labor		**$24,888.99**

Travel

Standard Calculation

Travel Expense	Employees	Cost/Trip	# of Trips		Total
Per Diem	6	$45.00	10.00		$2,700.00
					$0.00
					$0.00
					$0.00
					$0.00

Non-Standard Calculation

Total Travel		**$2,700.00**

Equipment

Standard Calculation

Piece of Equipment	# of Units	Cost/Day	# of Days		Total
					$0.00
					$0.00
					$0.00

	$0.00
	$0.00
Non-Standard Calculation	
Total Equipment	**$0.00**

Supplies/Materials				
Standard Calculation				
Supplies/Materials		# of Items	Cost/Item	Total
				$0.00
				$0.00
				$0.00
				$0.00
Non-Standard Calculation				
Total Supplies/Materials				**$0.00**

Printing					
Standard Calculation					
Paper Material		# of Units	Cost/Unit		Total
					$0.00
Non-Standard Calculation					
					$0.00
Total Printing					**$0.00**

Other Expenses					
Standard Calculation					
Item		# of Units	Cost/Unit		Total
					$0.00
					$0.00
Non-Standard Calculation					
Total Other					**$0.00**

Subtotal Direct Costs	$27,588.99

Cooperator Indirect Costs				
Current Overhead Rate	Subtotal Direct Costs			Total
10.00%	$27,588.99			$2,758.90
Total Coop. Indirect Costs				**$2,758.90**

TOTAL COST	**$30,347.89**

WORKSHEET FOR

Cooperator Non-Cash Contribution Cost Analysis, Column (c)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix.
NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determing a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formules, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x $1,200/contract= $1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor

Standard Calculation

Job Description		Cost/Day	# of Days		Total
Director		$331.70	4.50		$1,492.65
Operations Coordinator		$304.51	4.50		$1,370.30
					$0.00

Non-Standard Calculation

Total Salaries/Labor					**$2,862.95**

Travel

Standard Calculation

Travel Expense	Employees	Cost/Trip	# of Trips		Total
					$0.00

Non-Standard Calculation

Total Travel					**$0.00**

Equipment

Standard Calculation

Piece of Equipment	# of Units	Cost/Day	# of Days		Total
Ford Expedition	1.00	$71.00	18.00		$1,278.00
Ford F350	1.00	$71.00	18.00		$1,278.00

Non-Standard Calculation

Total Equipment					**$2,556.00**

Supplies/Materials

Standard Calculation

Supplies/Materials		# of Items	Cost/Item	Total

Trail Tools		1.00	$2,000.00		$2,000.00
					$0.00
					$0.00
Non-Standard Calculation					
Total Supplies/Materials					**$2,000.00**

Printing					
Standard Calculation					
Paper Material		# of Units	Cost/Unit		Total
					$0.00
Non-Standard Calculation					
					$0.00
Total Printing					**$0.00**

Other Expenses					
Standard Calculation					
Item		# of Units	Cost/Unit		Total
					$0.00
					$0.00
					$0.00
					$0.00
Non-Standard Calculation					
Total Other					**$0.00**

Subtotal Direct Costs	$7,418.95

Current Overhead Rate	Subtotal Direct Costs			Total
10.00%	$7,418.95			$741.89
Total Coop. Indirect Costs				**$741.89**

TOTAL COST	**$8,160.84**

WORKSHEET FOR

Cooperator In-Kind Contribution Cost Analysis, Column (d)

Use this worksheet to perform the cost analysis that supports the lump sum figures provided in the matrix.
NOTE: This worksheet auto populates the relevant and applicable matrix cells.

Cost element sections may be deleted or lines may be hidden, if not applicable. Line items may be added or deleted as needed. The Standard Calculation sections provide a standardized formula for determing a line item's cost, e.g. cost/day x # of days=total, where the total is calculated automatically. The Non-Standard Calculation sections provide a write-in area for line items that require a calculation formula that is other than the standardized formules, e.g. instead of salaries being calculated by cost/day x # of days, costs may be calculated simply by a contracted value that is not dependent on days worked, such as 1 employee x $1,200/contract= $1,200. Be sure to review your calculations when entering in a Non-Standard Calculation, and provide a brief explanation of units used to make calculation, e.g. '1 month contract,' on a line below the figures.

Salaries/Labor

Standard Calculation

Job Description		Cost/Day	# of Days		Total
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00

Non-Standard Calculation

Total Salaries/Labor		**$0.00**

Travel

Standard Calculation

Travel Expense	Employees	Cost/Trip	# of Trips		Total
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00

Non-Standard Calculation

Total Travel		**$0.00**

Equipment

Standard Calculation

Piece of Equipment	# of Units	Cost/Day	# of Days		Total
					$0.00
					$0.00
					$0.00
					$0.00

	$0.00
Non-Standard Calculation	

Total Equipment	**$0.00**

Supplies/Materials

Standard Calculation				
Supplies/Materials		# of Items	Cost/Item	Total
				$0.00
				$0.00
				$0.00
				$0.00
Non-Standard Calculation				

Total Supplies/Materials	**$0.00**

Printing

Standard Calculation					
Paper Material		# of Units	Cost/Unit		Total
					$0.00
Non-Standard Calculation					

Total Printing	**$0.00**

Other Expenses

Standard Calculation					
Item		# of Units	Cost/Unit		Total
					$0.00
					$0.00
Non-Standard Calculation					

Total Other	**$0.00**

Subtotal Direct Costs	$0.00

TOTAL COST	**$0.00**

BUREAU OF LAND MANAGEMENT
Financial Assistance (Cooperative Agreements)

PROJECT PROPOSAL

(Suggested Format)

Instructions: A Project Proposal must be submitted with the Standard Form (SF) 424 Application for Federal Assistance, for all BLM Assistance Agreements. Complete each section below. Use additional sheets as needed.

Person Submitting Proposal:	Madeline Logowitz Date: 5/23/2022
Organization Name:	Grand County
FOA No.:	L19AC00175
FOA Title:	BLM Utah State-Wide Recreation and Visitor Services Program
Recipient Project Title:	Grand County Non-Motorized Trail Improvements
Estimated Period of Performance:	September 1, 2021 - August 31, 2022
Proposed Project Location:	Grand County, UT

STATEMENT OF NEED:

Purpose & Need:
Describe your project objectives, goals, and how your mission relates to this announcement.
Describe why this support is being requested.
Describe how your objectives of the project support your mission
Describe how your project assist BLM in meeting one or more Secretarial Orders.

This agreement is made and entered into by the Department of the Interior, Bureau of Land Management, Moab Field Office (BLM), and Grand County, for the purpose of supporting a joint effort to implement essential recreational trail and other facility management actions in Grand County, Utah.

Mission:
The mission of the Grand County Active Transportation and Trails Division (GCATT) is to collaborate with local land management agencies to enhance sustainable non-motorized recreation within Grand County. Grand County benefits economically from a system of well-maintained non-motorized trails, and recreational opportunities also enhance quality of life and health of residents. GCATT activities are directed by the Grand County Commission, which is advised by the Grand County Trail Mix Advisory Committee (Trail Mix Committee). This committee is composed of individuals from the Bureau of Land Management, USDA Forest Service, the National Park Service, Utah State Parks and Recreation, the Grand County Council, Moab City Council, Moab Trails Alliance, and representatives from the hiking, mountain biking, climbing/canyoneering, running, and equestrian recreation communities. Proposed projects are discussed and coordinated at monthly Trail Mix Committee meetings and implemented by GCATT staff.

Goals and Objectives:
The following objectives assist the BLM Moab Field Office in meeting current DOI Priorities.

1. *DOI Priority: Making investments to support the Administration's goal of creating millions of family-supporting and union jobs. This includes establishing a new Climate Conservation Corps Initiative to put a new generation of Americans to work conserving and restoring public lands and waters, increasing reforestation, increasing carbon sequestration in the agricultural sector, protecting biodiversity, improving access to recreation, and addressing the changing climate.*

This grant supports GCATT staff positions that improve access to outdoor recreation on public lands in Grand County. The project will improve access to recreation and conserving and restoring public lands in the following ways:

Increase and enhance recreation opportunities & improve non-motorized trails:
GCATT provides professional trail design and construction services that help the BLM to fulfill objectives described in the Moab BLM Office's 2008 Resource Management Plan. Experienced staff design enjoyable, creative trails appropriate for specific non-motorized user groups, various skill levels, and that enhance pre-existing trail networks. Design techniques ensure that trails are sustainable and require minimal routine maintenance.

Increase and enhance access to public lands:
GCATT provides information about recreation opportunities in Grand County as well as directions to trailheads, which increases the accessibility of these areas to the public. GCATT works with the Grand County Travel Council and the non-profit Moab Trails Alliance to update maps and trail descriptions on their websites and in printed brochures. GCATT also creates and maintains on-the-ground wayfinding signage that directs users to trailheads and within trail networks.

Improve inventory, assessment, and planning on public lands:
GCATT, in collaboration with the Trail Mix Committee, assess public input and comments and assist the BLM with planning to implement Moab BLM Office's 2008 Resource Management Plan. GCATT staff monitor trail conditions, inventory trail damage, and implement repair projects.

Improve management, administration, and monitoring on public lands:
GCATT has one full-time, year-round Director position dedicated to administration related to non-motorized trail projects in Grand County.

Provide enriched visitor services, information, interpretation, and education:
GCATT works in partnership with the BLM to create products for distribution on social media platforms and other avenues to increase awareness of resource issues such as staying on the trail, graffiti, low impact practices, other "Leave No Trace" practices, and policy concerning e-bike use in Grand County. GCATT creates and maintains, subject to approval by the BLM, educational signage at trailhead kiosks that describes "Leave No Trace" principles and information about the fragile desert ecosystem. GCATT and the BLM have also developed a Trail Ambassador Program, and Trail Ambassadors within the GCATT Division populate trailheads and trails during high visitation periods to educate users about responsible recreation principles.

Protect visitor health and safety:
GCATT develops and maintains wayfinding signage at every trail intersection within trail networks, with up to such 50 stations per network that include map signs with "You Are Here" markings. Such signs help to prevent users from becoming lost on trail networks. It also allows users to identify and describe their location in an emergency, which is beneficial to Search and Rescue operations.

2. *DOI Priority: Working to conserve at least 30% each of our lands and waters by the year 2030. We will work to protect biodiversity, slow extinction rates and help leverage natural climate solutions by conserving 30% of America's lands and waters by 2030. This relies on support for local, state, private, and Tribally-led nature conservation and restoration efforts that are underway across America.*

This grant supports local efforts for conservation and restoration. Reporting, inventory, and maintenance of non-motorized trail facilities, as well as educational programing and signage about responsible recreation practices, are essential for keeping outdoor recreation sustainable in Grand County.

Executive Orders: This project also assists the BLM Moab Field Office in meeting the Biden/Harris Executive Order 14008: *Tackling the Climate Crisis at Home and Abroad:*

> EO 14008. Empowering Workers By Advancing Conservation, Agriculture, and Reforestation.
> Sec. 214. *Policy. "It is the policy of my Administration to put a new generation of Americans to work conserving our public lands and waters. The Federal Government must protect America's natural treasures, increase reforestation, improve access to recreation, and increase resilience to wildfires and storms..."*
>
> This project supports non-motorized trail network improvements and maintenance projects that are essential for resource protection and maintaining sustainable recreation on public lands managed by the BLM Moab Field Office.

TECHNICAL APPROACH:

Describe the details of the project, the procedures to be used, how data will be collected, analyzed, and interpreted, etc.
Describe expected goals and outcomes and how project effectiveness will be measured and evaluated.
(Include a detailed project work plan narrative)
Details of supporting documentation on the project location)

Expected Outcomes and Evaluation:
Non-motorized trailhead and trail network improvements have the expected outcome of enhancing recreation opportunities, enriching user experience and education, and improving user safety. Trail network improvements are implemented during the spring and fall field seasons and monitoring, assessment, and planning take place year-round. GCATT receives input, comments, and feedback from the BLM and from the public during Trail Mix Committee meetings, which are held monthly. Input and comments are used for planning and to help assess the effectiveness of projects.

Project Details:
Projects are implemented on non-motorized trails and trailheads on BLM land within Grand County. GCATT field staff are trained in specialized desert trail construction and maintenance techniques. Work for both construction and maintenance is done predominantly with non-motorized equipment. Dry stone masonry is used to construct features including water bars, armored turns and grade reversals, French drains, ramps, and retaining walls. GCATT also installs and maintains trailhead amenities such as kiosks and fencing and maintains both trailhead and on-trail signage.

PROJECT MONITORING AND EVALUTION PLAN:

(Describe how you will measure project performance and assessment tools to be used)

Project Management Plan.

A. The recipient agrees to:

1. Manage the funds provided to implement the agreements from Grand County and BLM for non-motorized trail maintenance, improvement, and enriched user services and education.

2. Provide BLM with an accounting of its financial actions under the agreement.

3. Coordinate with the Bureau of Land Management, Moab Field Office (BLM), on the following:

- The Grand County Trail Mix Advisory Committee (Trail Mix Committee) will conduct regular meetings to discuss trail projects and incorporate BLM requests for projects into the

Committee's recommendations to GCATT.

• GCATT will plan and implement BLM requested projects and report upon their completion at the regular Trail Mix Committee meetings

• GCATT will maintain a trail crew with trained staff specializing in maintenance and construction skills.

• GCATT will supply all tools and transportation required for routine trail projects. GCATT may request project support from BLM to supply special tools and/or operators for technically difficult projects that require use of rock drills, welding, or similar specialty needs.

• GCATT will advertise "trail days" and recruit volunteers to conduct trail maintenance and construction projects and oversee their activity at each work site.

• GCATT may assist with preparation and posting of informational signing at project sites where such materials have been reviewed and approved by BLM.

• GCATT will compile an annual report to the Grand County Council detailing annual accomplishments and provide BLM with a copy.

GCATT field projects will normally be completed during the February through November field season. Planning for trail projects may take place throughout the year. Expenditures are expected to be completed by August 31, 2022.

B. The BLM agrees to:

1. Send a BLM representative to the monthly Trail Mix Committee meeting. This representative will provide the group with trail maintenance and construction projects for public land areas. GCATT will plan projects and recruit and oversee volunteers for each project. GCATT will normally supply the tools used by volunteers for each project and arrange for their transportation to the work site. GCATT will compile an annual report documenting its project activities for the Grand County Council and provide a copy to BLM.

2. Be responsible for assuring that projects are consistent with the current land use plan and all required NEPA and associated analyses and clearances are completed prior to actual project implementation. Special skills and equipment (and operators), such as using rock drills and welding, necessary for project completion may be supplied on a case-by-case basis at BLM's discretion.

3. Provide both GCATT with support for public land projects requiring maintenance or construction work. BLM will participate in volunteer trail day projects on a time available basis and review completed work to determine if project objectives have been met.

TIMETABLE OR MILESTONES:
[Suggested table below]:

Milestone / Task / Activity	Start Date	Completion Date
Monitoring, assessment, improvement, and maintenance of Grand County non-motorized trail networks.	October 2021	August 2022

DIRECT BENEFIT TO THE PUBLIC:
(Describe how this project will affect the public.)

Please see "Goals and Objectives" in the Statement of Need section above.

QUALIFICATIONS/PAST PERFORMANCE:

List key project personnel and responsibilities, along with their contact information.
Describe the time to be dedicated to the project, how their experience and qualifications are appropriate to the success of the project

The project will be managed by GCATT Director Madeline Logowitz and Grand County Commission Administrator Chris Baird. Madeline Logowitz has managed similar projects for a number of years in the past, as well as other agreements and grants from State and Federal agencies. Her position is structured so that she is able to spend the time necessary to provide oversight and to coordinate with Chris Baird, who will manage accounting for the project, to insure project success. They will ensure that all reporting is completed as required.

Madeline Logowitz
Grand County Active Transportation and Trails Director
mlogowitz@grandcountyutah.net
617-777-0559

Chris Baird
Grand County Commission Administrator
cbaird@grandcountyutah.net
435-259-1322

List of previous federally funded Assistance Agreements (2016 – 2021):

This application is a Supplement to the following application, which was awarded August 26, 2019:
BLM-UT, Grand County Non-Motorized Trail Improvements Financial Assistance Funding Opportunity No. L19AS00009
Federal Award Identifier: L19AC00175

Note: The non-profit organization Canyonlands Natural History Association (CNHA) managed payroll for Grand County Trail Mix staff prior to January 1, 2019. As of January 1, 2019, Grand County Trail Mix employees were transferred to Grand County payroll as employees of the new Active Transportation and Trails Division (GCATT). GCATT staff are the same individuals involved with the following Challenge Cost Share Agreements, applied to by CNHA in collaboration with Grand County Trail Mix.

BLM Utah Challenge Cost Share Program FY 2016: Challenge Cost Share Agreement between the Canyonlands Natural History Association, Grand County Trail Mix, and Bureau of Land Management

BLM Utah Challenge Cost Share Program FY 2017: Challenge Cost Share Agreement between the Canyonlands Natural History Association, Grand County Trail Mix

BLM Utah Challenge Cost Share Program FY 2018: Challenge Cost Share Agreement between the Canyonlands Natural History Association, Grand County Trail Mix

Stakeholder involvement:

As described in the "Statement of Need" section above, stakeholders attend monthly Grand County Trail Mix Advisory Committee meetings. These meetings are advertised and open to the public.

GCATT receives an average of 1,700 volunteer hours annually, donated by user groups, towards non-motorized trail project on BLM land in Grand County.

LEVERAGING OF RESOURCES (Cost is not normally evaluated. However, is reviewed during the merit review and will be used as a tiebreaker).

Demonstrate how you leverage funds or resources with other federal and/or non-federal sources of funds or resources to carry out the proposed project.

GCATT receives an average of 1,700 volunteer hours donated annually towards non-motorized trail project on BLM land in Grand County, which are valued at over $42,000 using values provided by the organization Independent Sector.

BUREAU OF LAND MANAGEMENT
Financial Assistance (Cooperative Agreements)

BUDGET DETAIL and NARRATIVE

(Suggested Format)

Instructions: Using the estimated amounts listed on your SF-424A Budget Information form, use this worksheet format to provide details of those estimated costs. In the Justification Boxes, explain the purpose of each cost and provide sufficient detail so costs can be analyzed for reasonableness.

Agreement or Funding Opportunity No.:	L19AC00175	Date:	11/23/2021
Organization Name:	Grand County		
Recipient Project Title:	Grand County Non-Motorized Trail Improvements		

A) PERSONNEL COSTS (SF-424A Object Class Category 6a.)

Provide the name of the person in each position (if known), and provide both the annual (for Multiyear awards) and total: salary/amount each position is paid; the percent of time position contributes to this award; and the number of months the employee is paid. State if any positions are vacant at the time, and if so, anticipated hire date. Also, provide a justification and description of each position (including vacant positions). Relate each position specifically to program objectives. Personnel cannot exceed 100% of their time on all active projects. Recipient should ensure the cost of living increase is built into the budget and justified.

The salaries of administrative and clerical staff should normally be treated as indirect (F&A) costs (2 CFR §200.413c). Direct charging of these costs may be appropriate only if all of the following conditions are met: (1) Administrative or clerical services are integral to a project or activity; (2) Individuals involved can be specifically identified with the project or activity; (3) Such costs are explicitly included in the approved budget or have the prior written approval of the Grants Officer; and (4) The costs are not also recovered as indirect costs.

Name & Title or Position Title	Salary or Wage	Months or Hours	Matching Funds (if applicable)	BLM Funds
Madeline Logowitz, Director	$24.47/Hr.	2080 Hrs.	$45,898	$5,000.00
Tyson Swasey, Operations Coordinator	$22.19/Hr.	2080 Hrs.	$41,155	$5,000.00
Fred Wilkinson, Trail Specialist	$18.10/Hr.	720 Hrs.	$12,032	$1,000.00
Jane Pfaff, Trail Specialist	$18.10/Hr.	720 Hrs.	$12,032	$1,000.00
John Sevier, Trail Specialist	$18.10/Hr.	720 Hrs.	$12,032	$1,000.00
A) TOTAL PERSONNEL COSTS: (SF-424A Object Class Category 6a. Personnel)			**$123,149** (2021 - 2022)	**$13,000** (2021 - 2022)

Justification:

Director – Madeline Logowitz: This position directs the overall operation of the project; responsible for overseeing the implementation of project activities, coordination with other agencies, development of materials, provision of in-service and training, conducting meetings and coordinating with agencies, designs and directs the gathering, tabulating and interpreting of required data, responsible for overall program evaluation and for staff performance evaluation; and is the responsible authority for ensuring necessary reports/documentation are completed.

Operations Coordinator - Tyson Swasey: This position manages day-to-day operations of the project; responsible for project site plan and field staff supervision, coordinating labor and material needs, and overall logistics.

Trail Specialist - Fred Wilkinson, Jane Pfaff, John Sevier: Trained staff who perform trail construction and maintenance projects under the supervision of the Trail Manager and Operations Coordinator.

B) FRINGE BENEFIT COSTS (SF-424A Object Class Category 6b.)

Fringe benefits are usually applicable to direct salaries and wages. Provide the fringe benefit rate used and a clear description of how the computation of fringe benefits were applied. Provide both the annual (for multiyear awards) and total. If a fringe benefit rate is not used, show how the fringe benefits were computed for each position. The budget justification should be reflected in the budget description. Elements that comprise fringe benefits should be indicated. The fringe rate should be proportional among the federal and non-federal share categories. If a fringe rate is greater than 35%, a description and breakdown of the benefits must be provided unless a negotiated indirect cost rate agreement (NICRA) has been provided. If fringe benefits are not computed by using a percent of salaries, provide a breakdown of how the computation is done. The applicant should not combine the fringe benefit costs with direct salaries and wages in the personnel category.

Name & Title/Position	**Salary/Wage Base** (BLM Amounts budgeted in Section A above)	**Fringe Benefit Rate (%)**	**Matching Funds** (if applicable)	**BLM Funds**
Madeline Logowitz, Trail Manager	$50,898.00	N/A. See below.	$24,080	$850.00
Tyson Swasey, Operations Coordinator	$46,155.00	N/A. See below.	$22,821	$850.00
Fred Wilkinson, Trail Technician	$13,032.00	N/A. See below.	$1,121	$100.00
Jane Pfaff, Trail Technician	$13,032.00	N/A. See below.	$1,121	$100.00
John Sevier, Trail Technician	$13,032.00	N/A. See below.	$1,121	$100.00
B) TOTAL FRINGE BENEFIT COSTS: (SF-424A Object Class Category 6b. Fringe Benefits)			**$50,264** (2021 - 2022)	**$2,000** (2021 - 2022)

Justification: The fringe benefit cost for full-time employees (Trail Manager and Operations Coordinator) and part-time employees (Trail Specialists) are calculated below. Costs are not expected to increase significantly between years.

Position Title	Base Annual Wage	URS %	URS Amount	Health Insurance Amount	Dental	Vision	Life	EAP	LTD	Workers Comp Rate	Workers Comp Amount	Payroll Taxes (FICA/Med)	Total Benefits Annually
Director	50,898	16.72 %	8,510	8,594	1,500	34	194	211	233	1.72%	875	3,894	24,930
Operations Coordinator	46,155	16.72 %	7,717	8,594	1,500	34	194	211	211	1.72%	794	3,531	23,671
Trail Specialist	13,032	0.00 %	0	0	0	0	0	0	0	1.72%	224	997	1,221
Trail Specialist	13,032	0.00 %	0	0	0	0	0	0	0	1.72%	224	997	1,221
Trail Specialist	13,032	0.00 %	0	0	0	0	0	0	0	1.72%	224	997	1,221
												TOTAL	**52,264**

C) TRAVEL COSTS (SF-424A Object Class Category 6c.)

Domestic travel includes travel within and between the U.S., the commonwealths of Puerto Rico and the Northern Mariana Islands, Guam, the U.S. Virgin Island, and the territories and possessions of the United States. Provide a narrative justification describing the travel staff will perform. List origin and destination, number of trips planned, who will be making the trip, purpose of travel and how it relates to the scope of work, and approximate dates. If mileage is to be paid, provide number of miles and the cost per mile. If travel is by air, show cost of airfare and proposed airline (if known). If per diem/lodging is to be paid, indicate number of days and the amount for each day's per diem and the number of nights and the amount for each night's lodging. Include any ground transportation when applicable. Total each trip planned.

Dollars requested in the travel category should be for staff travel only. Travel for consultants should be shown in the consultant category along with the consultant's fee. Travel for training participants, advisory committees, review panels etc., should be itemized the same way as indicated above and placed in the "other" category. Travel should include: origin and destination, estimated costs and type of transportation, number of travelers, related lodging and per diem costs, brief description of the travel involved, its purpose, and explanation of how the proposed travel is necessary for successful completion of the project.

If travel details are unknown, then the basis for proposed costs should be explained (i.e., historical information). Travel costs can be charged on an actual basis, on a per diem or mileage basis in lieu of actual costs incurred, or a combination of the two if applied consistently and results in reasonable charges. Travel support for dependents of key project personnel may be requested only when the travel is for a duration of six months or more either by inclusion in the approved budget or with the prior written approval of the Grants Officer (2 CFR §200.474(c)(2)).**http://www.gsa.gov/portal/content/104877.**

Proposed Travel (Lodging & Per Diem)		**No. of People**	**No. of Days**	**Cost Per Person Per Day**	**Matching Funds** (if applicable)	**BLM Funds**
To: **From:**						
To: **From:**						
To: **From:**						
To: ***From:***	***Example:*** *Portland, OR* *Eugene, OR*	*1*	*2*	*$150.00/ Day*	*$100.00*	*$200.00*

SUB-TOTAL, MILEAGE REIMBURSEMENT - The cost of reimbursement for estimated mileage traveled in recipient vehicles for agreement activities. Give details and the purpose of the travel in the Narrative Box. Current Federal mileage reimbursement rates may be found online at: www.GSA.gov. **NOTE:** Mileage reimbursement rates include all vehicle costs, i.e. fuel, insurance, maintenance, etc.

Proposed Travel (Mileage Reimbursement)		**No. of Miles**	**No. of Trips**	**Cost Per Mile**	**Matching Funds** (if applicable)	**BLM Funds**
To: **From:**						
To: **From:**						
To: **From:**						
To: ***From:***	***Example:*** *Portland, OR* *Eugene, OR*	*110 Miles*	*2*	*$0.10/ Mile*	*$0.00*	*$22.00*

SUB-TOTAL, OTHER TRAVEL COSTS - The costs of airfare, bus fare, car rental, etc., required for agreement activities. Explain the details and the purpose of the costs in the Narrative Box.

Proposed Other (Travel Reimbursement)	**Type**	**Cost**	**No.**	**Matching Funds** (if applicable)	**BLM Funds**

To: **From:**						
To: **From:**						
To: **From:**						
C) TOTAL TRAVEL COSTS: (SF-424A Object Class Category 6c. Travel)					**$0**	**$0**
Justification: EXAMPLE - The Project Coordinator and the Education Specialist will travel to [event location] to provide training at the "Sage Grouse Workshop" being held [date]. They will both travel from [origin] to [destination], and take ground transportation from the airport to the even/hotel.						

D) EQUIPMENT COSTS (SF-424A Object Class Category 6d. Equipment)

Provide justification for the use of each item and relate them to specific program objectives. Provide both the annual (for multiyear awards) and total for equipment. Equipment is defined as an article of tangible personal property that has a useful life of more than one year and a per-unit acquisition cost which equals or exceeds the lesser of the capitalization level established by the non-Federal entity for financial statement purposes, or $5,000. A recipient organization may classify equipment at a lower dollar value but cannot classify it higher than $5,000. For example, a state may classify their equipment at $1,000 with a useful life of a year. It is recommended that internal policies for equipment be provided in this section in order to avoid requests by BLM for closeout documents and delays during the closeout period.

General use of equipment (i.e., computers, faxes, etc.) must be used 100% for the proposed project if charged directly to the agreement. Maintenance fees for equipment should be shown in the "other" category.

Provide a lease versus purchase analysis. This must accompany every equipment request over $5,000 even if a lease vs purchase analysis cannot be completed, a statement is required to that effect. General-purpose equipment such as office equipment and furnishings, and information technology equipment and systems are typically not eligible for direct cost support (2 CFR §200.439).

Provide objective-related justification for all equipment items after the detailed budget. The source for determining the budget price for each unit of equipment should be included in the justification. Explain the need and purpose of the equipment in the Justification Box below.

Equipment	Quantity	Cost per Unit	Matching Funds (if applicable)	BLM Funds
Example: *John Deere Compact Tractor*	*1*	*$17,500.00*	*$7,500.00*	*$10,000.00*
D) TOTAL EQUIPMENT COSTS: (SF-424A Object Class Category 6d. Equipment)			**$0**	**$0**
Justification: EXAMPLE - Equipment costs of [$ amount] is requested for modified gill nets (1x$20,000), anchors (2x$6,000), floating and acoustic transmitters and receivers (4x$10,000). The gill nets will be used for [description]. The anchors are needed for [description]. The transmitters and receivers will be used for [description].				

E) SUPPLY COSTS (SF-424A Object Class Category 6e. Supplies)

List by supply item. An explanation is necessary for supplies costing more than $5,000, or five percent of the award, whichever is greater. Show unit cost of each item, number needed, and total amount. Provide both the annual (for multiyear awards) and total for supplies. Provide justification of the supply items and relate them to specific program objectives. It is recommended that when training materials are kept on hand as a supply item, that it be included in the "supplies" category. When training materials (pamphlets, notebooks, videos, and other various handouts) are ordered for specific training activities, these items should be itemized and shown in the "other" category. If appropriate, general office supplies may be shown by an estimated amount per month multiplied by the number of months in the budget period.

Requirements for supplies, which exceed the thresholds: explain the type of supplies to be purchased, or nature of the expense in the budget narrative; provide a breakdown of supplies by quantity and cost per unit if known; and indicate basis for estimate of supplies, i.e., historical use on similar projects.

If your organization has a written policy for purchasing supplies, please submit a copy with your application. Explain the purpose of the costs in the Justification Box below.

Item	Quantity	Cost per Unit	Matching Funds (if applicable)	BLM Funds
Example: *Work Gloves, Leather*	*6*	*$10.00/Pair*	*$50.00*	*$10.00*
E) SUPPLY COST TOTAL: (SF-424A Object Class Category 6e. Supplies)			**$0**	**$0**

Justification: EXAMPLE - General office supplies will be used by staff to carry out daily activities of the program. Pamphlets will be kept in stock and distributed to schools as needed upon request. Supplies relate to (describe how pamphlets relate to objectives).

Sample Budget

SUPPLIES **Total $** _____General office supplies (pens, pencils,
2,000 pamphlets entitled [name] x $.58 ea. = [amount]

F) CONTRACTUAL COSTS (SF-424A Object Class Category 6f. Contractual)

Provide separate budgets for each sub award or contract, regardless of the dollar value and indicate the basis for the cost estimates in the narrative. Describe products or services to be obtained and indicate the applicability or necessity of each to the project. Please note the differences between sub award, contract, and vendor:

- **Sub award** means an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award, including a portion of the scope of work or objectives. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program.
- **Contract** means a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award.
- **Vendor** is generally a dealer, distributor or other seller that provides, for example, supplies, expendable materials, or data processing services in support of the project activities.

Provide both the annual (for multiyear awards) and total for contractual. Do not incorporate contractual indirect costs under the indirect costs line item for the applicant/grantee on the SF-424A or budget narrative.

- **Name of Subrecipient, Contractor, or Vendor**: Include the name of the qualified subrecipient, contractor, affiliation, and contact.
- **Method of Selection**: Include how selection was made. If sole source, include an explanation. Include qualifications.
- **Period of Performance**: Include the dates/length for the performance period. If it involves a number of tasks, include the performance period for each task.
- **Scope of Work**: List and describe the specific tasks to be performed.
- **Criteria for Measuring Accountability**: Include an itemized line item breakdown as well as total contract/award amount. If applicable, include any indirect costs paid under the contract/award and the indirect cost rate used.

Explain the details and purposes of the costs in the Justification Box below.

Contractor Name, Type, etc.	Cost	Matching Funds (if applicable)	BLM Funds
Example: *Ace Delivery Service (Yearly Contract)*	*$2,500.00*	*$0.00*	*$2,500.00*
F) CONTRACTUAL COST TOTAL: (SF-424A Object Class Category 6f. Contractual)		**$0**	**$0**

Justification: EXAMPLE - Contractual costs of [$ amount] is requested for the university to execute a contract with TBD, competed competitively, for [$ amount] to develop and deploy satellite tags on North Atlantic right whales for 2016 (one year). Expenses will include: (1) personnel and fringe for a technician to implement tag development and testing during Year 1, (2) expenses TBD to travel to Seattle, WA to meet with XX computers engineers to develop a GPS-linked satellite tag, (3) travel for TBD to the Southeast U.S. to lead tag deployments in 2015 and 2016, and (4) tagging supplies (satellite tags, tag darts, measurement electronics for tag testing, other tag testing supplies). TBD will report to the university quarterly to ensure progress. [Attach itemized budget.]

CONTRACTUAL SAMPLE

Name of Organization
Method of Selection (competitive or sole source; if sole source, provide justification)
Period of Performance
Description of Activities
Method for Maintaining Performance Accountability
Itemized Budget (include categories used in program budget)

G) CONSTRUCTION COSTS (SF-424A Object Class Category 6g. Construction)

Construction activity is allowable only when program legislation includes specific authority for construction and/or when the BLM operating unit specifically authorizes such activity. Activities under an award are considered construction when the major purpose of the award is construction as defined in this chapter. In contrast, alteration of facilities incidental to a non-construction purpose is not considered construction under this chapter. - FAR Part 2 Definitions.

Most federal programs do not allow construction costs, and those that do typically have detailed instructions describing how to figure construction costs. Estimated construction costs must be supported by documentation including drawings and estimates, formal bids, etc. As with all other costs, follow the specific requirements of the program, the terms and conditions of the award, and applicable regulations.

Whereas non-construction awards use the SF-424A form, construction awards must use the SF-424C form. Detail provided should include administrative and legal expenses; land, structures, rights-of-way, appraisals, etc.; relocation expenses and payments; architectural and engineering fees, project inspection fees; site work; demolition and removal; equipment; contingencies; and program income.

Explain the details and purpose of the costs in the Justification Box below.

Contractor: Name/Type/Organization/Etc.	**Cost**	**Matching Funds** (if applicable)	**BLM Funds**
G) CONTRUCTION COST TOTAL: (SF-424A Object Class Category 6g. Construction)		**$0**	**$0**

Justification:

H) OTHER COSTS (SF-424A Object Class Category 6h. Other)

This category contains items not included in the previous categories. List items by type of material or nature of expense, break down costs by quantity and cost per unit if applicable, state the necessity of other costs for successful completion of the project and exclude unallowable costs (i.e., alcohol, fundraising, meals and coffee breaks). Provide both the annual (for multiyear awards) and total for other. Give justification for all the items in the "other" category (e.g., separate justification for printing, telephone, postage, rent, etc.). All costs associated with training activities should be placed in the "other" category except costs for consultant and/or contractual. List all expenses anticipated for the training activity in the format above. Include rental space for training (if required), training materials, speaker fees, substitute teacher fees, and any other applicable expenses related to the training. It is recommended that sub awards fall under the contractual section rather than the other section.

Explain the details and purpose of the costs in the Justification Box below.

Item	**Cost**	**Matching Funds** (if applicable)	**BLM Funds**
Example: *Ace Equipment Rental (Post-Hole Digger, 4 Days)*	*$25/Day*	*$0.00*	*$100.00*
H) OTHER COSTS TOTAL: (SF-424A Object Class Category 6h. Other)		**$0**	**$0**

Justification: EXAMPLE - [$ amount] is requested for printing informational pamphlets as it relates to our proposed marketing and outreach efforts, stipend costs for reviewing and contributing to the vetting process of the training curriculum, and other miscellaneous costs including phone, and postage and mailing costs.

Sample Budget

OTHER Total $ _____
Printing ($_____per x_____documents) = [subtotal]
Telephone (Charges $_____per month x_____months) = [subtotal]
Postage (Charges $_____per month x_____months) = [subtotal]
Rent {$____per month x_____months) = [subtotal]
Etc. (Charges $_____per_____x item) = [subtotal]
Training costs for [name of training] = [subtotal]

I) TOTAL DIRECT COSTS (SF-424A Object Class Category 6i. Sum of 6a.-6h.)

The total of all direct costs applicable to this project.

Total Direct Costs	Matching Funds (if applicable)	BLM Funds
I) TOTAL DIRECT COSTS: (SF-424A Object Class Category 6i. Total, Sum of 6a.-6h.)	**$173,413**	**$15,000**

J) INDIRECT COSTS (SF-424A Object Class Category 6j. Indirect Charges)

Indirect costs are those costs incurred for common or joint objectives, which cannot be readily identified with an individual project or program but are necessary to the operations of the organization. Please refer to the BLM Financial Assistance Standard Terms and Conditions and the 2 CFR 200 for more information about indirect costs and facilities and administrative costs, including more information regarding predetermined, provisional, and fixed rates.

Provide the most recent indirect cost rate agreement with the itemized budget. The applicable indirect cost rate(s) negotiated by the organization with the cognizant negotiating agency must be used in computing indirect costs (F&A) for a proposal (2 CFR §200.414). The amount for indirect costs should be calculated by applying the current negotiated indirect cost rate(s) to the approved base(s).

Any non-Federal entity that has never received a negotiated indirect cost rate, except for those nonfederal entities described in Appendix VII to Part 200—States and Local Government and Indian Tribe Indirect Cost Proposals, paragraph (d)(1)(B) may elect to charge a de minimis rate of 10% of modified total direct costs (MTDC) which may be used indefinitely. Foreign grantees that do not have a negotiated indirect cost rate may also elect to charge the de minimis rate limited to an indirect cost rate recovery of 10% of modified total direct costs, and foreign grantees that have a negotiated rate agreement with a U.S. federal agency may recover indirect costs at the current negotiated rate.

(Only mandatory cost sharing or cost sharing specifically committed in the project budget must be included in the organized research base for computing the indirect (F&A) cost rate or reflected in any allocation of indirect costs.)

Use the Narrative Box below to explain how you calculated your indirect cost base and resulting indirect costs.

Indirect Cost Rate to be used on this Grant (%):	N/A
Indirect Cost Base for this Grant:	$18,600 in 2021-2022 period

Total Indirect Costs	Matching Funds (if applicable)	BLM Funds
J) TOTAL INDIRECT COSTS: (SF-424A Object Class Category 6j. Indirect Charges)	**$18,600**	**$0**

Narrative:

As of 2021, GCATT contributes $18,600 to the Grand County General Fund annually to fund Human Resources and Administrative costs associated with personnel, as dictated by Grand County policy.

-

K) TOTALS (SF-424A Object Class Category 6k. TOTALS)

The sum total of all Direct and Indirect Costs (Sum of 6i. & 6j.) Applicable to this agreement.

Total Project Costs	**Matching Funds** (if applicable)	**BLM Funds**
K) TOTAL COSTS: (SF-424A Object Class Category 6k. TOTALS)	**$192,013**	**$15,000**

I certify that to the best of my knowledge the costs detailed above are correct and complete and for the purposes set forth in the associated application for Federal Assistance.

Jacques Hadler, Grand County Commission Chair

Name & Title of Person Completing Budget

AGENDA SUMMARY

GRAND COUNTY COMMISSION MEETING

JUNE 7TH, 2022

Agenda Item:

TITLE:	Approving Proposed Utah Weed Supervisors Association (UWSA) Grant Application for FY22
FISCAL IMPACT:	Matching in-kind with time and equipment
PRESENTER(S):	Elizabeth (Izzi) Weimholt, Grand County Weed Supervisor

Prepared By:

Elizabeth Weimholt
Weed Supervisor
435.259.1369
eweimholt@grandcountyutah.net

FOR OFFICE USE ONLY:

Attorney Review:

SUGGESTED MOTION:

I move to approve the proposed Utah Weed Supervisors Association (UWSA) Grant Application for FY22, "Book Cliffs and La Sal Mountain Noxious Weed Control - Phase III", as presented, and authorize the Chair to sign all associated documents.

BACKGROUND:

The Utah Weed Supervisors Association has awarded the Grand County Weeds Department $6,000 to manage invasive plant populations on State lands. The focus area for this application are two canyons in the Book Cliffs (Meadow creek and Little Jim Canyon), and a SITLA block on the south side of the La Sal Mountains. This grant expires November of 2022.

ATTACHMENT(S):

Grant Award from UWSA
Grand County grant application

Utah Weed Supervisor's Association
Grant Request Form for 2022

Contents

Grant Request Summary
Project Worksheets
Estimated Cost Share Breakdown
List of Partners
Allowed Cost Share Fees

Grant Request Summary

Weed points MUST be sent to the EDDMaps before reimbursement

Applicant

Project Name			
Book Cliffs and La Sal Mountain Noxious Weed Control - Phase III			
Organization Name (Applicant)	Contact Person (Project Manager)		
Grand County	Elizabeth (Izzi) Weimholt		
Mailing Address	City	State	Zip
125 E Center St.	Moab	UT	84532
Telephone	Cell Phone	Email	
435-459-1369	612-655-0806	eweimholt@grandcountyutah.net	

Fiscal Agent

Fiscal Agent	Contact Person (Financial Manager)		
Grand County	Gabriel Woytek		
Mailing Address	City	State	Zip
125 E Center St.	Moab	UT	84532
Federal Tax ID #	Phone	Email	
87-6000304	435-259-1322	gwoytek@grandcountyutah.net	

Total Grant Budget Request

Qualifying Expenses	Explanation	Requested
Herbicide	**Herbicide for chemical application**	**$400**
***Supplies**		
****Labor**	**Grant-funded seasonal labor**	**$5,600**
Education		
	Total Amount Requested	**$6,000**

*Supplies must be directly related to the project or activates associated to the project.
**Labor requires a time sheet or contracted invoices associated with it.

Summary of Estimated Activity

Total Estimated Acres to be Treated	480
Total Estimated Acres to be Monitored	700
Total Estimated Acres to be Inventoried	1,700
Total Estimated Acres to be Revegetated	
Total Estimated Biocontrol to be Released	
Protected Acres (Critical acres, forest, watershed, etc.)	40,000
Total Human Outreach (newspaper articles, fairs, etc)	

Project involves multiple contributing partners.

List below (15 pts)

Grand County	UDWR
SITLA	San Juan County
Uinta County	

Summary of All Estimated Costs and Contributions

	In-kind Matching	UWSA Request	Totals
UWSA Estimated Award		$6,000	
Estimated Non-Federal Contributions (In-kind)			
PRIVATE			
A. Labor (Value of actual wages and benefits)			
B. Equipment			
C. Herbicide			
D. Seed			
E. Bio Control			
F. Funding			
G. Other (Specify)			
CITY, COUNTY, STATE GOVERNMENT			
A. Labor	$5,500		
B. Equipment	$5,500		
C. Herbicide			
D. Seed			
E. Bio Control			
F. Funding			
G. Other			
Total Matching Funds	$11,000		
Total Estimated Request and Matching Contributions			$17,000
Federal Contributions Non-Matching (not UWSA)			
Total Project Costs & Capital Outlay			$17,000

Project Worksheet

Project Name	Treatment Method
Book Cliffs and La Sal Mountain Noxious Weed Control Phase III	Chemical and mechanical

Describe Proposed Activities (do not exceed window)

This project is the continuation of a successful multi-year cooperative effort between Uintah County, Grand County, San Juan County, SITLA, and UDWR. Our projects take place in the Book Cliffs - Meadow Creek, Little Jim Canyon, Horse Canyon - and on a SITLA block southeast of the La Sal mountains. Our priority species are Black henbane (*Hyoscyamus niger)*, Houndstongue (*Cynoglossum officinale)*, Hoary cress (*Lepidium draba)*, Spotted knapweed (*Centaurea stoebe),* Diffuse knapweed (*Centaurea diffusa)*, Musk thistle (*Carduus nutans)*, and Scotch thistle (*Onopordum acanthium),* but we will map and potentially treat any other noxious species that we encounter.
Our treatment methods will mainly consist of chemical application and/or mechanical removal, based on our assessment of the project area and method efficacy. In areas with Hoary cress (Book Cliffs) and Knapweeds (La Sal mountains), we will focus on targeted chemical application by backpack and handgun. For areas with Thistles or Houndstongue, we will likely use hand tools to remove individual plants. The exception to this is in the case of large infestations, where we may decide that chemical application is more effective.

All work will only take place on State land, and will not occur on Federal land.

How does this program enhance Early Detection and Rapid Response in your area? (25 pts)

Since we will be monitoring and mapping throughout this project, our knowledge of the status of noxious weeds in these remote areas will be improved and expanded upon. This program enhances our EDDR by assisting us in detecting new infestations, and it also offers the possibility of funding for future responses to new threats.

How does your project benefit non-federal forested land (land with at least 10% canopy cover)? (25 pts)

This project will benefit forested lands by improving habitat on State land for Aspen (La Sal), Ponderosa pine, Douglas Fir, Spruce Fir, and Pinyon-Juniper (Book Cliffs), as well as many other herbaceous desirable plants.

Does project include monitoring utilizing EDDMapS photo point feature created to document progress through before and after pictures. (Project cannot be solely mapping) (25 pts) **Note: If you are not familiar with the photo point feature please ask.**
Yes - we will utilize the photo-point feature on EDDmapS at several locations throughout the project area.
Explain how your project utilizes multiple treatment methods of Integrated Pest management. i.e. chemical, biological, mechanical and/or cultural methods?
This project utilizes two main methods of control - chemical application and mechanical removal. In large areas with species that are difficult to control (such as Hoary cress), we will use chemical application to contain and eradicate. In smaller areas with species that are less difficult to control (sporadic Houndstongue, or any thistles), we will remove plants with hand tools. In the background of every project, we will always be utilizing cultural control through education and outreach. This method does not require any funds though this grant.
Does your project coordinate with your local and the Utah Strategic Weed Plan? (10 pts)
Yes - we are using various methods of treatment to improve habitat and ecosystem health. We consistently re-assess our methods to optimize future projects, and we will always refer back to our strategic plans to stay on course.

Rating Criteria

Do not fill this section out

Points Possible	Points Awarded	Criteria
25		Proposed Project meets Forest Service Requirements a. Benefits forested land (10% canopy cover) b. Meets federal cost-share requirement of 50%/50% c. Includes estimate of treated acres d. Occurs on non-federal lands (state, private, tribally owned)
25		Project includes early detection rapid response using defined focus areas and/or targets a Class 1B Weed from the Utah Noxious Weed List.
25		Does project include monitoring utilizing EDDMapS photo point feature created to document progress through before and after pictures. (Project cannot be solely mapping)
15		Project involves multiple partners. (Partner must provide real value)
10		Does your project coordinate with your local and the Utah Strategic Weed Plan?
100		Total Points

Allowed In-kind *Cost-Share* Fees*

Cost Share Item	Hourly Fee
Labor	
Weed Supervisor	$ 38.00
Full Time Sprayer	$ 28.00
Seasonal/Volunteer	$ 18.00
Equipment	
Sedan	$ 12.00
Truck 2x4	$ 15.00
Truck 4x4	$ 18.00
Truck 4x4 w/spray rig	$ 25.00
ATV 4x4	$ 15.00
ATV 4x4 w/spray rig	$ 20.00
ATV 6x6 w/spray rig	$ 22.00
Trailer single axle	$ 12.00
Trailer double axle	$ 15.00
Backpack sprayer 2-5 gal	$ 5.00
Boat	$ 10.00
Boat w/motor	$ 20.00
Boat w/motor and trailer	$ 25.00
GPS non-corrected	$ 5.00
GPS differential correction	$ 10.00
Sweep Net	$ 2.50
Computer	$ 8.00

***If your cost-share fees differ from the chart please attach supporting documentation and/or references.**

GRANTEE CONTRACT
2022 NOXIOUS WEEDS GRANT
Contract Number: 202202DG19

Grand County Weed Department
125 E Center St.
Moab, UT 84532

General Purpose of the Contract:
Authority: Noxious Weed Act, Chapter 17 SAE 4443 7303
Cooperative control of noxious weeds and invading weeds through USDA Forest Service Grant Money.

Scope of Work:
Grand County agrees to complete the following work as proposed:

- Treat weeds in the Book Cliff areas of Meadow Creek, Little Jim Canyon, and a SITLA block southeast of the La Sal Mountains.
- Priority species are Black henbane (*Hyoscyamus niger)*, Houndstongue (*Cynoglossum officinale)*, Hoary cress (*Lepidium draba)*, Spotted knapweed (*Centaurea stoebe),* Diffuse knapweed (*Centaurea diffusa)*, Musk thistle (*Carduus nutans)*, and Scotch thistle (*Onopordum acanthium*
- The county will map and treat other noxious species encountered, whenever possible.
- Treatment methods will mainly consist of chemical application and/or mechanical removal.
- All work will only take place on State and private land, and will not occur on Federal land.

If publications are produced using grant funding, the UWSA must be contacted for additional documentation. The USDA Forest Service must be given credit on any publication.

Budget:
Grand County agrees to comply with the following use of grant funds, not varying more than 10 percent per category. If it appears the project use of funds or costs will vary more than 10 percent and a new budget is required, the Utah Weed Supervisor's Association must approve the changed budget ***before*** changed costs are incurred.

Qualifying Expenses	Explanation	Requested Funds
Herbicide	Herbicide for chemical application	**$400.00**
Supplies *(Biocontrol, seed, fertilizer)*		
Labor	Grant-funded seasonal labor	**$5,600.00**
Contracts		
Other		
	Total Amount Awarded	**$6,000.00**

This project is funded through a grant from the USDA Forest Service. The U.S. Department of Agriculture Forest Service prohibits discrimination in all its programs and activities on the basis of race, color, national origin, sex, religion, age, disability, political beliefs, sexual orientation, and marital or family status (not all prohibited bases apply to all programs).

Grant funds may not be used to purchase food or to rebuild equipment.

Financial Administration and Reporting:
The fiscal agent *may* provide the Utah Weed Supervisors Association with intermittent reports and invoices, as work progresses. Using intermittent reports, reimbursements may be requested monthly. All such requests must be sent by the third Friday of the month
A final report is required, and is due before November 1, 2022. The reports will consist of a completed form, reimbursable receipts, and matching documentation, before and after photographs of the project and a link to EDDMaps where project GIS data is posted. Send all documentation in a digital format, by email. Send all information by **email to <rosann@etv.net>. Send any necessary hard copy to Rosann Fillmore, P.O. Box 429, Orangeville, UT 84537**

To assist with record keeping, an *example* in-kind log and expenditure tracking sheet is enclosed. Similar documentation and copies of invoices clearly marked as UWSA reimbursable costs or matching costs must accompany all requests for reimbursement. (See examples.)

The Utah Weed Supervisors (UWSA):
The UWSA agrees to reimburse Grand County $6,000.00 for treatment costs authorized by this contract after receiving the necessary reports (quarterly cost-share numbers, treated acres, reimbursement requests and annual and final reports).

The contractor will only be able to receive 75% of the grant amount until the final grant report has been submitted.

The UWSA also agrees to submit an annual report of the grantee's activities funded by this grant to the USDA Forest Service.

Contract Period:
Effective date: Date of the award notification Termination date: November 1, 2022

IN WITNESS WHEREOF THE PARTIES SIGN AND CAUSE THE CONTRACT TO BE EXECUTED:

Print Name of CWMA Chair Or County Commission Chair	Signature	Date
Print Name of Fiscal Agent Chair	Signature	Date
Print Name of UWSA Chair	Signature	Date

This project is funded through a grant from the USDA Forest Service. The U.S. Department of Agriculture Forest Service prohibits discrimination in all its programs and activities on the basis of race, color, national origin, sex, religion, age, disability, political beliefs, sexual orientation, and marital or family status (not all prohibited bases apply to all programs).

AGENDA SUMMARY

GRAND COUNTY COMMISSION MEETING

JUNE 7, 2022

Agenda Item:

TITLE:	Approving submittal of a grant application to the FAA for a no-foam testing device for the Airport
FISCAL IMPACT:	$0
PRESENTER(S):	Tammy Howland, Interim Airport Director

Prepared By:

Tara Collins
Assistant to CNY Airport Director
435-259-4849
tcollins@grandcountyutah.net

FOR OFFICE USE ONLY:

Attorney Review:

N/A

RECOMMENDATION:

I move to approve submittal of a grant application to the FAA for a no-foam testing device for the Airport.

BACKGROUND:

The Federal Aviation Administration (FAA) requires airports with Aircraft Rescue Firefighter (ARFF) components to periodically test their aqueous film forming foam (AFFF). The minimum testing requirement is once per year, however the FAA actually prefers more frequent testing.

The only way Canyonlands Regional Airport (CNY) can test their foam currently is by physically spraying the foam out of the Airport fire truck. The foam is toxic to the environment and to animals and humans, therefore the FAA has much incentive to help airports purchase devices or equipment that can test the foam without releasing it into the environment.

The Airport received three bids for supplying the testing equipment, and recommended to the FAA that we accept the lowest bidder (NoFoam Systems - $23,957.76)

The FAA grant will cover the entire cost of the No-Foam Testing Device. This will be FAA Airport Improvement Program (AIP) grant No. 44

ATTACHMENT(S):

1) Award letter from CNY to the FAA, March 1, 2022
2) Grant Application to be submitted
3) Airport Improvement Sponsor Certification Form 5100 (FAA)
4) Contractual Requirements Form
5) Standard DOT No-Foam Assurances

March 1, 2022

Mr. Eric Trinklein

Federal Aviation Administration

Denver Airports District Office

26805 East 68th Avenue, Suite 224
Denver, CO 80249

RE: No Foam Testing Device

Dear Mr. Trinklein

Bids were received for no foam testing devices. Three bids were submitted:

NoFoam Systems – $23,957.76

ECOLOGIC Mobile Foam Testing System (E-ONE) - $25,750.00

Oshkosh Eco- EFP Retrofit - $31,122.00

Based on the lowest bid, we are recommending the no foam testing system be awarded to NoFoam Systems for $23,957.76. The grant application will be submitted upon completion by the Airport Director.

If you have any questions regarding this matter, please contact me.

Sincerely,

Tammy Howland

Tammy Howland

Airport Operations Manager/ARFF

OMB Number: 4040-0004
Expiration Date: 12/31/2022

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received: 05/11/2022

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier: 3-49-0020-044-2022

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Grand County Utah

* b. Employer/Taxpayer Identification Number (EIN/TIN): 87-6000304

* c. UEI: KVPMAQ6HAFW9

d. Address:

* Street1: 125 E Center Street

Street2:

* City: Moab

County/Parish: Grand

* State: UT: Utah

Province:

* Country: USA: UNITED STATES

* Zip / Postal Code: 84532-0000

e. Organizational Unit:

Department Name: Airport

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

* First Name: Tammy

Middle Name: Marie

* Last Name: Howland

Suffix:

Title: Interim Airport Director

Organizational Affiliation: Canyonlands Regional Airport

* Telephone Number: 435-259-4120

Fax Number:

* Email: thowland@grandcountyutah.net

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Federal Aviation Administration

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

*** 12. Funding Opportunity Number:**

* Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

00 166393 Moab ALP As-Built- Sheets 2-4 (1)

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

No Foam testing equipment for AFFF.

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: III
* b. Program/Project: III

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 06/01/2022
* b. End Date: 06/01/2023

18. Estimated Funding ($):

* a. Federal	23,957.76
* b. Applicant	
* c. State	
* d. Local	
* e. Other	
* f. Program Income	
* g. TOTAL	23,957.76

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☒ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:
* First Name: Jacques
Middle Name:
* Last Name: Hadler
Suffix:

* Title: County Commission Chair

* Telephone Number: 435-259-1342
Fax Number:

* Email: jhadler@grandcountyutah.net

* Signature of Authorized Representative:
* Date Signed:

CONTRACTOR CONTRACTUAL REQUIREMENTS

ATTACHMENT 1

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations. The contractor shall comply with the regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. the contractor shall not participate either directly of indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or lease of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports. The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contract is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

   a. Withholding of payments to the contractor under the contract until the contractor complies, and/or

   b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. Incorporation of Provisions. The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor may request the United States to enter into such litigation to protect the interest of the United States.

CLAUSES FOR DEEDS, LICENSES, LEASES, PERMITS OR SIMILAR INSTRUMENTS

ATTACHMENT 2

The following clauses shall be included in deeds, licenses, leases, permits, or similar instruments entered into by the Sponsor pursuant to the provisions of Assurances 5(a) and 5(b).

1. The (grantee, licensee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a DOT program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

2. The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that: (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

REQUIRED STATEMENTS
AIRPORT IMPROVEMENT PROGRAM PROJECTS

AIRPORT: Canyonlands Regional Airport

LOCATION: Moab. Ut.

AIP PROJECT NO.: 3-49-0020-044-2022

STATEMENTS APPLICABLE TO THIS PROJECT This is for equipment only

☑ **a.** **INTEREST OF NEIGHBORING COMMUNITIES**: In formulating this project, consideration has been given to the interest of communities that are near (Exact name of airport) Canyonlands Regional Airport.

☑ **b.** **THE DEVELOPMENT PROPOSED IN THIS PROJECT** will not require the use of publicly owned land from a public park, recreation area, wildlife and fowl refuge, or a historical site under Federal, State, or Local jurisdiction.

☑ **c.** **FBO COORDINATION**: The airport development proposed in this project has been coordinated with the Fixed Base Operator(s) utilizing (Exact name of airport) _____, and they have been informed regarding the scope and nature of this project.

☑ **d.** **THE PROPOSED PROJECT IS CONSISTENT** with existing approved plans for the area surrounding the airport.

The above statements have been duly considered and are applicable to this project. (Provide comment for any statement not checked).

BY: Tammy M. Howland DATE: 6/7/2022

TITLE: Interim Airport Director

SPONSORING AGENCY: Grand County

NOTE: Where opposition is stated to an airport development project, whether expressly or by proposed revision, the following specific information concerning the opposition to the project must be furnished.

a. Identification of the Federal, state, or local governmental agency, or the person or persons opposing the project;

b. The nature and basis of opposition;

c. Sponsor's plan to accommodate or otherwise satisfy the opposition;

d. Whether an opportunity for a hearing was afforded, and if a hearing was held, an analysis of the facts developed at the hearing as they relate to the social, economic, and environmental aspects of the proposed project and its consistency with the goals and objectives of such urban planning as has been carried out by the community.

e. If the opponents proposed any alternatives, what these alternatives were and the reason for nonacceptance;

f. Sponsor's plans, if any, to minimize any adverse effects of the project;

g. Benefits to be gained by the proposed development; and

h. Any other pertinent information which would be of assistance in determining whether to proceed with the project.

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal Grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL "Disclosure of Lobby Activities", in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Signed _____ Date _____

Sponsor's Authorized Representative

Title _____

STANDARD DOT TITLE VI ASSURANCES

Grand County (hereinafter referred to as the Sponsor) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation -- Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations") to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, the Sponsor agrees concerning this grant that:

1. Each "program" and "facility" (as defined in Section 21.23(a) and 21.23(b)) will be conducted or operated in compliance with all requirements of the Regulations.

2. It will insert the clauses of Attachment 1 of this assurance in every contract subject to the Act and the Regulations.

3. Where Federal financial assistance is received to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

4. Where Federal financial assistance is in the form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.

5. It will include the appropriate clauses set forth in Attachment 2 of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Sponsor with other parties:

(a) for the subsequent transfer of real property acquired or improved with Federal financial assistance under this project; and

(b) for the construction or use of or access to space on, over, or under real property acquired or improved with Federal financial assistance under this Project.

6. This assurance obligates the Sponsor for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Sponsor or any transferee for the longer of the following periods:

(a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

(b) the period during which the Sponsor retains ownership or possession of the property.

7. It will provide for such methods of administration for the program as are found by the Secretary of transportation of the official to whom he delegates specific authority to give reasonable guarantees that it, other sponsors, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the act, the Regulations, and this assurance.

STANDARD DOT TITLE VI ASSURANCES *(Continued)*

8. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on its contractors, the Sponsor, subcontractors, transferees, successors in interest and other participants in the Project. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Sponsor.

DATED _____

_____

(Sponsor)

_____

(Signature of Authorized Official)

To: Grand County Commission

From: Grand Center

Date of Meeting: 7 Jun 2022

Suggestion Action or Motion:

I move to approve the purchase of 12 tables for the Grand Center at a cost of $5953.26

Item: Grand Center Tables

Process: For consideration and possible approval

Fiscal Impact: $5953.26 (budgeted for but not pre-approved)

County Attorney Review: N/A

Executive Summary/Background:
The Grand Center needs new tables. These were budgeted for in 2022, but are not on the pre-approval list, and are over $5,000.00 and per purchasing policy must come before the commission.

Attachments: NA

Presenter and participant instructions: **will link to presenter and public information page on where agendas can be found, how to join, presentation preparation (zoom, screen sharing, etc.)

QUOTE ACKNOWLEDGEMENT

THIS IS NOT AN INVOICE

MITYLITE | holsag | BERTOLINI | XpressPort

Created On: 5/26/2022
Sales Quote Number: SQ29944-2
Mity Customer Number: C408580
Page: 1 Of 1

Deposit required. Amount subject to credit approval.

Bill To:
GRAND COUNTY COMMUNITY

Lorette Eastwood
182 N 500 W
Moab, UT 84532
United States

Sell To:
GRAND COUNTY COMMUNITY CENTER
Lorette Eastwood
182 N 500 W
Moab, UT 84532
United States

Ship To:
GRAND COUNTY COMMUNITY

Lorette Eastwood
182 N 500 W
Moab, UT 84532
United States
435-259-6623

Ship Via	Payment Terms	Sales Person
ORIGIN, Freight Prepaid	50% Prepayment, Net30 on Balance	John King

Item No.	Description	UOM	QTY	Unit Price	Total Price
CT60SBB0F000F0000	CT 60 SBB W29BRN ABS ROUND TABLE 60" Top: Speckled Beige (Smooth) Bottom: Brown Trim ABS Brown Leg: Wishbone Leg/Base Color: Brown Height: 29in. Tall Utah State contract # PA3326 Free dock to dock delivery on state contract!	Each	12	$463.00	$5,556.00

THANK YOU FOR CHOOSING MITY!

Subtotal	**$5,556.00**
Sales Tax	**$397.26**
Quote Total	**$5,953.26**

Signature: _____ ***Date:*** _____

**** NET Pricing Applied. * Quotes are valid for 30-days. * Delivery is Dock-to-Dock. * Sales Tax may be applicable.***
**** Customer is responsible for offloading order at delivery time unless otherwise prearranged.***
****Freight Quotes are estimates. The Freight charge on your order, will reflect the current freight cost the day the order is placed.***

** Mity, Inc. charges a 3% processing fee for all credit card payments.*

MityLite Inc. P.O. BOX 732698, Dallas, TX, 75373-2698 US | PHONE 801-224-0589 ext 4200 FAX 801-224-6191

Directions: To request inclusion on the Commission agenda, complete this Agenda Summary form by following the instructions within the form. Email completed form and any attachments to mnassau@grandcountyutah.net no later than 5:00 p.m. the Wednesday before the requested Commission Meeting (meetings are held the first & third Tuesday of every month at 4:00 p.m. Questions? Contact: Mallory Nassau, Associate Commission Administrator, at (435) 259-1346.

AGENDA SUMMARY

GRAND COUNTY COMMISSION MEETING

JUNE 7, 2022

Agenda Item:

TITLE:	County Commission Letter of Action Towards Gun Violence
FISCAL IMPACT:	None
PRESENTER(S):	Josie Kovash

Prepared By:

Josie Kovash, County Commissioner

FOR OFFICE USE ONLY:

Attorney Review:

For office use only

RECOMMENDATION:

I move to approve the attached letter from the Grand County Commission to urge Utah state and federal lawmakers toward broader policy to reduce gun violence.

BACKGROUND:

Gun violence in American schools has become a common occurrence underscored by recent tragic events in a Texas Elementary School.

ATTACHMENT(S):

Letter to state and federal lawmakers

GRAND COUNTY COMMISSION
Jacques Hadler (Chair) · Mary McGann (Vice-Chair)
Evan Clapper · Trish Hedin · Josie Kovash
Sarah Stock · Kevin Walker

The Office of Gov. Spencer J. Cox
350 N. State Street, Suite 200
P.O. Box 142220
Salt Lake City, UT 84114-2220

Lt. Governor Deidre Henderson
350 North State Street, Suite 220
P.O. Box 142325
Salt Lake City, Utah 84114-2325

Senator Mike Lee
363 Russell Senate Office Building
Washington, D.C. 20510

Senator Mitt Romney
354 Russell Senate Office Building
Washington, DC 20510

State Representative Carl Albrecht
350 North State, Suite 350
P.O. Box 145030
Salt Lake City, Utah 84114

State Senator David Hinkins
350 North State, Suite 320
PO Box 145115
Salt Lake City, Utah 84114

Congressman John Curtis
2400 Rayburn House Office Building
Washington, DC 20515

DRAFT

June 7, 2022

Dear Utah lawmakers,

On May 23, 2022, Moab's elementary school–where some of us have taught and others have children in attendance–and City police notified parents of a threat of violence made by a sixth grader. On May 24, 2022, 19 elementary school children and 2 teachers were shot and killed in Uvalde, Texas. Our community is lucky. Our children returned from school alive.

Thoughts and prayers do not translate into action, change or comfort. As a representative of the people, parents and students of Utah, we urge you to take legislative action to protect our children, our teachers and our communities. The following are actions are swiftly needed:

•extreme risk laws
•firearm secure storage laws
•increase the age to purchase semi-automatics to 21
•background checks on all gun sales
•make funding available for schools to establish threat assessment programs
•make funding available for schools to install internal door locks and support personnel for access controls
•make funding available for mental health professionals and social workers in schools

These legislative actions will ensure "a well regulated Militia, being necessary to the security of a free State," without infringing on "the right of the people to keep and bear Arms" while also serving to protect the safety of our children.

These laws and funds won't just decrease the rare event of a school shooting, they will reduce the likelihood of gun-suicide, which is also exceptionally high for children and teens in Utah. Let's be a state where people feel their children are safe, protected and prioritized.

With respect,

Grand County Commission
Grand County, Utah

DRAFT

Special Event Permit Application- SEC Review Form

This tool will be used for SEC reviews and event permit applications considerations.

Special Event Name:					**Event Sponsor:**		
Location:					**Type:**		
Event Dates:		**Number of Event Days:**		**Daily Attendance (Participants):**		**Total Daily Attendance (including staff & volunteers):**	
SEC Review Date:		**SEC Members Present:**					

Event Applicant - Sponsor

Criteria	Yes or No		Positive	Neutral	Negative	Unclear/ NA
In Good Standing with the County	☐	Yes				
	☐	No				
Has the Event or Sponsor Previously Held Event with an Unsatifactory Evaluation?	☐	Yes				
	☐	No				

Event Type Review

Criteria	Yes or No		Positive	Neutral	Negative	Unclear/ NA
Location			☐	☐	☐	☐
Nature of the Location/ Venue			☐	☐	☐	☐
Activity- Noise Levels			☐	☐	☐	☐
Fundraiser for Charitable Cause	☐	Yes				
	☐	No				
501(c)(3) Designation or Working Closely with Local 501(c)(3)	☐	Yes				
	☐	No				
Conflict or Interference w/Another Event/ Permit Holder	☐	Yes				
	☐	No				
Local Event Sponsor	☐	Yes				
	☐	No				
Pre-Establish Annual Event (at least 5 years)	☐	Yes				
	☐	No				
Family - Community Oriented	☐	Yes				
	☐	No				
Arts, Culture, Education, History, Health, Sports, or Wellness Related	☐	Yes				
	☐	No				

Security & Safety					
Criteria	**Yes or No**	**Positive**	**Neutral**	**Negative**	**Unclear/ NA**
Level of Public Risk (if any)		☐	☐	☐	☐
Policing Impact		☐	☐	☐	☐
Security Impact		☐	☐	☐	☐
Emergency Services Impact		☐	☐	☐	☐
Prior Public Safety & Security Record		☐	☐	☐	☐
Quality of Life - Citizen Impact					
Criteria	**Yes or No**	**Positive**	**Neutral**	**Negative**	**Unclear/ NA**
Compatible to "Neighborhood"		☐	☐	☐	☐
Complements Ambience & Aesthics of Area		☐	☐	☐	☐
Residential Access to Area		☐	☐	☐	☐
Business Access to Area		☐	☐	☐	☐
Noise Impact		☐	☐	☐	☐
Other Service Demands					
Criteria	**Yes or No**	**Positive**	**Neutral**	**Negative**	**Unclear/ NA**
Density of Event		☐	☐	☐	☐
Intensity of Event		☐	☐	☐	☐
Period of Enhanced Activites in the Area		☐	☐	☐	☐
Crowd Control Impact		☐	☐	☐	☐
Parking Impact		☐	☐	☐	☐
Traffic Impact		☐	☐	☐	☐
Road Closure Impact		☐	☐	☐	☐
Availability of County Services		☐	☐	☐	☐
Local Economic and Community Benefits					
Criteria	**Yes or No**	**Positive**	**Neutral**	**Negative**	**Unclear/ NA**
Grand County Hotels		☐	☐	☐	☐
Grand County Restuarants		☐	☐	☐	☐
Grand County Businesses/ Merchants		☐	☐	☐	☐
County Facilities		☐	☐	☐	☐
High Quality and Well-Respected Event/ Sponsor		☐	☐	☐	☐
Positive Community Impact/ Perception		☐	☐	☐	☐

Special Events 2022 - MATC/ED

Name	Event Date	Set Up Date	Breakdown Date	Type	Participants	Staff/Volunteers	Spectators
Arches Ultra	1/29	1/28	1/29	Run	1000	50	250
Red Hot	2/19	2/19	2/19	Run	1000	50	500
Skinny Tire Fest	3/12-3/15	3/11	3/15	Bike	575	25	0
Canyonlands Half Marathon	3/19	3/18	3/19	Run	1000	60	200
Behind the Rocks Ultra	3/26	3/26	3/26	Run	400	15	0
Moab Rocks	4/1	4/1	4/3	Bike	350	25	10
Amasa Trail Race	4/9	4/9	4/9	Run	250	15	25
Adventure Rabbi Passover	4/15-4/16	4/15	4/17	Religious	75	30	100
CO2UT Gravel Bike Event	4/23	4/22	4/24	Bike	450	20	50
Building Man	5/6-5/7	5/6	5/8	Art & Music	20	10	200
Gran Fondo	5/7	5/6	5/7	Bike	400	20	100
MMF High Water	5/20-5/22	5/19	5/23	Music	300	15	0
20th Anniversary	6/3	6/2	6/4	Music	10	12	500
Pioneer Day Celebration	7/24	7/24	7/25	Movie	0	10	200
UTE 100	8/12-8/14	8/10	8/16	Run	150	20	50
Moab Music Festival	18 days	8/15	9/17	Music	700	35	0
Mother of All Boogies	9/15	9/14	9/16	Skydive	300	20	0
Moab Century Tour	9/17-9/18	9/16	9/18	Bike	300	50	0
UHSCL Region Race	9/24	9/23	9/25	Bike	1100	200	3500
Outer Bike	9/30-10/2	9/28	10/3	Bike	800	20	0
Rexy Queen of the Desert	10/7	10/6	10/7	Bike	400	30	50
Moab 240	10/7-10/11	9/26	10/13	Run	250	70	0
Dead Horse Ultra	11/19	11/19	11/19	Run	1400	75	400

Location	For Profit	Non Profit	Local	Recurring	Established	Organizer	Status		
Bar M, Klondike, Klonzo	☑	☐	☑	☑		Mad Moose Events	Approved		Intent
Arches, Brands, Klondikes Bluf	☑	☐	☑	☑		Mad Moose Events	Approved		Initial Approval
Aarchway Inn, Hwy 128, Hwy 3	☑	☐	☑	☑	2001	Skinny Tire Events, LLC	Approved		Pending
Lions Park, Hwy 128	☑	☐	☑	☑	1976	Mad Moose Events	Approved		Submitted
Behind the Rocks	☑	☐	☑	☑		Mad Moose Events	Approved		Approved
Porcupine Rim, Mag7, Klondik	☑	☐	☐	☑	2009	TransRockies US LP	Approved		Denied
Kane Creek Rec Parking, BLM T	☑	☐	☑	☑		Mad Moose Events	Approved		
Gold Bar Group Site	☐	☑	☐	☑		Adventure Rabbi	Approved		
BLM "B" Roads	☑	☐	☐	☑		Desert Gravel LLC	Cancelled		
Jenkstars Ranch	☑	☐	☑	☑		Jenkstars	Approved		
Lions Park, Loop Rd, Old City P	☑	☐	☑	☑		Poison Spider Bicycles	Approved		
Multiple	☐	☑	☑	☐	2022	Moab Music Festival	Submitted		
Red Cliffs Lodge	☑	☐	☑	☐	2022	Red Cliffs Lodge	Cancelled		
Red Cliffs Lodge	☑	☐	☑	☐	2022	Red Cliffs Lodge	Intent		
La Sals	☑	☐	☐	☑			Intent		
Multiple	☐	☑	☑	☑	1992	Moab Music Festival	Pending		
Canyonlands Airport	☑	☐	☑	☑	2003	Skydive Moab	Intent		
Aarchway Inn, Hwy 313, Hwy 2	☑	☐	☑	☑		Skinny Tire Events, LLC	Initial Approval		
Brands	☐	☑	☐	☑		UHSCL	Initial Approval		
Brands	☐	☐	☑	☑		Western Spirit	Initial Approval		
BLM "B" Roads	☑	☐	☐	☑		Desert Gravel LLC	Initial Approval		
Paved roads, mixed use path, H	☑	☐	☐	☑		Destination Trail	Initial Approval		
7up, Mag7	☑	☐	☑	☑		Mad Moose Events	Initial Approval		

Old Spanish Trail Arena 2022

Date	Size	Event Name	Location	Event Type	Date Verified	Does this event require a SEC Permit	Other Info	Reccuring event Yes or No
2022 Season	50	Skate Moab	Pavilion	Roller Skating	Reoccuring event	No		Yes
2022 Season (Tue & Thur)	40	ZUMBA	Pavilion	Excercise	Reoccuring event	No		Yes
2022 Season	40	Baseball	Baseball Fields	Athletic	Reoccuring event	No		
2022 Season	40-60	Soccer	Soccer Fields	Athletic	Reoccuring event	No		
2022 Season	20	Youth Football	Soccer Fields	Athletic	New Event	No		Yes
Febuary 25th-27th CANCELL	100	Zippity Do Dogs	Indoor Arena	Dog Agility	Reoccuring event	Yes	Cancelled for 2022	
March - May	20-50	Soccer	Soccer Fields	Sporting Event	Reoccuring event	No	Daily Practices including games through the week and on weekends	Yes
March - May	20-50	Baseball	Baseball Fields	Sporting Event	Reoccuring event	No	Daily Practices including games through the week and on weekends	Yes
March 10th-18th	300-500	Team Rubicon	OSTA - Full Facility	Emergency Mitagation & Restoration	New Event, Originally sched	?		
March 28th - April 3, 2022 CANCELLED	1000+	Trail Fest	OSTA - Full Facility, Race in County	Running Expo	Jan. 2021	Yes	Cancelled for 2022 - Event Holder could not get event together in time.	
April 8th - 17th	1000+	Jeep Safari	OSTA - Full Facility w/ Trails	Jeep Event	Approved w/ Commission	Yes	On OSTA Calendar & Trail Permits for 10 Years	YES
April 17th	300+	Evoke Life	OSTA - Pavilion	Easter Church Services	Reoccuring event	?		YES
April 19th - 23rd, 2022	100+	Jeepster Commando	OSTA - Main Arena, Trails	Jeep	2019	Yes		
April 25th-May 1st	250	Cruise Moab	OSTA - Main Arena, Camping, Trails	Toyota	Reoccuring event	Yes	On OSTA Calendar & Trail Permits for 10 Years	YES
April 30th CANCELLED	1000+	April Action Car Show	OSTA- Soccer Fields, Pavilion, Admin & Upper Parking Lots	Car Show	Pending Approval	Yes	Might be moving event to November	
April 23rd	250+	Fallen Peach Officer	OSTA - Pavilion	Ceremony	Reoccuring event	Yes	Moving event to November 2022	YES
May 6th -8th	25	Mandy Rush Barrel Race Clin	OSTA - Main Arena	Clinic	Reoccuring event	No		YES
May 6th	250+	Bronco Safari	OSTA - Pavilion, Trails	Bronco	Reoccuring event	Yes		YES
May 12th - 15th	100	Raptors on the Rocks	OSTA - Main Arena	Ford - 4x4 Event	Reoccuring event	Yes		Yes
May 20th-21st	1000	Roughies on the Rocks	OSTA - Main Arena	Bull Riding	New Event that will be recurring	Yes		
May 28th-30th	200	Barrels 4 Bucks	OSTA - Main Arena	Barrel Racing	Cancelled for 2021	Yes		YES
June 3rd-5th	1000+	Canyolands PRCA Rodeo	OSTA - Main Arena	Rodeo	Reoccuring event	Yes	Has a Grand County Resolution in place.	YES
June 11th	60	Youth M.U.L.E.Y.	OSTA - Main Arena	Youth Outdoors Clinic	Reoccuring event	No		YES
June 12th-18th	80-100	Private Goverment (Dynatrac)	OSTA - Main Arena	Private - Goverment	Reoccuring event	No		YES
June 25th	300	Quinceanera	OSTA - Main Arena	Birthday Party	Single Event	Yes		NO
September 10th	1000+	PGP Auto Show	OSTA - Soccerfields, Pavilion, & Parking Lots	Car Show	Reoccuring event	Yes		YES

September 17th-18th	1000+	Red Sand Pow Wow	OSTA - Soccerfields, Pavilion, & Parking Lots	Festival	Reoccuring event	Yes		YES
September 24th-25th	200 +	Barrels 4 Bucks	OSTA - Main Arena	Barrel Racing	Reoccuring event	Yes		YES
September 27th-Oct. 1	300+	Moab Overland Experiance	OSTA - Main Arena, Race Track	Camping Expo	New Event	Yes		YES
October 1	100	Frisbee Tournament	OSTA - Soccer Fields	Frisbee	Reoccuring event	Yes		YES
October 7th - 9th	50	Moab Fire Dept. w/ UVU Fire	OSTA - Ballfield rd/ Scorekeeper bldg.	Fire Certification	Reoccuring event	No		YES
October 6th-9th CANCELLED	200+	Points and Pebbles Gem Sho	OSTA - Main Arena	Rock Show	Reoccuring event	Yes		YES
October 15th	200	Quinceanera	OSTA - Main Arena	Birthday Party	Single Event	Yes		NO
October 17th - 21st	25	Rigging for Rescue	OSTA - Conference room	Training	Reoccuring event	No		YES
October 27th - 29th	300	Jeep Jamboree	OSTA - Pavilion, Parking lots & Trails	Jeep Event	Reoccuring event	Yes		YES
October 29th-30th	200	Barrels 4 Bucks	OSTA - Main Arena	Barrel Racing	Reoccuring event	Yes		YES
October 31st	1000+	Trunk or Treat	OSTA - Ballfield road	Halloween trick or treati	Reoccuring event	Will Advise		YES
November 4th-7th	300-500	Moab Craggin	OSTA - Pavilion & Racetrack	Craggin Event	Reoccuring event	Yes		YES
Novemer 11th	250+	Fallen Peach Officer	OSTA - Pavilion	Ceremony	Reoccuring event	Yes		YES

Agenda Summary GRAND COUNTY COMMISSION June 7, 2022 AGENDA ITEM:	
TITLE:	Public hearing to consider an ordinance approving the Tin Roof Cabin Resort Overnight Accommodations Overlay-Campground district to 17.25 acres of Parcel No. 04-0025-0059, a partial rezone, within the Southwest Quarter of Section 29, T25S, R25E, SLBM, T25S, R25E, SLBM (La Sal Mountain area near Hidden Lake)
FISCAL IMPACT:	N/A
PRESENTER(S):	Elissa Martin, Associate Planner

Prepared By:
ELISSA MARTIN
GRAND COUNTY PLANNING & ZONING

FOR OFFICE USE ONLY:

Attorney Review:

Complete

POSSIBLE MOTION:
***County Commission policy is to vote on public hearing agenda items at a meeting following the public hearing.*

I move to:

1) Make the following findings related to Grand County's effort to achieve or maintain a balanced ratio of mixed uses in the County, including residential, lodging, and commercial uses; and in determining what constitutes a balanced ratio of mixed uses,

   a. Grand County's ratio of overnight accommodation units to one primary residential unit is currently at 1.7, which is higher than the 2019 baseline of 1.4 [if approving, justify need/desire for OA despite worsening housing crisis];

   b. A carrying capacity analysis or additional studies specific to Grand County's capacity to support further overnight accommodation has not been complete [if approving, justify need/desire for OA despite no known impact on our capacity];

   c. The considerations of interest in Section 4.6.7C.2.g(1):
   i. Economic diversification;
   ii. Job creation;
   iii. Increased wages;
   iv. Community aesthetics;
   v. Civic and open space;
   vi. County infrastructure such as roads, water, sewer, and stormwater;
   vii. Public services such as law enforcement and emergency medical services;
   viii. Traffic, in quantity and circulation;
   ix. Water resources, in quantity and quality;
   x. Housing demand;
   xi. Crowding or congestion in national parks and other nearby public lands; and

2) to approve/deny the Tin Roof Cabin Resort Overnight Accommodations Overlay–Campground district to 17.25 acres of Grand County Parcel No. 04-0025-0059 (if approving) [and associated Master Plan attached hereto as Exhibit A and OAO Development Agreement with the following conditions:

   1. Development is limited to twelve (12) recreational vehicle, cabin, or tent sites for overnight accommodation;

   2. Overnight accommodations are not permitted on Owner/Developer's remaining 356.58 acres; and

   3. The Owner shall record the Development Agreement in the real property records of Grand County simultaneously with this Ordinance and prior to application for further site plan, construction, or development approvals.]

STAFF RECOMMENDATION: NEUTRAL

PLANNING COMMISSION RECOMMENDATION: UNFAVORABLE

In a public hearing on February 14, 2022, the Grand County Planning Commission considered all evidence and testimony presented with respect to the subject application and voted 4 to 2 to send an unfavorable recommendation to the Grand County Commission. The Planning Commission stated concerns related to additional volume of traffic and fire hazards due to the location of the development being surrounded by national forest. The Planning Commission also expressed the importance of evaluating future land use in this area through the current general plan update process before considering approving similar applications.

COUNTY ATTORNEY RECOMMENDATION: OPPOSE

1. The County plans to embark on a planning process to study its OAO zones, and the RV Park/Campground zone in particular, this year, and the County Attorney recommends the Commission deny any new OAO rezone requests until this planning effort is complete.
2. Grand County's LUC does not require RV Parks/Campgrounds in the OAO-RV/Campground zone to include/build employee housing (aka assured housing), like the other types of overnight accommodations. The County Attorney recommends the County Commission deny all RV Park/Campground OAO rezone requests until such a requirement is included in the LUC.
3. Grand County's LUC allows park model units in RV Parks/Campgrounds. Given the increasing popularity of park model units, which do not go through building permit review and which may allow a campground to stay open year-round despite Moab's lack of carrying capacity for the same, the County Attorney recommends the County Commission deny all RV Park/Campground OAO rezone requests until it has a chance to study the viability of park model units in RV Parks/Campgrounds.
4. The housing to OA ratio has worsened since 2019 and no carrying capacity studies have been conducted since. The County Attorney recommends the County Commission deny all RV Park/Campground OAO rezone requests until it has a chance to study the County's carrying capacity to add more OAs.
5. The County Attorney opposes partial rezones of real property, especially where the rezone boundaries are not easily relatable to property boundaries and/or conditions on the ground.

BACKGROUND:

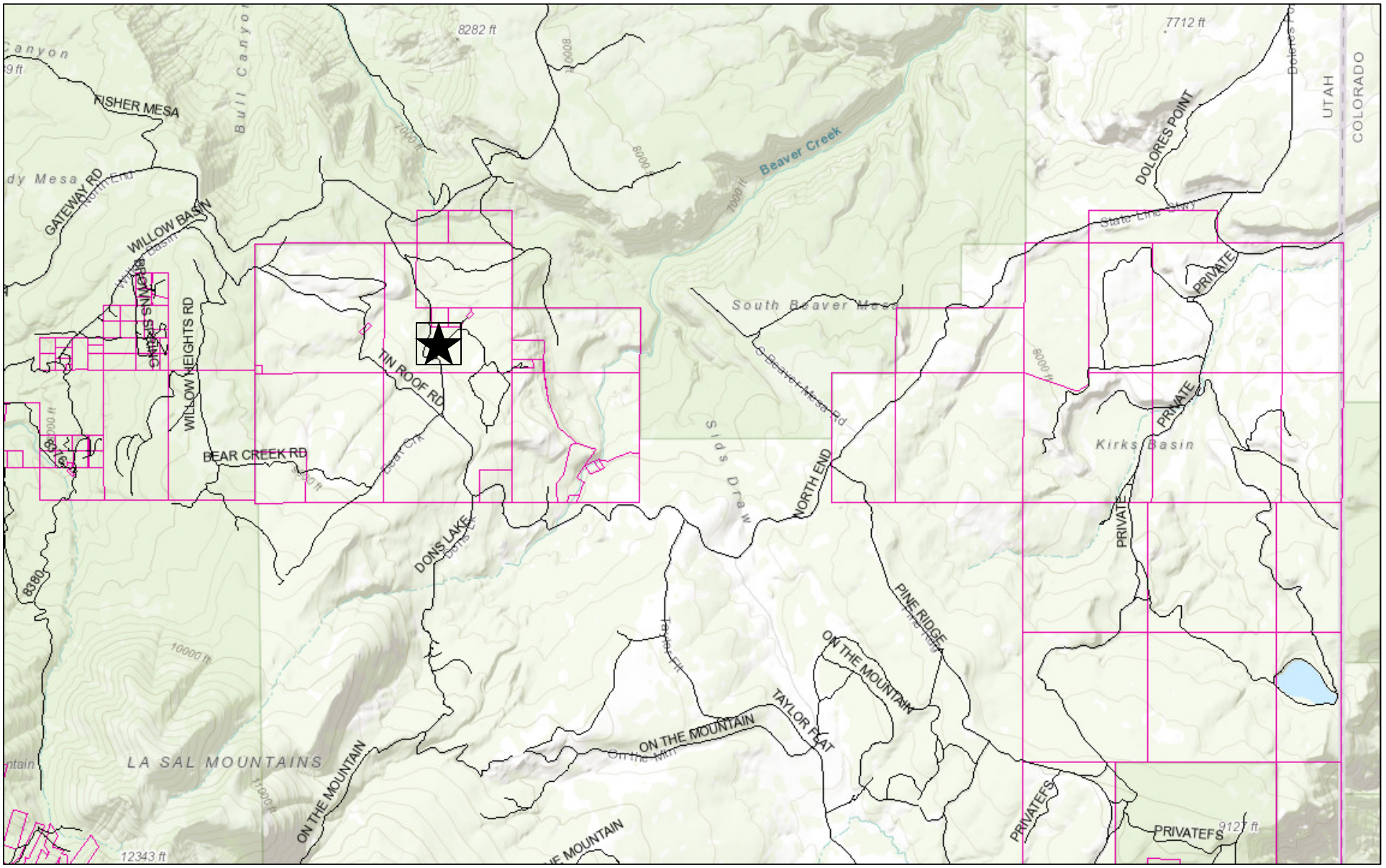
The property has historically been ranch lands within the La Sal Mountains and is zoned Range & Grazing. The proposed location for the 12 cabins is approximately one mile from Hidden Lake. The OAO is being requested as a partial rezone (17 acres), as the parcel is 373 acres and the owner does not wish for the entire parcel to be zoned for OAO.

ATTACHMENT(S):

1. Vicinity Map
2. Staff Report

3. Boundary Survey
4. Master Plan
5. Applicant Statement & Master Plan Narrative
6. Development Agreement
7. OAO Application (Available Upon Request)

Vicinity Map



STAFF REPORT
PLANNING & ZONING DEPARTMENT
GRAND COUNTY, UTAH

DATE: February 14th, 2022

TO: Grand County Commission

SUBJECT: Tin Roof Cabin Resort Overnight Accommodation Overlay (OAO) – Campground Application

---

PROPERTY OWNER: Jick Taylor, V

PROP. OWNER REP: Tim Keogh

PROPERTY ADDRESS: 7495 E Gateway Rd/ Parcel No. 04-0025-0059

SIZE OF PROPERTY: 373.83 Acres

EXISTING ZONE: Range & Grazing

EXISTING LAND USE: Recreation and Ranch Lands

ADJACENT ZONING AND LAND USE(S): Zones: Range & Grazing (RG), undeveloped ranch lands

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APPLICATION TYPE
Overnight Accommodation Overlay (OAO) - Campground

APPLICATION PROCEDURE
Decision Type: Legislative

Public Notices:	Public Meeting at:	Public Hearing at:
	Planning Commission	Planning Commission
	County Council	County Commission

Attachments:

1. Rezone Applicant Packet
    a. Boundary Survey
    b. Master Plan
    c. Applicant Statement per section 9.2.5 (Rezoning Issues for Consideration)
    d. Master Plan narrative
    e. Development Agreement
2. Ordinance

SUMMARY OF REQUEST
This is a request for the OAO-Campground District for 17.25 acres of Parcel 04-0025-0059 for the purpose of developing a seasonal, remote, 12 cabin resort in the La Sal Mountain area that will support 1 full time employee and 1 part time employee.

All noticing requirements were met for this application.

PROPERTY HISTORY
The property is zoned Range and Grazing and has historically consisted of wilderness and vast ranch lands.

SITE IMPROVEMENTS / ADDITIONS / CHANGES
The project includes a 1,000 ft. access road through the development that ends at an emergency turn around at the north end of the property. Each of the 12 cabins would be accessed via a 20' wide approach driveway coming from the left and right of the access road. An engineered septic system will be designed to collect wastewater from each cabin and deliver the wastewater to a leech field at the north end of the property. Potable water will be hauled and stored in a cistern to be delivered via buried pipe to each cabin.

COMPATIBILITY WITH GRAND COUNTY GENERAL PLAN AND LAND USE CODE

Consistency with General Plan

The North East La Sal mountain area is located within the Range, Resource and Recreation Future Land Use Designation in the 2012 General Plan, which calls for residential densities ranging from one dwelling per five acres up to one dwelling per three acres with a 50% open-space set-aside or fee-in-lieu and 25% affordable housing units or fee-in-lieu. In addition to residential uses this designation includes recreation/resort development, agriculture and development/extraction of natural resources.

a. The proposed OAO-Campground District for a 12 cabin seasonal resort is consistent with the 2012 General Plan as it fits within the future land use described as Range, Resource and Recreation, being a "recreation/resort" development.

Conformance with Grand County Land Use Code (LUC)

The Proposed development is in conformance with LUC Article 9, Administration and Procedure and Article 4.6.7 - OAO District Application in the following ways:

. The applicant submitted documents and plans for review and approval, per requirements in LUC article 9.1.3 Minimum Submission Requirements and article 4.6.7- OAO District Application.

b. The application was reviewed by the zoning administrator and deemed a complete application on January 12, 2022, per article 9.1.3 and 4.6.7.

Per article 2.7.1 Purpose, the Range and Grazing (RG) District is designed to accommodate agricultural and agriculture-related, and low density residential development uses in those parts of the county with limited public services.

a. The proposed development is not a permitted use within Range and Grazing, therefore the application for OAO-Campground has been submitted to allow for the proposed use.

The Proposed development complies with LUC Article 4.6.1, Purpose in the following ways:
-OAO Districts should be applied only to parcel(s) planned or historically used primarily for such use and activity, accessible directly by an arterial or collector street, and where appropriate and compatible with adjacent land uses and neighborhoods.

The -OAO Districts ensure that overnight accommodations are designed and developed in a manner that addresses the impacts and the increased service needs they generate, including but not limited to traffic,

employee housing, natural resources (e.g., land and water), sewerage, law enforcement, and emergency medical services. The -OAO Districts also ensure that Grand County maintains a healthy amount of developable commercial land and mix of commercial uses that support a diverse economy. The-OAO Districts should be applied to ensure that new and redeveloped projects result in tangible community benefits through the application of creative design, the incorporation and support for mixed uses both on site and elsewhere in the community, and through the provision and support for public uses and spaces to provide a balanced community structure.

a. The Tin Roof Resort development meets one of the three provisions of Article **4.6.1. Purpose.** While the property has not historically been used for recreation and camping, the proposed development is likely compatible with the adjacent land uses due to its remote and secluded nature. The site however is not directly accessed by an arterial or collector street. It should be noted though that the scale of the campground, being only 12 cabins, may not warrant the need for arterial access in the same way that a large RV park or hotel would. The applicant conducted an unofficial traffic study and determined that each cabin at full capacity would generate approximately 4 trips per day, for a total of 48 maximum trips per day.

b. The Tin Roof Resort offsets its impacts on infrastructure by being an energy efficient and resource efficient project. The concept plan includes the property owner as one of the two employees and the property owner intends to accommodate the housing needs of himself and the additional employee at his ranch headquarters located at Hidden Lake thus demonstrating the provision of employee housing.

c. While the proposed development does offer something different in terms of traditional overnight accommodations developments, it does not propose mixed uses on site or elsewhere in the community.

The Tin Roof Resort development is consistent with LUC section **4.6.4 Allowed Uses**, which states, existing overnight accommodations developments shall not be allowed to expand the number of spaces, lots, or units for which they were originally approved to use as overnight accommodations.

a. The Tin Roof Cabin Resort Master Plan identifies 12 overnight accommodation units, which shall not be exceeded even in the event of future subdivision, per the Development Agreement which will be recorded in the real property records of Grand County.

The Tin Roof Cabin Resort development is substantially consistent with LUC Article **4.6.5 Design Standards** in -OAO Districts.

Energy- A grid-tied solar array is proposed to offset the power draw from the grid for the low energy lighting (LED). Thus, the project will have very low impact on the electrical grid
Water - Potable water will be hauled and stored in a cistern and delivered via buried pipe to each of the cabins. The applicant hopes to develop on site potable water in the future.
Transportation - No transit or shuttle stop is delineated on the site plan as there is no existing or proposed public transit to the area as the subject property is located within the La Sal mountain area. There are no EV charging stations proposed in the application. It is not anticipated however, that the proposed development will generate enough trips to warrant the need for transportation solutions
Mixed Use (assured Housing requirement) - OAO Campgrounds are not required to provide assured housing at this time, but the developer plans to house one employee at the nearby Ranch at Hidden Lake.

Open Space – The Tin Roof Resort Master Plan illustrates the relatively small development footprint of 17.25 acres, which allows for the majority of the land within the 373 acre parcel to be preserved as passive open space.
Height - The development will not exceed height standards for the Range and Grazing zone. The project site is not within a protected viewshed district
Density & Scale - This proposal includes 12 standard cabin units, well under the 60 maximum units for OAO Campground Districts.
Site Configuration – The property consists of gentle grades amidst native Ponderosa pine with groves of Gambrel Oak and wild grasses.
Building Designs. Summary of Structures and facilities:

- 12 Standard Cabins: Each about 336 sq. ft. on a single level and will include one bed, a bathroom, a kitchenette, a sitting area and a small outdoor covered porch area.

Materials & Colors - will be of rustic territorial design, utilizing rusty metal and wood siding products and rusty metal roofing.

The requirements in Article **4.6.6 Use and Occupancy Standards**, shall be met at Site Plan Approval.

CONSIDERATIONS FOR APPROVAL, DENIAL, AND/OR POSTPONEMENT

4.6.2 Applicability: When approving or denying an -OAO District application, the Commission shall consider and make findings related to the impact of the proposed development on Grand County's effort to achieve or maintain a balanced ratio of mixed uses in the County, including residential, lodging, and commercial uses; and in determining what constitutes a balanced ratio of mixed uses, the County Commission shall consider the following factors:

a. Grand County's present-day conditions produce a development ratio of 1.7 overnight accommodation units to one primary residential unit, three points above the early 2019 ratio of 1.4, which is considered the baseline for considering approval of new OAO districts.

b. According to the County Treasurer's database, there are currently 3,372 primary dwelling units in Grand County (including the City) and 5,414 overnight rental units (10/2021).

c. There currently does not exist data demonstrating carrying capacity analyses nor are there additional studies specific to Grand County in relation to considering OAO District Approval.

The Tin Roof Cabin Resort development has been reviewed against the considerations of interest in Section **4.6.7C.2.g(1)**, with regard to impacts and benefits to Grand County, as follows:

(1) Impacts and Benefits

Economic diversification: The Tin Roof Resort promotes small scale remote recreation; and while it may not necessarily enhance economic diversification within Grand County, it does provide a lighter alternative to typical overnight accommodations, such as hotels, RV parks, and STR's in residential zones.
Job creation: The development will not have a large impact on job creation, but will provide one or two employment opportunities.
Increased wages: The development is not expected to affect wages in Grand County.
Community aesthetics: As the project site is very remote, community aesthetics will not be affected. The Tin Roof Resort is designed to not be visible from the adjacent County Road nor from any other location in the County.

Civic and open space. The Tin Roof Resort will be developed within a modest footprint of roughly 17 acres, preserving the majority of the 373-acre parcel as undisturbed open space. Civic space will not be created or affected.

County infrastructure such as roads, water, sewer, and stormwater. The project will not require County infrastructure such as water or sewer; it may however have an impact on the road with an increase in visitor traffic. The project will utilize solar power for electricity and an engineered septic system and leech field will manage onsite wastewater. Potable water will be hauled in and stored for use at the cabins as needed.

Public services such as law enforcement and emergency medical services. The minimal runoff created from the roof structures is to be captured via gutters, into rain barrels and used for fire protection if needed. The 70' turnaround at the end of the access driveway will allow for emergency vehicles to maneuver onto and off of the property if needed. Emergency services will be impacted, due to the site's remote location and relative distance from the nearest Emergency dispatch station.

Traffic, in quantity and circulation. There may be increased traffic on the rural roads accessing the site, which could require additional road maintenance, but would not be cause of traffic congestion. An unofficial observation of traffic at the development site determined that each cabin at full capacity would generate 4 trips per day, for a total of 48 maximum trips per day.

Water resources, in quantity and quality. Potable water will be hauled and stored in a cistern and delivered via buried pipe to each of the cabins. The applicant hopes to develop on site potable water in the future.

Housing demand. The owner proposes to accommodate the housing needs of himself and the additional employee at the ranch headquarters located at Hidden Lake in an effort to avoid the need for such employee(s) to travel to Moab for housing.

Crowding or congestion in national parks and other nearby public lands. The Tin Roof Development is intended to provide a getaway for folks who desire to spend time primarily in the La Sal Mountain region as opposed to crowded national parks and other areas of Grand County.

PLANNING COMMISSION RECOMMENDATION: In a public hearing on February 14, 2022, the Grand County Planning Commission considered all evidence and testimony presented with respect to the subject application and voted 4 to 2 to send an unfavorable recommendation to the Grand County Commission. The Planning Commission stated concerns related to additional volume of traffic and fire hazards due to the location of the development being surrounded by national forest. The Planning Commission also expressed the importance of evaluating future land use in this area through the current general plan update process before considering approving similar applications.

STAFF RECOMMENDATION: Neutral

TIN ROOF CABIN RESORT

DEVELOPMENT AGREEMENT
OVERNIGHT ACCOMMODATIONS OVERLAY DISTRICT
Pursuant to Grand County Code Section 4.6

This DEVELOPMENT AGREEMENT (this "**Agreement**") is made and entered into as of this ____ day of _____ 2022 (the "**Effective Date**") by and between Jick V. Taylor, with a legal address of 200 South Beaver Basin, Grand County, Utah ("**Owner/Developer**"), and Grand County, a political subdivision of the State of Utah ("**County**").

Recitals

A. WHEREAS, Owner/Developer is the owner of record of 373.83 acres of real property known as Parcel No. 04-0025-0059 located in Grand County, Utah;

B. WHEREAS, Owner/Developer desires to develop a portion of Parcel 04–0025-0059 for overnight accommodations; the 17.25 acre portion is more particularly described as follows:

> Beginning at the SW Corner of Section 29, T25S, R25E, SLBM, and proceeding thence N 03°09'53"E 727.85 ft., thence N 16°36'57"E 748.74, thence S 71°24'16"E 631.61 ft., thence S 21°10'59"W 1330.51 ft., thence S89°39'43"W 372.15 ft. to the point of beginning and containing 17.25 acres (the "Property");

C. WHEREAS, Owner/Developer has requested Grand County to approve the Overnight Accommodations Overlay District (the "OAO District Application") - RV/Campground to the Property pursuant to Section 4.6 of the Grand County Land Use Code (the "Code").

D. WHEREAS, the Grand County Council has, in the exercise of its legislative discretion and following all required public hearings, approved the OAO District Application pursuant to the terms and conditions herein.

E. WHEREAS, pursuant to the authority of Utah Code §17-27A-102(1)(b) and Section 4.6, as amended, the Parties desire to enter into this Agreement for the purpose of formalizing certain obligations of Owner/Developer with respect to the Property, and such other matters as the County and the Owner/Developer have agreed as particularly set forth below.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, including approval of the OAO District Application to the Property, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **DEFINITIONS**. Unless otherwise defined herein, all capitalized terms used in this Agreement shall have those meanings assigned in Section 4.6 of the Code.

2. **COVENANT TO COMPLY**. Upon approval of the OAO-RV/Campground district, up to 12 total recreational vehicle, cabin, or tent sites for overnight accommodations may be developed on the Property. The Owner/Developer may not use his remaining 356.58 acres for overnight accommodations. In consideration of the application of the OAO District to the Property, and specifically the Development Standards set forth in Code Section 4.6.6, Owner/Developer hereby covenants and agrees to strictly comply with the provisions, duties, and obligations of Section 4.6 of the Code, which provisions, duties, and obligations are integrated herein by this reference; provided, however that this Section 2 shall govern development of the Property where in conflict with the Code.

3. **DEFAULT**.

   3.1. Violation or breach of any provision of this Agreement or Section 4.6 of the Code, as amended, shall constitute a Default. The County may enforce a Default and impose penalties under the provisions of Sections 1.8 and 1.9 of the Code, as amended.

   3.2. In the event of a Default, the COUNTY hereby reserves all of its remedies under this Agreement, the Code, and Utah law, including the right to revoke, deny or suspend any permit, including a land development permit, conditional use permit, building permit, certificate of occupancy, or discretionary approval; recover from any violator of this section civil fines, restitution to prevent unjust enrichment, and/or enforcement costs, including attorney fees, under the Code or Title 1 of the Grand County General Ordinances; and seek judicial enforcement of such fines, restitution and costs, including judgment liens and foreclosure, or any other appropriate action for unlawful detainer, injunctive relief or damages.

4. **MISCELLANEOUS**.

   4.1. Owner/Developer hereby waives any defenses, rights or remedies that it might otherwise assert against the County in connection with: (i) the application of the rule against perpetuities to this Agreement; or (ii) any claim that the covenants in this Agreement recorded against the Property are not covenants running with the land upon the Property. This waiver shall be binding upon and inure to the benefit of the successor and assigns of the Owner/Developer and the County.

   4.2. Whenever possible, each provision of this Agreement shall be interpreted in such a manner as to be valid under applicable law. If any provision of any of the foregoing

Agreement shall be invalid or prohibited under applicable law, such provisions shall be ineffective to the extent of such invalidity or prohibition without invalidating the remaining provisions in this Agreement.

4.3. If any party shall take or defend against any action for any relief against another party arising out of this Agreement, the prevailing party in such action or defense shall be entitled to reimbursement by the other party for all costs including, but not limited to, reasonable attorneys' fees and court costs incurred by the prevailing party in such action or defense and/or enforcing any judgment granted therein, all of which costs shall be deemed to have accrued upon the commencement of such action and/or defense and shall be paid whether or not such action or defense is prosecuted to judgment. Any judgment or order entered in such action or defense shall contain a specific provision providing for the recovery of attorneys' fees and costs incurred in enforcing such judgment.

4.4. This Agreement shall be governed by and construed under Utah law.

4.5. Except as otherwise provided herein, the provisions and covenants contained herein shall inure to and be binding upon the heirs, successors, and assigns of the parties.

4.6. Paragraph or section headings within this Agreement are inserted solely for convenience of reference and are not intended to, and shall not, govern, limit or aid in the construction of any terms or provisions contained herein. Further, whenever the context so requires herein, the neuter and gender shall include any or all genders and vice versa and the use of the singular shall include the plural and vice versa.

4.7. Except for legislative changes of Section 4.6 of the Code which are incorporated herein, this Agreement may be amended only upon written amendment executed by both Parties, recorded in the real property records of Grand County, Utah; provided, however, that all material terms and provisions may not be amended or modified without reapplication to the County.

4.8. This Agreement shall be recorded by Owner/Developer prior to recordation of a final plat or issuance of a building permit for any structure within a site plan approved hereunder, as required by Section 4.6 of the Code.

IN WITNESS WHEREOF, this Agreement is effective as of the date first written above.

COUNTY: Grand County
A political subdivision of the State of Utah

_____
Jacques Hadler,
Chair, Grand County Commission

STATE OF UTAH)
) ss
COUNTY OF GRAND)

On _____, 2022, Jacques Hadler as Chair of the Grand County Commission, a Utah political subdivision, appeared before me and acknowledged and swore to me that the foregoing Development Agreement was signed on behalf of Grand County by authority of its Policies and Procedures and Utah law.

_____
NOTARY PUBLIC

Owner/Developer:

Name: Jick V. Taylor
Title: Property owner, Ranch Operator

STATE OF UTAH)
) ss
COUNTY OF GRAND)

On, _____ 2022, Jick V. Taylor, property owner, personally appeared before me and acknowledged the foregoing Development Agreement.

_____
NOTARY PUBLIC

GRAND COUNTY, UTAH

ORDINANCE NO. _____ (2022)

APPROVING THE TIN ROOF CABIN RESORT OVERNIGHT ACCOMMODATIONS OVERLAY - CAMPGROUND DISTRICT FOR 17.25 ACRES OF PARCEL NO. 04-0025-0059 AND ASSOCIATED MASTER PLAN AND DEVELOPMENT AGREEMENT

WHEREAS, Jick V. Taylor ("Owner") is the owner of record of 373.83 acres of real property known as Parcel No. 04-0025-0059, of which 17.25 acres is the subject of this Ordinance, and is more specifically described as follows:

> Beginning at the SW Corner of Section 29, T25S, R25E, SLBM, and proceeding thence N 03°09'53"E 727.85 ft., thence N 16°36'57"E 748.74, thence S 71°24'16"E 631.61 ft., thence S 21°10'59"W 1330.51 ft., thence S89°39'43"W 372.15 ft. to the point of beginning and containing 17.25 acres (the "Property");

WHEREAS, the Owner has submitted an application requesting a partial rezone of the Property applying the Overnight Accommodations Overlay-RV/Campground to the Property as defined by the Grand County Land Use Code ("LUC") Section 4.6;

WHEREAS, the previously-named Grand County Council (the "Council") adopted the LUC on January 4, 1999 with Ordinance No. 299, and codified with Resolution No. 468 on April 15, 2008, as amended, for the purpose of regulating land use, subdivision and development in Grand County in accordance with the General Plan;

WHEREAS, the Council adopted Ordinance No. 595 for the Overnight Accommodations Overlay District on July 18, 2019, as amended by Ordinance No. 607 on January 7, 2020;

WHEREAS, the Owner has submitted and the County Attorney has approved a Development Agreement limiting development to 12 overnight recreational vehicle, cabin, or tent sites for overnight accommodation and committing the Developer to the requirements of LUC Section 4.6;

WHEREAS, the Owner has submitted a Master Plan satisfying the statutory requirements of LUC Section 4.6 (Overnight Accommodations Overlay Districts);

WHEREAS, in a public hearing on February 14, 2022, the Grand County Planning Commission considered all evidence and testimony presented with respect to the subject application and voted 4 to 2 to send an unfavorable recommendation to the Grand County Commission;

WHEREAS, due notice was given that the Grand County Commission (the "Commission") would meet to hear and consider the proposed OAO application in a public hearing on June 7, 2022;

WHEREAS, the Commission has heard and considered all evidence and testimony presented with respect to the subject application and has determined that the adoption of this ordinance is in the best interests of the citizens of Grand County, Utah;

NOW, THEREFORE, BE IT ORDAINED by the County Commission that it does hereby approve OAO-RV/Campground District for 17.25 acres of real property known as Parcel No. 04-0025-0059, the associated Master Plan attached hereto as Exhibit A, and OAO Development Agreement, subject to the following conditions:

1. Development is limited to twelve (12) recreational vehicle, cabin, or tent sites for overnight accommodation on the Property;

2. Overnight accommodations are not permitted on Owner/Developer's remaining 356.58 acres; and

3. The Owner shall record the Development Agreement in the real property records of Grand County simultaneously with this Ordinance and prior to application for further site plan, construction, or development approvals.

P**ASSED, ADOPTED, AND APPROVED** by the Grand County Commission in open session this ___ day of _____, 2022 by the following vote:

Those voting aye:

Those voting nay:

Those absent:

Grand County Commission

_____

Jacques Hadler, Chairperson

ATTEST:

_____

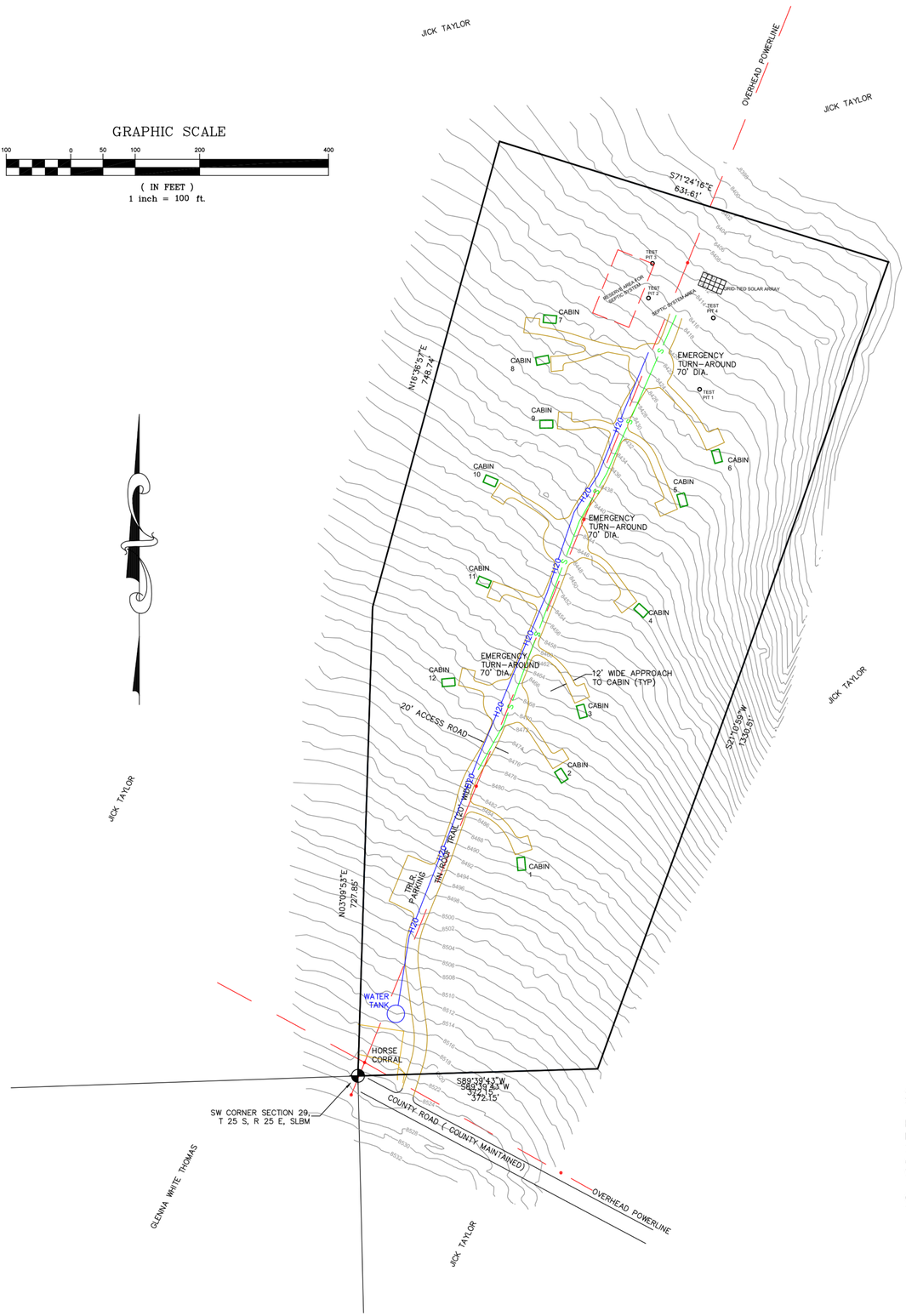
Gabriel Woytek, Clerk/Auditor

Attached Exhibits:
Exhibit A: Master Plan

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.



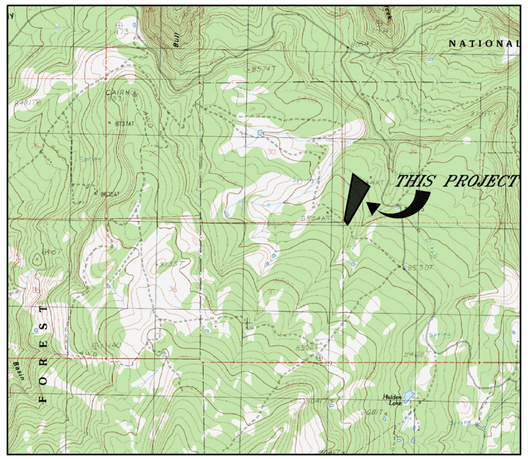
LEGEND

SANITARY SEWER COLLECTION MAIN

CULINARY WATER DISTRIBUTION MAIN

EXISTING POWERLINE

CONTOUR INTERVAL IS 2 FOOT



AREA MAP

LEGAL DESCRIPTION

A PARCEL OF LAND FOR REZONING PURPOSES, LOCATED WITHIN THE SOUTHWEST QUARTER OF SECTION 29, T25S, R25E, SLBM, BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 29, TOWNSHIP 25 SOUTH, RANGE 25 EAST, SALT LAKE BASE AND MERIDIAN, AND PROCEEDING THENCE NORTH 03°09'53" EAST 727.85 FEET, THENCE NORTH 16°36'57" EAST 748.74 FT., THENCE SOUTH 71°24'16" EAST 631.61 FEET, THENCE SOUTH 21°10'59" WEST 1330.51 FEET, THENCE SOUTH 89°39'43" WEST 372.15 FEET TO THE POINT OF BEGINNING, HAVING AN AREA OF 17.25 ACRES.

(BASIS OF BEARING IS SOUTH ALONG THE SECTION FENCE THAT DIVIDES SECTION 31 & 32, T25S, R25E, SLBM)

DEVELOPMENT NOTES

1. ALL EXTERIOR LIGHTING SHALL BE SHADED SUCH THAT TRESPASS OF LIGHT IS AVOIDED. ALL LIGHTING SHALL BE LOWER ENERGY USE LED FIXTURES.
2. EMERGENCY TURN-AROUND SHALL REMAIN FREE OF PARKING SUCH THAT ALL TRAFFIC CAN FREELY PASS.
3. PLUMBING FIXTURES WITHIN THE UNITS SHALL BE OF LOW-FLOW WATER USE. AS WELL, THESE LANDS RECIEVE ADEQUATE STORM WATERS TO KEEP THE FLOURA AND FAUNA OF THE ALPINE SURROUNDINGS HEALTHY. NO ADDITIONAL PLANTS ARE BEING PROPOSED THAT WOULD BE A DRAW ON THE WATER NEEDS OF THE DEVELOPMENT. GUESTS WILL BE ADVISED TO CONSERVE CULINARY WATER. APPROVED PUBLIC DRINKING WATER SOURCES WILL BE UTILIZED TO FILL THE UNDERGROUND STORAGE OF APPROXIMATELY 2400 GALLONS.
4. A DEFENSIBLE SPACE FOR FIRE PROTECTION SHALL BE MAINTAINED AROUND EACH OF THE UNITS. NATIVE SHRUBS AND TREES SHALL BE THINNED SUCH THAT WILDFIRE DANGERS ARE KEPT TO A MINIMUM.
5. BY DEFINITION, NONE OF THE PROPOSED DEVELOPMENT AND/OR ADJACENT LANDS, ARE "SENSITIVE LANDS".
6. THE DEVELOPMENT WILL BE EASILY ACCESSIBLE TO EMERGENCY PUBLIC SERVICES (LAW ENFORCEMENT AND AND EMERGENCY MEDICAL), NOT UNLIKE PUBLIC LANDS IN GRAND COUNTY. IF NEEDED, ROOM IS AVAILABLE FOR EMERGENCY HELICOPTER LANDING ON-SITE.
7. THE DEVELOPMENT OF THIS CAMP PARK SHALL COMPLY WITH THE REQUIREMENTS OF THE INTERNATIONAL WILDLAND-URBAN INTERFACE CODE.
8. THE UNITS IN THIS DEVELOPMENT WILL NOT HAVE FIREPLACES/WOODSTOVES NOR WILL OUTSIDE FIRES BE ALLOWED.

OAO NOTES:

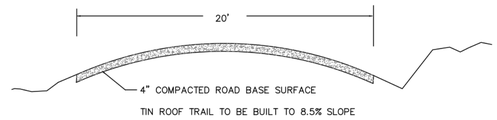
THE PROPERTY MAY BE DEVELOPED FOR UP TO 12 RECREATIONAL VEHICLE, CABIN, OR TENT SITES FOR OVERNIGHT ACCOMMODATION PURSUANT TO A DEVELOPMENT AGREEMENT RECORDED IN THE REAL PROPERTY RECORDS OF GRAND COUNTY, UTAH. FURTHERMORE, THIS DEVELOPMENT SHALL ADHERE TO THE DEVELOPMENT STANDARDS OF GRAND COUNTY LAND USE CODE, SECTION 4.6, OVERNIGHT ACCOMODATIONS OVERLAY DISTRICTS.

THE TIN ROOF CABIN RESORT IS LOCATED ON 17.25 ACRES, AS SHOWN HERE, A PORTION OF PARCEL NO. 04-0025-0059, COMPRISING 373.83 TOTAL ACRES. OVERNIGHT ACCOMMODATIONS ARE NOT PERMITTED ON THE REMAINING 356.58 ACRES.

APPROVAL OF AN -OAO DISTRICT APPLICATION DOES NOT CONSTITUTE SITE PLAN, PRELIMINARY PLAT, OR FINAL PLAT APPROVAL. RATHER, SUCH APPROVAL SHALL BE DEEMED APPROVAL OF PERMISSION TO DEVELOP UNDER THE STANDARDS OF SECTION 4.6 OF GRAND COUNTY LAND USE CODE AND THE MASTER PLAN.

GRAND COUNTY RESERVES THE RIGHT TO REVOKE, DENY OR SUSPEND ANY PERMIT, INCLUDING A LAND DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT, BUILDING PERMIT, CERTIFICATE OF OCCUPANCY, OR DISCRETIONARY APPROVAL UPON A VIOLATION OR BREACH OF THE ABOVE REFERENCED DEVELOPMENT AGREEMENT BY RECORD OWNER OF PARCEL # 04-0020-0038 IN GRAND COUNTY.

TIN ROOF TRAIL
TYPICAL SECTION



A MASTER PLAN OF

TIN ROOF CABIN RESORT

WITHIN THE SW1/4 OF SECTION 29,
T 25 S, R 25 E, SLBM,
GRAND COUNTY, UTAH

JICK TAYLOR, OWNER/DEVELOPER
P.O. BOX J
MOAB, UTAH 84532
435-260-2405

PREPARED BY
TIM KEOGH
435-220-1135

FEBRUARY 28, 2022

9.2.5 ISSUES FOR CONSIDERATION OF APPROVAL FOR OVERNIGHT ACCOMODATION OVERLAY (OAO)

TIN ROOF RESORT

A: Was the existing zone adopted in Error?

The underlying RG Zone was not adopted in error nearly 50 years ago, but substantial changes have occurred since. With visitation at the national parks having increased over 700% and recreational uses of public lands increasing even more in that timeframe, Moab is in need of new options for accommodating the large numbers of new visitors to the area. The few lodging establishments catering to La Sal Mountain visitors are, like all OAC venues, experiencing capacity numbers. The area where this development is proposed, the North end, has no lodging accommodations available.

B: Has there been a change of character in the area?

Yes. Radical increases to visitation have occurred since the RG Zone was adopted. When adopted, the biggest influx to the La Sal Mountains happened during the deer hunt. The mountains now experience bicyclists, climbers, fisherman, auto-touring, motorcyclists, hikers, hunters, and campers in numbers of increase comparable to the increases experienced in Moab proper.

C: Is there a need for the proposed use within the area or community?

Yes. The increased number of visitors, as noted above, have put pressure on the public lands. The proposed development will provide an opportunity for visitors to get away from the crowds present in the populated areas of Grand County and enjoy an alpine experience different from the activities in town or the deserts surrounding.

D: Will there be benefits derived by the community or area by granting the proposed rezoning?

Yes. Substantial increases in property taxes will be collected when this property is no longer in Greenbelt. As well, like most new business developments, there will be job opportunities for a few people as well as relieving pressure on the public lands in the area. Again, this area currently has No lodging venues or even developed camp sites.

E: Is the proposal in conformance with the Grand County General Plan?

Yes.

F: Should the development be annexed to a city?

No. The nearest corporate boundaries are ten plus miles distant.

G: Is the proposed density and intensity of use permitted in the proposed zoning district?

Yes.

H: Is the site suitable for rezoning based on a consideration of environmental and scenic quality impacts?

Yes. Environmental impacts will be negated by installation of sanitary sewer services and culinary drinking supply. Because this proposal is a wooded island well within the bounds of the owners many hundreds of acres, it is in an area out of view of anyone on far or near public lands.

I: Are the proposed uses compatible with the surrounding area or uses; will there be adverse Impacts; and/or can any adverse impacts be adequately mitigated?

Yes, the proposed use is very compatible with the adjacent ranching and grazing uses and adverse impacts are unforeseen.

K: Are adequate public facilities and services available to serve the development?

Yes. Power is on-site, water and sanitary sewer will be provided, and maintained public roads accessing the land are adequate for the slight traffic increases that this development will bring.

Feb. 28, 20222

Grand County Commission
125 East Center Street
Moab, UT 84532

RE: Tin Roof Resort OAO Approval

Dear Commissioners,

With this letter you will have received the revised Site Plan and Master Plan which reflect changes specified by the DRT review, the single public comment letter provided, staff comments, and lastly, concerns expressed by the Planning Commission at the hearing held a few weeks ago. In addition to these changes, we wish you to consider the following.

The Taylor Family have ranched in the Beaver Basin area for well over 100 years. In that century plus of ranching, some four generations have been active stewards of both their lands and abutting SITLA grazing leases. As well, the family has ranched several other locations in Grand County. The condition of their lands, both leased and owned, bear out the families care and commitment to lands stewardship. I've Known Jick Taylor for 40 years and know that he currently is, and will continue to be, an able caretaker of these lands. In fact, my family has enjoyed ownership of adjoining lands for 50 years and in that time have witnessed the ethical, long-term uses of the Taylors lands.

Mr. Taylor now wants the opportunity for others to enjoy these lands as he has by creating a boutique campground catering to those Grand County visitors that want something in the mountains, something private and secluded, something away from the crowds frequenting Moab and the adjacent public lands. The proposed development accommodates just that.

In a letter from a concerned resident, the author accurately states that "the northeast side of the la Sal mountains is the quietest and least visited area of the entire mountain range". That's exactly what makes this a desirable destination for the discerning visitor that Jick hopes to host. If approved, each of the cabins will accommodate two persons. Two people in each cabin, and assuming a full camp park, means 24 people in an area of thousands of acres of Forest Service Lands, BLM Lands, Utah Trust Lands, and the applicants' private lands. Anyone visiting this development will have already driven thru more than a mile of Taylor lands before arriving at the campground. These periodic visitors will have minimal impact on the thousands of acres available. This project provides an opportunity to support visitors to the area by providing them with a sustainable, locally owner, locally managed, and approved overnight accommodations. This will help offset the visitors that often camp in unapproved areas that pose a greater risk to La Sal Mountains and forest management. This can be emphasized by the 2021 Pack Creek fire that began due to campers mismanaging a campfire at an unmanaged site. Without this project these visitors will continue to come but instead will be camping in twelve other unimproved sites and creating twelve times the impact that they would have by staying in the proposed campground.

A valid concern of staff, and mentioned at Planning Commission as well, is wildfire hazards. The applicant proposes a development that complies with the Wildlands-Urban interface code. As such, prescribed defensible spaces and fire retardant building materials would be utilized. Cabins will have

central heating as opposed to fireplaces or woodstoves and no exterior fires will be permitted. Water, both tanked culinary water and roof collected runoff, will be available for fire protection.

Other concerns mentioned included access to the site. All roads accessing the area are County Class B Roads, seasonally maintained by the county. The proposed development will not generate an extensive need for additional maintenance. Roads and Drives within the park will be the owners to build and maintain. Culinary water will be hauled from a certified public water source. Should the owner subsequently develop his own water source, it will comply with the applicable standards. A soil study determined the onsite soils suitable for an alternative onsite wastewater treatment system. This study has been reviewed and approved by the SEUHD. The site has available public power provided by Rocky Mountain Power. The cabins will be lit using LED lighting that will be offset by the installation of a grid-intertie solar array.

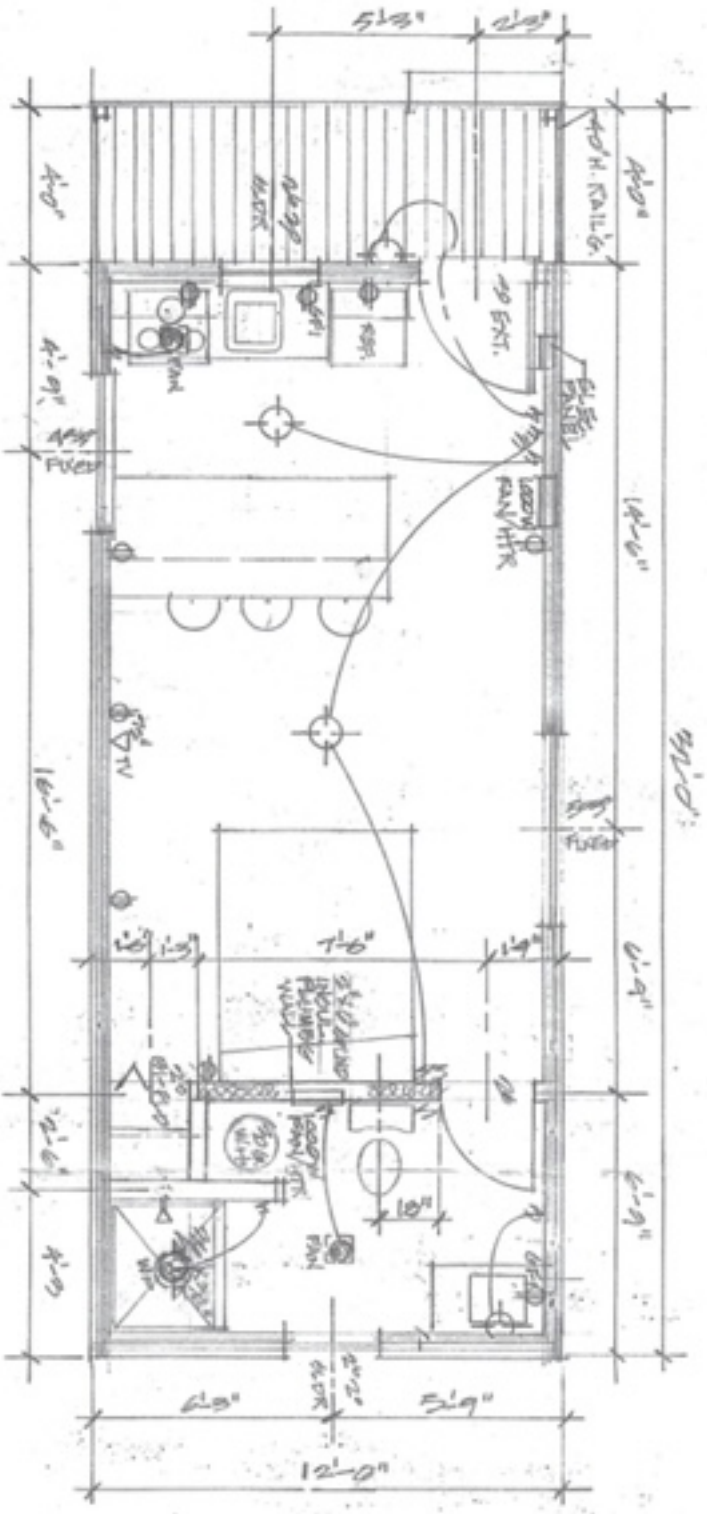
A recent study noted OAO approvals were needed to sustain the tourism industry and pay for the increased services of staff, law enforcement, and the many other agencies impacted by the industry. The relatively new requirements for securing an OAO approval were created to par down the approvals to projects more palatable to county residents, lessen the impact of wholesale lodging construction, and provide some redeeming value to the County. It was not the intention of that legislation to halt the development of OAO lodging altogether but rather provide tools to the developer and the county by which better, more sustainable and less impactful OAO projects could be developed. We understand the updated county general plan will include an updated land use plan. Based on conversations with county officials, we understand this area was not directly studied and therefore will not be influenced by the updated plan.

The Tin Roof Resort project is an ideal proposal when considering impacts. It is on the east side of the La Sal Mountains. The owner's business plan calls for drawing a large percentage of his guests from the west slope of Colorado, hopefully accessing the area from Gateway. Should the guests desire to go to dinner, Gateway is closer. Should they want to go to the desert, the north half of Grand County is available without going through Moab. If they are content with spending their time on the La Sals, chances are they won't be in town. As noted in the public comment provided, cars and visitors are few thus, not much of an impact is felt. All in all, this project is an opportunity to provide employment, provide income for the county via lodging taxes, and will provide more property tax revenue on this small parcel than the entirety of the applicant's greenbelt taxes on his remaining acreage.

The Grand County Commissions are an elected body that represents the stewardship of the county and its people. As discussed in the Planning Commission meeting, this project will support a local resident who has adequately managed his property and wishes to share the area with visitors of like mind. Although there can be impacts imagined by accepting this project, it is my opinion that the proposed project provides far greater benefit to the area, to a lifelong resident, and to the people of Grand County, than any potential impact. I, as a neighbor to the project, as a county resident, and as a county taxpayer, encourage the Commission to grant approval to this OAO project.

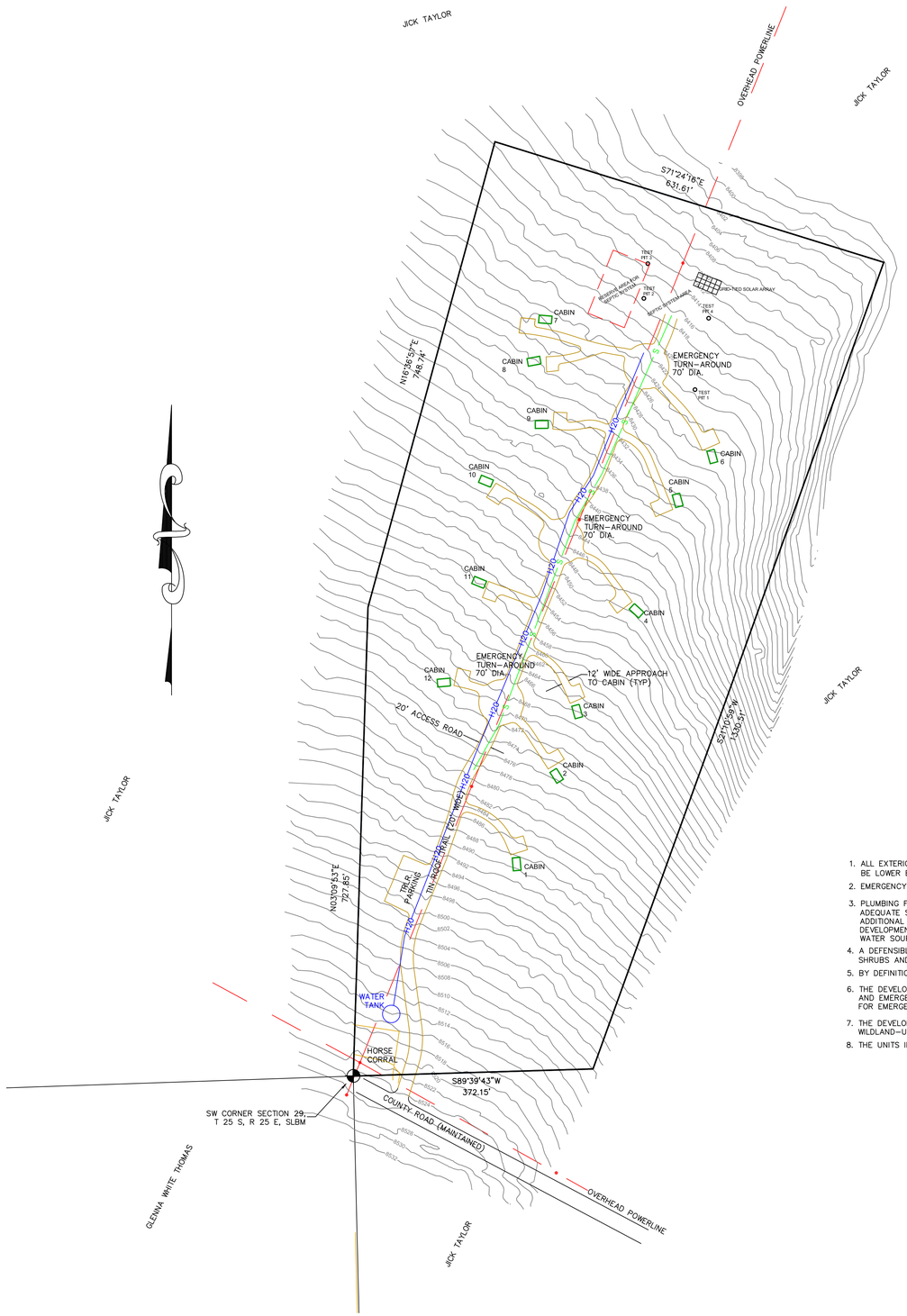
Regards,

Timothy M. Keogh



PLAN VIEW

1/4" = 1'-0"



LEGEND

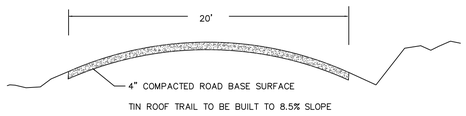
SANITARY SEWER COLLECTION MAIN

CULINARY WATER DISTRIBUTION MAIN

EXISTING POWERLINE

CONTOUR INTERVAL IS 2 FOOT

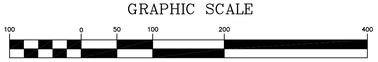
TIN ROOF TRAIL TYPICAL SECTION



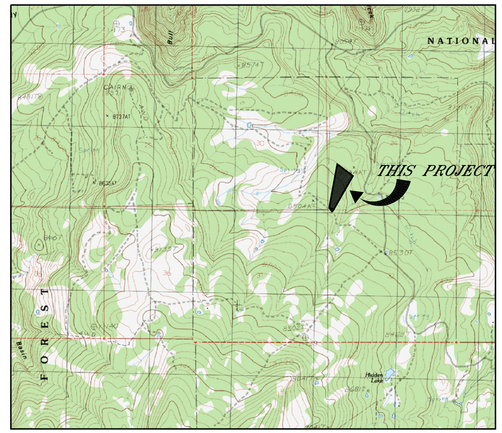
DEVELOPMENT NOTES

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2. EMERGENCY TURN-AROUND SHALL REMAIN FREE OF PARKING SUCH THAT ALL TRAFFIC CAN FREELY PASS.
3. PLUMBING FIXTURES WITHIN THE UNITS SHALL BE OF LOW-FLOW WATER USE. AS WELL, THESE LANDS RECIEVE ADEQUATE STORM WATERS TO KEEP THE FLOURA AND FAUNA OF THE ALPINE SURROUNDINGS HEALTHY. NO ADDITIONAL PLANTS ARE BEING PROPOSED THAT WOULD BE A DRAW ON THE WATER NEEDS OF THE DEVELOPMENT. GUESTS WILL BE ADVISED TO CONSERVE CULINARY WATER. APPROVED PUBLIC DRINKING WATER SOURCES WILL BE UTILIZED TO FILL THE UNDERGROUND STORAGE OF APPROXIMATELY 2400 GALLONS.
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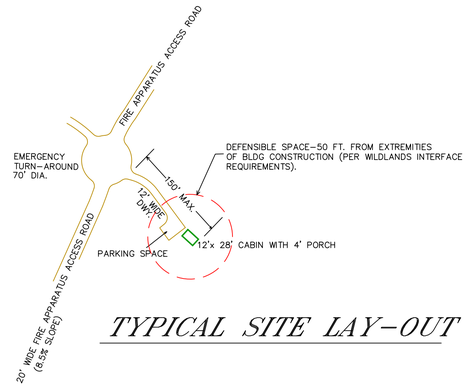
GRAPHIC SCALE



(IN FEET)
1 inch = 100 ft.



AREA MAP



TYPICAL SITE LAY-OUT

A CONCEPTUAL SITE PLAN OF

TIN ROOF CABIN RESORT

WITHIN THE SW1/4 OF SECTION 29,
T 25 S, R 25 E, SLBM,
GRAND COUNTY, UTAH

JICK TAYLOR, OWNER/DEVELOPER
P.O. BOX J
MOAB, UTAH 84532
435-260-2405

PREPARED BY
TIM KEOGH
435-220-1135
FEBRUARY 28, 2022

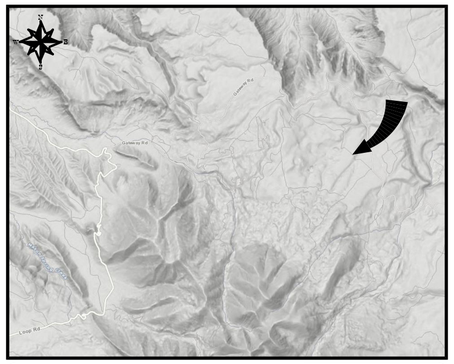
RED DESERT Land Surveying

88 East Center Street
Moab, UT 84532
435.259.8171

N
W E
S

200' 0' 200' 0

SCALE: 1" = 200'



VICINITY MAP

NOT TO SCALE

LOCATED IN THE SW QUARTER OF
SECTION 29, T25S, R25E, SLB&M

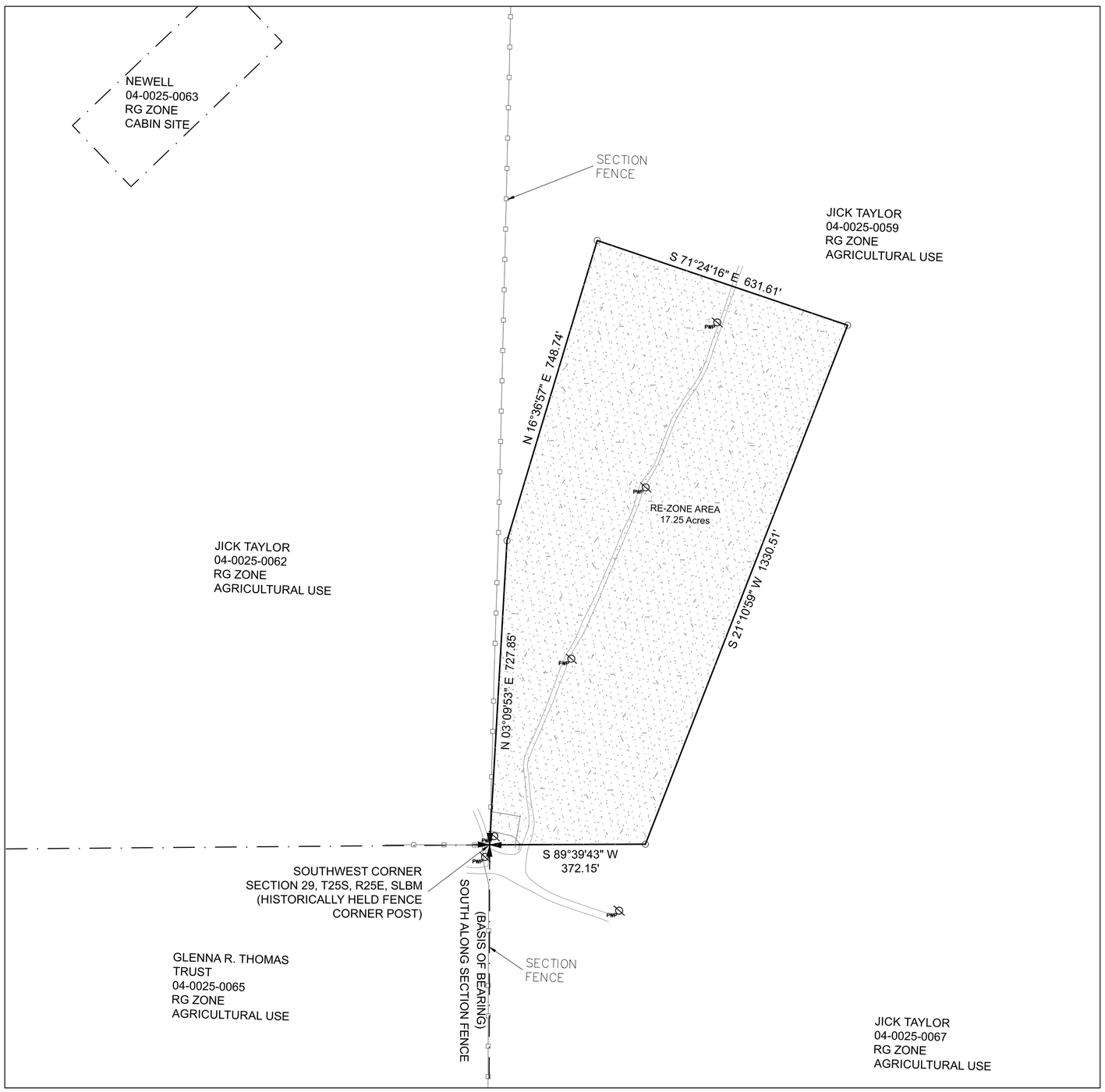
BOUNDARY REZONE SURVEY

SURVEYOR'S CERTIFICATION

I, Lucas Blake, certify that I am a Professional Land Surveyor as prescribed under the laws of the State of Utah and that I hold license no. 7540504. I further certify that an engineering survey was made of the property described below, and the findings of that survey are as shown hereon.

Lucas Blake
License No. 7540504

Lucas Blake DATE
License No. 7540504



REZONE AREA LEGAL DESCRIPTION

A parcel of land for rezoning purposes, located within the Southwest Quarter of Section 29, T25S, R25E, SLBM, being more particularly described as:

Beginning at a the Southwest corner of Section 29, Township 25 South, Range 25 East, Salt Lake Base and Meridian, and proceeding thence North 03°09'53" East 727.85 feet; thence North 16°36'57" East 748.74 feet; thence South 71°24'16" East 631.61 feet; thence South 21°10'59" West 1330.51 feet; thence South 89°39'43" West 372.15 feet to the point of beginning, having an area of 17.25 acres.

(Basis of bearing is South along the Section fence that divides Section 31 & 32, T25S, R25E, SLBM)

SURVEYOR NOTES

THE BASIS OF BEARING IS SOUTH BETWEEN THE NW CORNER AND THE SW CORNER OF SECTION 32, TOWNSHIP 25 SOUTH, RANGE 25 EAST, SALT LAKE BASE AND MERIDIAN.

THE INTENT OF THE SURVEY IS TO MONUMENT OR LOCATE ORIGINAL PROPERTY CORNERS. THE SURVEY WAS PERFORMED USING BEST LEGAL EVIDENCE OF OCCUPATION IMPROVEMENTS LOCATED ON THE GROUND, OUR RESEARCH AND SITE WORK HAS DETERMINED NOTES OF IMPORTANCE AS FOLLOWS;

1. FENCE LINE HAS BEEN HELD FOR THE BASIS OF BEARING SECTION LINES AS NO MONUMENTS LOCATED.
2. THE SURVEY IS TO DESCRIBE A PORTION OF THE JICK TAYLOR LANDS FOR A COUNTY REZONE APPLICATION.

STANDARD LEGEND

- POWERPOLE
- GUY WIRE
- (R) RECORD DATA
- (M) MEASURED DATA
- (C) CALCULATED DATA
- REZONE BOUNDARY
- EASEMENTS
- PROPERTY ADJOINING
- FENCE
- PROP. CORNER FOUND
- PROP. CORNER SET
- MAG NAIL FOUND
- MAG NAIL SET
- BLOCK CORNER
- SECTION MONUMENT

PROJECT TYPE:
REZONE BOUNDARY SURVEY

PROJECT ADDRESS:
TIN CUP AREA
LA SAL MOUNTAINS

PROJECT LOCATION:
GRAND COUNTY, STATE OF UTAH

PREPARED FOR:
JICK TAYLOR

DATE:
8/31/21

JOB NUMBER:
149-21

SHEET 1 OF 1

Agenda Summary GRAND COUNTY COMMISSION June 7th, 2022 AGENDA ITEM:	
TITLE:	A public hearing to consider an ordinance approving a rezone request for property located at 15 W. Old Hwy 6 & 50, Thompson Springs, from Range and Grazing to General Business Zoning, Parcel No. 07-0021-0073
FISCAL IMPACT:	N/A
PRESENTER(S):	Elissa Martin, Associate Planner

Prepared By:
ELISSA MARTIN
GRAND COUNTY PLANNING & ZONING

FOR OFFICE USE ONLY:

Attorney Review:

Complete

POSSIBLE MOTION:

***County Commission policy is to vote on public hearing agenda items at a meeting following the public hearing.*

I move to:

1. Approve/Deny an Ordinance to rezone property located at 15 W. Old Highway 6 & 50 in Thompson Springs on Grand County parcel No. 07-0021-0073 to the General Business (GB) zoning district based on one or more of following items of consideration; and (if approved)

    a. Was the existing zone for the property adopted in error?

    b. Has there been a change of character in the area (e.g., installation of public facilities, other zone changes, new growth trends, deterioration, development transitions, etc.)?

    c. Is there a need for the proposed use(s) within the area or community?

    d. Will there be benefits derived by the community or area by granting the proposed rezoning?

    e. Is the proposal in conformance with the policies, intents and requirements of Grand County General Plan, specifically the plan's zoning map amendment guidelines (see pages 44-48 of the Grand County General Plan)?

    f. Should the development be annexed to a city?

    g. Is the proposed density and intensity of use permitted in the proposed zoning district?

    h. Is the site suitable for rezoning based on a consideration of environmental and scenic quality impacts?

    i. Are the proposed uses compatible with the surrounding area or uses; will there be adverse impacts; and/or can any adverse impacts be adequately mitigated?

    j. Are adequate public facilities and services available to serve development for the type and scope suggested by the proposed zone? If utilities are not available, could they be reasonably extended? Is the applicant willing to pay for the extension of public facilities and services necessary to serve the proposed development?

2. (if approved) with the following condition:
    a. The rezone approval does not constitute Site Plan approval for development on the subject property. Site Plan Approval or Building Permits shall not be issued until the Thompson Special Service District or other County authorized water provider approves a water account to serve the proposed development.

PLANNING COMMISSION RECOMMENDATION: **FAVORABLE**

The Planning Commission considered the rezone request at a public hearing on February 28, 2022 and voted unanimously to send a favorable recommendation to the County Commission.

STAFF RECOMMENDATION: NEUTRAL

COUNTY ATTORNEY RECOMMENDATION: OPPOSE
Currently, there is no commercial use of the Property and no water to serve it. In addition, there is a moratorium in effect which prohibits development or subdivision of this property. Thus, the time is not ripe to approve this rezone request.

BACKGROUND
The property is currently zoned Range & Grazing and historically was the location of the old Silver Grill Café and four small dwellings. Then owner, Beverly Shaw, of the Silver Grill Cafe was quoted in a Deseret News article on February 10, 1993 [1]. The Cafe was also a filming location for the movie, Thelma and Louise in 1991[2]. The property does not have a water account to serve any new development, and currently there is a moratorium on new water connections with the Thompson Special Service District. However, a rezone does not constitute approval for development to occur; the property owner is aware that while this rezone provides entitlement of uses allowed under the zoning, in order to develop the property or be approved for building permits, they must go through Site Plan Review and be approved by the TSSD for water.

ATTACHMENT(S):
1. Staff Report
2. Boundary Survey
3. Zoning Map
4. Applicant Statement
5. Thompson Special Service District Will Serve When Parameters Change letter
6. Title (Available Upon Request)
7. Warranty Deed (Available Upon Request)

[1] https://www.deseret.com/1993/2/10/19031457/7-elected-to-serve-on-new-council-to-replace-grand-county-commission

[2] Firmage, Richard A., (1996) *A History of Grand County*, Utah State Historical Society

Vicinity Map



STAFF REPORT
PLANNING & ZONING DEPARTMENT
GRAND COUNTY, UTAH

DATE: March 29, 2022

TO: Grand County Planning Commission

SUBJECT: Saina Carey, Thompson Café: General Rezone Request - Range & Grazing (RG) to General Business (GB)

PROPERTY OWNER: ABC, LLC

PROP. OWNER REP: Saina Carey

PROPERTY ADDRESS: 15 W. Old Highway 6 & 50, Thompson Spring, Parcel No. 07-0021-0073

SIZE OF PROPERTY: 1.83 acres

EXISTING ZONE: Range & Grazing (RG)

EXISTING LAND USE: 5 currently vacant structures on the parcel

ADJACENT ZONING AND LAND USE(S): Zones: Range & Grazing (RG), Uses: Residential, Vacant, & RV Park, Campground, Bed & Breakfast

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APPLICATION TYPE
General Rezone Request

APPLICATION PROCEDURE
Decision Type: Legislative

Public Notices: Public Meeting at:
Planning Commission
County Commission

Public Hearing at:
Planning Commission
County Commission

Attachments:

1. Rezone Application Packet
    a. Boundary Survey
    b. Applicant Statement
    c. Thompson Special Service District Will Serve When Parameters Change letter
    d. Title (Available Upon Request)
    e. Tax Roll (Available Upon Request)
    f. Warranty Deed (Available Upon Request)
    g. Application (Available Upon Request)

SUMMARY OF REQUEST
The Applicant seeks to rezone the property from Range & Grazing to General Business in order to accommodate the refurbishing of existing structures on the lot into mixed commercial uses. Approval of a rezone request does not constitute approval for development. For commercial development, a property owner must submit a Site Plan Application and meet the standards and

requirements set forth in Section 9.16 Site Plan Review and Article 6 Development Standards including will serve approval from the local service district for water.

PROPERTY HISTORY

The property consists of 5 existing structures on a 1.83 acre parcel of land that fronts Highway 94 and Old Highway 6 & 50. The structures on the property consisted historically of the old Silver Grill café on the corner and several dwelling units and accessory structures. The historic Silver Grill Cafe was in operation up until the mid-90's according to "A History of Grand County" by Richard A. Firmage (1996). The Cafe was also a filming location in the movie Thelma and Louise in 1991.

The Thompson Special Service District (TSSD) issued a moratorium on new water accounts in Thompson Springs, and therefore no new development can occur until the moratorium is lifted. The subject property does not have a current water account and therefore no development would be allowed as a result of this rezone, until a water account was approved by the TSSD or other County authorized water provider.

SITE IMPROVEMENTS / ADDITIONS / CHANGES

The rezone request requires no current site plan improvements.

Later site improvements in connection to proposed additions of various mixed commercial uses on the property and updates to existing structures will be in accordance with requirements of Article 3 (Use Regulations), Article 5 (Lot Design Standards), Article 6 (General Development Standards), and Article 9 (Administration and Procedures) of the Grand County Land Use Code as well as Grand County Construction Standards and the International Building Code.

I. Project Description

The application is for a General Rezone request to change the current Range & Grazing (RG) zoning on a 1.83-acre parcel located on 15 W. Old Highway 6 & 50 in Thompson Springs, to General Business (GB), which would allow for an array of mixed commercial uses at the property, but only upon a "will serve" from the Thompson Springs Special Service District (TSSD) for water. The future proposed land uses include the refurbishing of the existing structures into a café space with outdoor entertainment area, a mixed retail space, large storage building and potentially a chapel.

II. Consistency with 2012 General Plan

A. Per Section 4.4 of the 2012 General Plan, the subject property is located within the Range, Resource and Recreation area of the Future Land Use Plan Designations Map

The Future Land Use designation of Range, Resource and Recreation encourages development that is consistent with residential densities that range from one dwelling per five acres up to one dwelling per three acres with a 50% open-space set-aside or fee-in-lieu and 25% affordable housing units or fee-in-lieu. In addition to residential uses this designation includes recreation/resort development, agriculture and development/extraction of natural resources.

1. While not proposing future residential uses, the rezone request to General Business is consistent with the intent of the Range, Resource and Recreation future land use in that the future proposed uses at the subject property are intended to give a variety of commercial uses that would accommodate tourists and local residents in a commercial setting including entertainment, food and retail.

B. The subject parcel is also located within the Rural Center Future Land Use Plan Designation Map

The Future Land Use designation of Rural Center is intended to vary in size from 5 to 30 acres in total and promotes uses such as neighborhood scale retail, small businesses, local commercial, local tourism, on site renewable energy, and residential neighborhoods. Residential density of up to 3.2 units per acre is permitted if it includes (a) 50% open spaces set aside or fee-in-lieu, (b) 25% affordable housing units or fee in lieu, (c) multi-modal options, (pedestrian/bicycle, at a minimum), and (d) no more than ½ of total dwelling units are multi-family.

1. The mixed uses that the property owner is proposing would be consistent with the Future Land Use Map designation for the area by providing a variety of commercial uses that promote tourism, small business and local commercial.

III. Future Intentions for Thompson Springs

A. It should also be noted that the Thompson Springs area in general is anticipated to be evaluated for a broad rezone based on the outcome of the Land Use Analysis that is scheduled to be completed by the Fall of 2022. It is anticipated that this area of Thompson Springs will likely be rezoned to Commercial in order to create a commercial hub for the community. Such commercial development would be on hold until the realization of additional water sources.

IV. Water Resources

A. While not a requirement of a rezone application, the Planning and Zoning department is requesting a water analysis for property owners applying for rezones in Thompson Springs due to the current moratorium on new water connections with the Thompson Special Service District.

1. The submitted analysis, completed by TSSD demonstrates that there is not currently a water account connected to this property and that the TSSD cannot supply water for future development until the state of water resources for the Thompson area changes.

a. While development cannot occur on the subject property at this time, the TSSD recommended that the County favorably consider this rezone application as, there are efforts currently underway to address the water deficit such that the TSSD will be able to provide water connections at a

future date. (see attached TSSD letter)

V. Conformance with Grand County Land Use Code (LUC)

A. The Proposed rezone is in conformance with LUC Article 9, Administration and Procedure and article 9.2.2 - Application for Zoning Map or Text Amendment. in the following ways:

1. A complete application was submitted by the property owner's representative in accordance with provisions of the Grand County Land Use Code Article 9.2.2.

2. The application was reviewed by the zoning administrator and deemed a complete application on January 28, 2022, per article 9.2.2

B. 9.2.5 Issues for Consideration (A-K)
In making its determination, the Planning Commission and the County Commission shall consider staff reports, written and oral testimony presented, and the following criteria:

A. *Was the existing zone for the property adopted in error?*
It may have been the case that the Range and Grazing zone was designated in error, as the historic principal use on the property was commercial.

B. *Has there been a change of character in the area (e.g., installation of public facilities, other zone changes, new growth trends, deterioration, development transitions, etc.)?*
The Thompson Springs area is undergoing many changes as of late, including a replat of the entire town to improve street design and the general layout of lots. A land use analysis is slated for the summer of 2022 to evaluate zoning for the entire town. Historically, Thompson experienced a boom and a bust, and is now on the upswing of that, showing signs of being a viable commercial and residential node (of course within limitations of water availability) outside of the Moab valley and just off a major Interstate freeway.

C. *Is there a need for the proposed use(s) within the area or community?*
neutral

D. *Will there be benefits derived by the community or area by granting the proposed rezoning?*
The community may gain the benefits of revitalization, as the rezone may encourage renovation of rundown structures, and general cleanup of the area. The rezone will also provide local retail services, a restaurant/cafe and a venue for gathering and outdoor entertainment.

E. *Is the proposal in conformance with the policies, intents and requirements of Grand County General Plan, specifically the plan's zoning map amendment guidelines (see pages 44-48 of the Grand County General Plan)?*

(see above section on consistency with the General Plan)F.

F. Should the development be annexed to a city?

No, the subject property is not within the City's future annexation boundary.

G. Is the proposed density and intensity of use permitted in the proposed zoning district?

The proposed uses of mixed-use commercial, would be permitted in the proposed zoning district of General Business.

H. Is the site suitable for rezoning based on a consideration of environmental and scenic quality impacts?

The site is suitable for the rezoning to GB as it is located in the historic commercial district of Thompson Springs, and was historically used for commercial purposes. With a rezoning of the property, once water resources are available the property owner will have the ability to improve the scenic quality of the area.

I. Are the proposed uses compatible with the surrounding area or uses; will there be adverse impacts; and/or can any adverse impacts be adequately mitigated?

The proposed uses are compatible with surrounding properties, being in the historic commercial center of Thompson Springs. Adverse impacts may include an increase in visitor traffic and increase in water demand. Currently the TSSD regulates development in relation to water demand. (statement included below)

J. Are adequate public facilities and services available to serve development for the type and scope suggested by the proposed zone? If utilities are not available, could they be reasonably extended? Is the applicant willing to pay for the extension of public facilities and services necessary to serve the proposed development?

Rocky Mountain Power and Dominion Energy serve parcels in the Thompson Springs area.

Water resources are provided by Thompson Special Service District and they have provided the following comment:

"Despite the TSSD not being able to sell water shares to ABC Thompson LLC or anyone else at this time, the Board does believe that the property in question is in a great location for General Business zoning and believes that the County should allow the rezone to move forward."

K. Does the proposed change constitute "spot zoning"?

The subject parcel is surrounded by Range and Grazing, but also adjacent to Light Industrial and across the street from Highway Commercial.

B. The Public Notice requirements were met for this Public Hearing in accordance with Utah State Code § 17-27a-205.

1. The property owner placed two (2) posters on the property provided by the Planning and Zoning Department in a prominent and visible location on the subject property within five feet of the property line a minimum of 10 days before the Public Hearing. One poster was placed along each street/road frontage.

2. The Planning & Zoning Department placed public notices in accordance with Utah State Code 17-27a-205 on the County website a minimum of 10 days before this hearing.

3. The Planning & Zoning Department placed public notices related to this Public Hearing according to Utah State Code 17-27a-205on the Utah Public Notice website a minimum of 10 days before this hearing.

VI. Planning Commission Recommendation: The Planning Commission considered the rezone request at a public hearing on February 28, 2022 and voted unanimously to send a favorable recommendation to the County Commission, citing that the property sits within what appears to be the historic commercial center of Thompson and a recent rezone request for the same was approved on the neighboring property.

GRAND COUNTY, UTAH

ORDINANCE NO. _____ (2022)

APPROVING A REZONE FOR PARCEL NO. 07-0021-0105 FROM RANGE AND GRAZING (RG) TO GENERAL BUSINESS (GB)

WHEREAS, ABC, LLC ("Owner") is the owner of record of 1.83 acres of real property known as Parcel No. 07-0021-0073, more specifically described as follows:

> BEGINNING SOUTH 76 DEG. 06' EAST 1196.4 FROM THE WEST QUARTER SECTION 21, T21S, R20E, THENCE NORTH 08 DEG. 35' EAST 606 FEET, THENCE SOUTH 81 DEG. 25' EAST 790 FEET, THENCE SOUTH 08 DEG. 35' WEST 606 FEET, THENCE NORTH 81 DEG. 25' WEST 790 FEET TO THE POINT OF THE BEGINNING

WHEREAS, the Owner has submitted an application requesting the General Business Zoning District as defined by the Grand County Land Use Code ("LUC") Section 2.9;

WHEREAS, the previously-named Grand County Council (the "Council") adopted the LUC on January 4, 1999 with Ordinance No. 299, and codified with Resolution No. 468 on April 15, 2008, as amended, for the purpose of regulating land use, subdivision and development in Grand County in accordance with the General Plan;

WHEREAS, the Owner has submitted an application satisfying the statutory requirements of LUC Section 9.2 (Text and Zoning Map Amendments (Rezonings);

WHEREAS, the Thompson Special Service District issued a moratorium on new water accounts and since the subject property does not currently have a water account to serve new development, no development may commence as a result of this rezone, as rezones do not constitute site plan approval or building permit issuance which both require proof of water service from a local service district;

WHEREAS, in a public hearing on February 28, 2022, the Grand County Planning Commission considered all evidence and testimony presented with respect to the subject application and unanimously approved a motion to send a favorable recommendation to the Grand County Commission;

WHEREAS, due notice was given that the Grand County Commission (the "Commission") would meet to hear and consider the proposed Rezoning application in a public hearing on June 7, 2022;

WHEREAS, the Commission has heard and considered all evidence and testimony presented with respect to the subject application and has determined that the adoption of this ordinance is in accordance with the LUC section 9.2.5 - Issues for Consideration.

NOW, THEREFORE, BE IT ORDAINED by the Commission that it does hereby approve a rezone for real property located at 15 W. Old Highway 6 & 50, Thompson Spring Utah, also known as Parcel No. 07-0021-0073, as shown in ***Exhibit A***, from Range and Grazing (RG) to General Business (GB) with the following condition:

a. The rezone approval does not constitute Site Plan approval for development on the subject property. Site Plan Approval or Building Permits shall not be issued until the Thompson Special Service District or other County authorized water provider approves a water account to serve the proposed development.

P**ASSED, ADOPTED, AND APPROVED** by the Grand County Commission in open session this ___ day of _____, 2022 by the following vote:

Those voting aye:

Those voting nay:

Those absent:

Grand County Commission

_____

Jacques Hadler, Chairperson

ATTEST:

_____

Gabriel Woytek, Clerk/Auditor

BOUNDARY SURVEY

LOCATED IN THE WEST HALF OF
SECTION 21, T21S, R20E, SLB&M

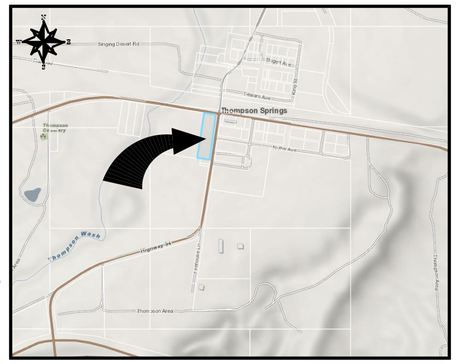
RED DESERT Land Surveying

88 East Center Street
Moab, UT 84532
435.259.8171

N
W E
S

60' 0' 60' 120'

SCALE: 1" = 60'



VICINITY MAP

NOT TO SCALE



STANDARD LEGEND

PROPERTY LINE
PROPERTY ADJOINING
FENCE
ASPHALT
POWERPOLE
GUY WIRE
(R) RECORD DATA
(M) MEASURED DATA
(C) CALCULATED DATA
PROP. CORNER FOUND
PROP. CORNER SET
MAG NAIL FOUND
MAG NAIL SET
BLOCK CORNER
SECTION MONUMENT

PROJECT TYPE:
BOUNDARY
SURVEY

PROJECT ADDRESS:
HIGHWAY 6 & 50
THOMPSON SPRINGS, UTAH

PROJECT LOCATION:
GRAND COUNTY, STATE OF UTAH

PREPARED FOR:
SANIA CAREY

DATE:
1/6/22

JOB NUMBER:
221-21

SHEET 1 OF 1

SURVEYOR'S CERTIFICATION

I, Lucas Blake, certify that I am a Professional Land Surveyor as prescribed under the laws of the State of Utah and that I hold license no. 7540504. I further certify that an engineering survey was made of the property described below, and the findings of that survey are as shown hereon.

Lucas Blake
License No. 7540504

LICENSED PROFESSIONAL LAND SURVEYOR
NO. 7540504
LUCAS
BLAKE
STATE OF UTAH

Lucas Blake
License No. 7540504

1/6/22
DATE

WARRANTY DEED LEGAL DESCRIPTION

BOOK. 915, PAGE. 834-837, ENTRY No. 540761

BEGINNING AT A POINT NORTH 52 DEG. 15' WEST 75 FEET FROM THE NORTHWEST CORNER OF LOT 16, BLOCK A, THOMPSON TOWNSITE, WHICH POINT IS SOUTH 8 DEG. 35' WEST 114 FEET FROM THE INTERSECTION OF
THE WEST LINE OF MAIN STREET WITH THE CENTERLINE OF THE MAIN TRACT OF THE D&RGW RAIL ROAD, AND THENCE SOUTH 8 DEG. 35' WEST 50 FEET TO THE TRUE POINT OF BEGINNNING AND RUNNING THECE SOUTH 8 DEG. 35' EAST ALONG THE WEST SIDE OF MAIN STREET 594.8 FEET; THENCE NORTH 81 DEG. 25' WEST 170 FEET; THENCE NORTH 8 DEG. 35' WEST 594.8 FEET; THENCE SOUTH 81 DEG.25' EAST 170 FEET TO THE POINT OF BEGINNING.
Tax Parcel No.: 07-0021-0073
Subject to easements, reservations and restrictions however evidenced.

AS-SURVEYED LEGAL DESCRIPTION

Beginning at the Southwest intersection of Highway 6 & 50 and Main Street rights-of-way, said point being South 89°07’15” West 66.91 feet from the Northwest corner of Lot 16, Block A, Thompson Townsite, said point also being North 70°50’14” West 474.03 feet form the Center Quarter corner of Section 21, Township 21 South, Range 20 East, Salt Lake Base and Meridian, and proceeding thence with Main Street western right-of-way South 08°35’ West 594.8 feet, thence North 81°25’ West 166.22 feet to the Corkery/Adams Tract, thence with said Tract North 08°24’55” East to a point on the southern right-of-way of Highway 6 & 50, thence with said right-of-way South 81°25’ East 167.96 feet to the point of beginning, having an area of 99,386 Sq. ft, 2.28 Acres.

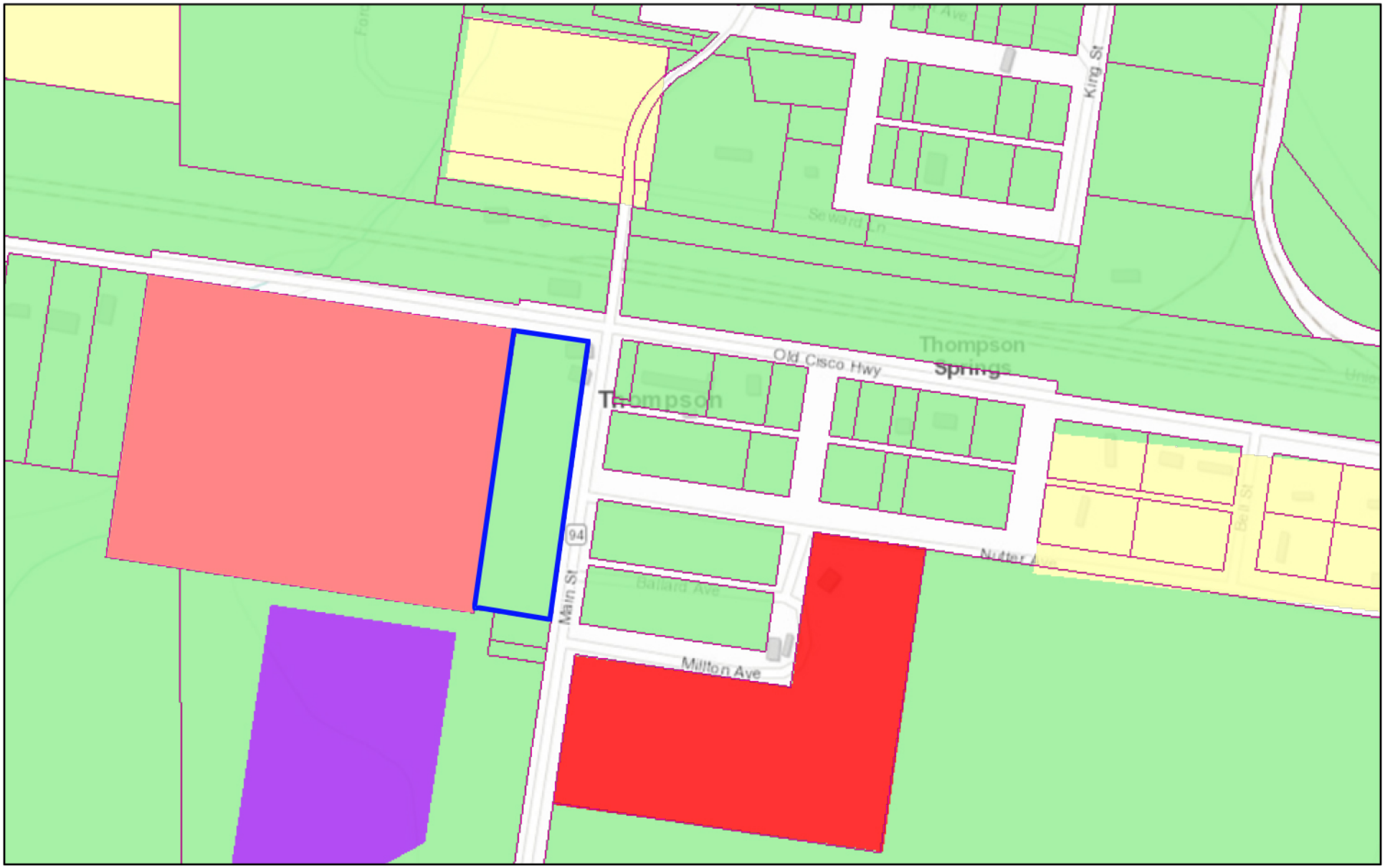
SURVEYOR NOTES

THE BASIS OF BEARING IS SOUTH 89°48'22" WEST BETWEEN THE CENTER QUARTER CORNER AND THE WEST QUARTER CORNER OF SECTION 21, TOWNSHIP 21 SOUTH, RANGE 20 EAST, SALT LAKE BASE AND MERIDIAN.

THE INTENT OF THE SURVEY IS TO MONUMENT OR LOCATE ORIGINAL PROPERTY CORNERS. THE SURVEY WAS PERFORMED USING BEST LEGAL EVIDENCE OF OCCUPATION IMPROVEMENTS LOCATED ON THE GROUND, OUR RESEARCH AND SITE WORK HAS DETERMINED NOTES OF IMPORTANCE AS FOLLOWS;

1. FOUND KEOGH MARKER AT THE NORTHWEST CORNER OF LOT 16, BLOCK A AND THE SOUTHEAST CORNER OF THIS PARCEL.
2. HELD FOUND REBAR AT THE WEST BOUNDARY AND FENCE LINE.

Grand County Parcel Map



May 24, 2022

Legend

- Light Industrial
- Highway Commercial
- General Business
- Small Lot Residential
- Range & Grazing

1:4,514

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.19 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri

SUPPORTING MATERIALS

Zone Change applications shall contain, at a minimum, the following support materials through the approval process according to the following submittal schedule:

☒ Survey. The applicant shall submit a certified survey of land area to be rezoned. Such survey map shall require at a minimum the following information. See survey Contract A-1 & A-2.

1. Subject land area acreage. 1.83 ac. See pages: 2-C, & 2-D.
2. Adjacent uses and predominant uses in the vicinity. See pages: 2-A,B,C,D,E,F,G,H,I,J,K.
3. Existing zoning designation of the subject property and surrounding property. See pages: 2-A,B,C,D,E,F,G,H,I,J,K.
4. A vicinity map. See pages: 2-A & 2-B.
5. Proposed project conceptual plan. See pages: 3

☒ Application Statement. A statement by the Applicant explaining the rationale for the rezoni request relative to the issues for consideration (please see items # 1-10 below) imposed by Sec 9.2.7 (Grand County LUC). In making its determination, the County Council shall consider the recommendation of the Planning Commission, staff reports, and the written and oral testimony presented, and the following criteria:

Sec. 9.2.7 Issue for Consideration:

✓ 1. Was the existing zone for the property adopted in error? I understand it was changed in the mid to late 1980's as a tax relief for Thompson Springs residents because I-70 was being completed and Hwy 6 & 50 was not the main road from Green River, to Grand Junction. Thompson Springs no longer had the traffic nor business it once had since I-70 was completed.

✓ 2. Has there been a change of character in the area (e.g. installation of public facilities, A public rest area was created at the only 4-way stop (located across from the Cafe' that is requesting a zone change) It has been graveled, with an open air shelter that have picnic tables under it, 2-public trash cans, and a map, showing attraction areas in Thompson and Sego Canyon. other zone changes, new growth trends, deterioration, development transitions, etc.)? Yes, on the south end of the Cafe' property across the street, The Ballard RV Camp Park has increased their size because of increased business. They have also completed their zone change to a commercial zoning. I think the Desert Moon (part of their proper as I understand is zoned commercial) is working on increasing their total acreage to commercial. The Desert Moon Hotel & RV is next door to the Cafe'.

✓ 3. Is there a need for the proposed use(s) within the area of community? Yes, Thompson Springs is increasing in popularity. There are more and more visitors recreating in this area. Restoring and reopening the Cafe' and the little building on this property will provide local jobs for the Thompson Springs residents. Most of the residents drive daily to Green River or Moab to work. Many of the visitors staying in the RV parks are always walking around Thompson at night looking for something to do. The Cafe' will provide the residents and visitors a place where they can get meal without traveling 30 plus miles to Green River or Moab. We are planning on opening 2-little out door garden areas. One as an outdoor chapel and one called The Secret Garden. Both will have out door seating. The Secret Garden will have an outdoor stage. Once a month (the 3rd. Thursday from April till October) from 4:00 pm till 8:00 pm we will have entertainment in this area. One act plays, poetry reading, Solo musicians (no bands), A..J. Roger's fire side stories (without fires) of Old times in Thompson Spring & Sego Canyon, and a variety of contest (Unique Whistling, Bubble Gum Blowing, Yodeling, Look-a-Like, and Pie eating contest to name a few.

✓ 4. Will there be Benefits derived by the community or area by granting the proposed rezoning? Yes, it will created jobs for local residents and provide visitors and locals a place to enjoy a meal without traveling out of the area.

✓ 5. Is the proposal in conformance with the policies, intents and requirements of Grand County General Plan, specifically Chapter 4: Future Land Use Plan? Yes, I understand it is, but I am not sure they have completed their general plan yet.

✓ 6. Should the development be annexed to a city? No, Moab City is about 35 mile south of Thompson Springs.

✓ 7. Is the proposed density and intensity of use permitted in the proposed zoning district? Yes, as I understand it.

✓ 8. Is the site sutiable for rezoning based on a consideration of environmental and scenic quality impacts? Yes, the Cafe' and the little building on this property have been in existence since the early 50's. The Cafe' hasn't been open to the public for years. The past owner became very ill and only had it open to his personal friends until his demise on 11/14/2017 See Jay 1. The other four building have been vacant since the early 90"s.

✓ 9. Are the proposed uses compatible with the surrounding area or uses: Yes. Will there be adverse impacts: No, I don't believe so. Every local and visitors that have stopped by while I have been painting the outside of the building have expressed a positive interest in having the Cafe' and this area restored and open for business.

and /or can any adverse impacts be adequately mitigated? I don't feel their will be an adverse impact on rezoning and or opening this property. It is located at the ONLY 4-way stop in this area and was considered the center of Thompson Springs in its day.

✓ 10. Are adequate public facilities and services available to serve development for the type and scope suggested by the proposed zone? These are existing buildings. The Cafe', the little house to the west of the Cafe' and the 3-buildings to the south of the cafe all have now or have had power to them. The Cafe' the little house and the white house all have now and or have had water meters, septic, and propane hooked up to them. There is a fire hydrant located on this property. It is located between the Cafe' and the little house to the west. There is also a water line and septic to the south of the concrete pad where a double wide manufactured home was located. I have not identified the location of either of these lines yet. This will be done if and when needed. All septic systems are made out of concrete and will be updated with new septic tanks before the opening of each area. If utilities are not available, could they be reasonably extended? All utilities are in per-existing locations. Is the applicant willing to pay for the extension of public facilities and services necessary to serve the proposed development? Yes.

☒ **Title Report.** A preliminary title report for each stage of the application process must be dated within three months of the application submittal date, from a licensed title company or attorney listing the name of the property owner(s) and all liens, easements and judgments of record affecting the subject property. South Eastern Utah Title Company. See pages T.R. 1-16, O.N. 1-6, O.P.T.I. 1-5, W.D. 1-6, Q.D. 1-20, Jay 1-3, Ernest 1 & 2, and Beverly 1.

☒ **Taxes.** A statement from the County Treasurer showing the status of all current taxes due on the parcel. See page 2-D.

☒ **Surrounding Property Owners.** A list of surrounding property owners and their legal mailing address within 100 feet of the exterior boundary of the parcel proposed to be rezoned. See pages 2-B, C,D,E,F,G,H,I,J,K.

☒ **Posting.** The applicant is responsible for posting a sign noticing the public hearing (please see attached for a reduced size template and requirements). The applicant is responsible for wind and water proofing the sign as well as placing it in a prominent place on the land area proposed for subdivision with a notice of the hearing at least 10 days prior to the public hearing. I will do this when I receive a date to post this information.

☒ **Application Fee.** The process / filing fee of $500.00 shall be paid in full. Check # 123 paid 11/18/2021.

Thompson Special Service District
101 Fire Station Lane, Thompson Springs, UT 84540

Thompson Special Service District

Will Serve When Parameters Met Letter

To whom it may concern,

Saina Carey and her entity ABC Thompson LLC has presented her rezone and development plans to the TSSD Board. The board has run water usage calculations for the ABC Thompson LLC development plan proposal as per the State of Utah's Department of Drinking Water calculation tables R309-510-1 and R309-510-2 that can be located at https://documents.deq.utah.gov/drinking-water/rules/DDW-2017-004422.pdf

Using the State guidelines, the board has found that the peak demand amount of water necessary for the ABC Thompson LLC proposed development plans for a restaurant, store, and employee housing is 4 ERU's. The TSSD is willing to serve the required 4 ERU's for the ABC Thompson LLC once the following parameters are met:

1. The TSSD is no longer in water deficit per state guidelines

2. The TSSD has the source capacity to sell more water shares

3. The TSSD Board has voted to sell more water shares

4. The customers who purchased 18 water shares in the Spring of 2021 are able to first realize their shares that have not yet been delivered due to the moratorium on water sales stemming from the calculated water deficit by Sunrise Engineering.

5. A commitment from ABC Thompson LLC is obtained that states that if their water usage consistently exceeds their allotted amount that they will need to decrease their business operation capacity until their water usage falls within their 4 ERU capacity or purchase more water shares.

Despite the TSSD not being able to sell water shares to ABC Thompson LLC or anyone else at this time, the board does believe that the property in question is in a great location for General Business zoning and believes that the County should allow the rezone to move forward. This is due to the anticipation of the 5

parameters above being met within the near future and that the ABC Thompson LLC ownership has acknowledged and accepted the risk that the above 5 parameters may not be met and the water shares may not be able to be sold.

Below is the water calculations in Gallons Per Day "GPD" from the proposed ABC Thompson LLC plan:

37 Restaurant Seats (not 24 service) at 35 GPD each = 1,295 GPD

1 Store Bathroom at 500 GPD each= 500 GPD

8 Store Employees at 11 GPD each = 88 GPD

2 persons living onsite in boarding house type accommodations at 50 GPD each = 100 GPD

TOTAL = 1,983 GPD = 4 ERU's at 500 GPD

If Grand County Planning and Zoning has any questions in regards to this Will Serve When Parameters are Met Letter please feel free to reach out.

Regards,

John R. Corkery IV

TSSD Chariman

801-414-5595

johnripleyiv@gmail.com

THOMPSON SPECIAL SERVICE DISTRICT
CULINARY WATER APPLICATION & SERVICE AGREEMENT

THE PROPERTY OWNER, below named, hereby submits this application to the Thompson Special Service District for culinary water service as follows:

Property Owner:

Name: Saina Carey

Mailing Address: 574 W. Hale Ave. Moab, UT 84532

Home Phone #: 435-259-9463

Work Phone #: 435-259-5021

Property to be served:

Subdivision: 15 W. Old Hwy 6 & 50

Street Address: Thompson Springs, UT 84532

Type of Property:

Residential: Owner Occupied ☐ Rental ☐

Commercial: Owner Occupied ☒ Rental ☐

Connection Size: _____

Water Hook-up Fee:

¾ inch meter fee/connection	**$1200.00**
1-inch meter fee/connection	**$1400.00**
11/2-inch meter fee/connection	**$1500.00 +parts**
2-inch meter fee/connection	**$1800.00+ parts**
Larger than 2 inches meter fee/connection to be Determined by board	

I will be activating the meter at the Cafe' 15 W. Old Hwy 6 & 50

Activation Fee $100.00 Ck# _____

Date _____ Collected by: _____

THIS CULINARY WATER SERVICE AGREEMENT ("Agreement"), is made and entered into by and between the above-named owner (the "Customer"), of the above described real property (the "Property"), and the Thompson Special Service District (the "District").

Based upon the foregoing application of the Customer for culinary water service from the District, and for other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, the Customer and the District agree as follows:

1. Availability of Service. Effective within one working day of the date of execution hereof by the District, the Customer shall be authorized to receive the benefit of year-round culinary water service from the District, subject to the covenants and conditions hereinafter set forth.

2. Representation of Ownership. The Customer hereby represents the he/she is the legal owner of the Property, and that the Property shall be benefited by culinary water service to be received from the District. Each succeeding owner of the Property shall be required to execute a new service agreement with the District as a condition to receiving service from the District.

3. District Rules and Regulations. The Customer has read and is familiar with the lawful rules and regulations of the District pertaining to culinary water service and agrees to be bound by and obey the same as such are now or may hereafter be adopted and/or amended by the Board of Trustees of the District.

4. Payment of Fees and Charges. The Customer shall be the party responsible for payment of all service fees and charges lawfully imposed from time-to-time by the District for culinary water service rendered by the District to the Property. Any Bill not timely paid shall be deemed delinquent.

5. Termination. Culinary water service to the Property may be terminated as follows:

    a. Termination Upon Request. Subject to the provisions of Section 7(b) below, the Customer may request termination of service to the Property upon submitting a written request for termination of service to the District. Upon receipt of said request, service to the Property shall be terminated and remain terminated unless and until:

        i. The Customer notifies the District, in writing, that service to the Property is to be reinstated in conformance with provisions of this Agreement, or,
        ii. A successor owner of the Property executes a new service agreement.

    b. Termination for Delinquency. In the event any bill shall remain delinquent, the District shall discontinue furnishing water service to the Customer's Property and shall refuse to restore water service unless and until all past due service fees and charges, together with interest on the delinquent amount plus the District's standard re-connection fee have been paid in full. In addition, pursuant to the provisions of Utah Code Ann. §17A-1-205 and 17B-2-801 through 805 (the "Statute"), the District may certify the past due service fees and other amounts for which the Customer is liable to the Treasurer or Assessor of

Grand County, Utah. Upon their certification, the past due service fees, and other amounts for which the Customer is liable for water services rendered by the District shall become a lien upon the Property, on a parity with and collectible at the same time and in the same manner as general county taxes that are a lien on the Property. All methods of enforcement available for the collection of general county taxes, including sale of the Property, shall be available for the collection of delinquent service fees and charges. The aforesaid remedies shall be in addition to and not in lieu of any and all other remedies available to the District as law or in equity, including, without limitation, a civil action authorized pursuant to the Statute.

c. Termination in the Event of Contamination. In the event the District, as a result of water sampling, has reasonable cause to believe that the water supply of the District is being contaminated, in any way, from the Property, the District may temporarily terminate water service until the source of contamination has been removed and/or the contamination or threat of contamination has been rectified to the satisfaction of the District; whereupon water service to the Property shall be restored.

6. Reinstatement of Service. Service to the Property shall only be reinstated by authorized District Personnel. Turning on water that has been turned off by order of the District by anyone other than authorized personnel is strictly prohibited. A tampering charge shall be assessed and/or court action may be taken for any unauthorized turn-on, theft, tampering, or vandalism of District property. Customer shall further pay and be responsible for any unauthorized use of water at the Property, if any, during the period of contamination.

7. Rental Property and Property Being Purchased Under Contract. In the event the Property shall be leased or sold under contract by the Customer to another person or persons (hereinafter referred to singularly or collectively as the case may be, as the "Tenant/Purchaser"), service to the premises shall be rendered by the District subject to and in conformance with the following:
   a. Notwithstanding that the Property has been leased or is being sold under a contract, all billings for service to the Property shall nevertheless be sent directly to the Customer and the Customer shall be liable for payment of the same in conformance with the provisions of this Agreement, and it shall be the responsibility of the Customer and not the District to seek reimbursement for fees and charges paid by the Customer from the Tenant/Purchaser.
   b. The District shall not terminate service to the Property, either as a result of non-payment of said fees and charges by the Customer or otherwise at the request of the Customer, without first having given due and adequate notice of said delinquency to the Tenant/Purchaser.

8. Right of Entry. Duly authorized officials, agents, employees, and contractors of the District shall have the right to enter upon the Property to install, operate, inspect, read, monitor, maintain,

repair, and replace any and all meters, equipment and other appurtenances to the District' culinary water system located on the Property.

9. Emergency Curtailments. In times of scarcity of water, whether such scarcity is the result of emergency, natural causes, mechanical failure, or any other cause whatsoever, the District shall have the right, in its discretion, to ration or otherwise curtail water service to the Property.

10. Attorney' Fees and Costs. The Customer shall pay and be responsible for all costs and expenses, including without limitation, reasonable attorney's fees, incurred by the District in any effort to collect any delinquent account or otherwise enforce any other provision hereof, whether by litigation or otherwise.

11. Severability. If any term or provision of this Agreement shall, to any extent, be determined by a court of competent jurisdiction to be void, voidable, or unenforceable, such void, voidable or unenforceable term or provision shall not affect the enforceability of any other term or provision of this Agreement.

12. Governing Law. This Agreement and all matters relating hereto, shall be governed by, construed, and interpreted in accordance with the laws of the State of Utah.

DATED this _____day of _____. 20___.

CUSTOMER:

Saina Carey

(TYPE/PRINT NAME OF CUSTOMER)

(SIGNATURE OF CUSTOMER)

THOMPSON SPECIAL SERVICE DISTRICT

By: _____
(CHAIR, BOARD OF TRUSTEES)

THOMPSON SPECIAL SERVICE DISTRICT

CULINARY WATER APPLICATION & SERVICE AGREEMENT

IMPACT FEE PAID BY: CASH - RECEIPT # _____ CHECK – CHECK #_____
AMOUNT DUE: $_____; AMOUNT PAID: $_____; BALANCE DUE: $_____

CONNECTION FEE PAID BY: CASH – RECEIPT # _____ CHECK – CHECK # _____
AMOUNT DUE: $_____; AMOUNT PAID: $_____; BALANCE DUE: $_____

WATER DEPOSIT PAID BY: CASH – RECEIPT # _____ CHECK – CHECK # _____
AMOUNT DUE: $_____; AMOUNT PAID: $_____; BALANCE DUE: $_____

SERVICE FEE PAID BY: CASH - RECEIPT # _____ CHECK – CHECK #_____
AMOUNT DUE: $_____; AMOUNT PAID: $_____; BALANCE DUE: $_____

REQUEST TO GRAND COUNTY FOR SANITARY SEWER SERVICE

To: Gabriel Woytek Clerk-Auditor, Grand, County Utah

Re: Request that Grand County Provide Sanitary Sewer Service

Date Submitted: May 6, 2022

Via: Hand Delivery

Pursuant to Utah Code § 17B-1-204, Kane Creek Preservation and Development, LLC, ("**Owner**") the undersigned owner of 100% of private real property described and depicted in **Exhibit A**, ("**Applicable Area**"), hereby respectfully request Grand County provide sanitary sewer service, via a proposed local improvement district, or otherwise, within the Applicable Area of unincorporated Grand County. The Owner also holds 100% of the value of all real property in the Applicable Area of Grand County.

Owner provides the following information in accordance with the requirements of Utah Code § 17B-1-205:

A. Typed or printed name and current residence address of each property owner, groundwater right owner, or registered voter signing the petition:

Kane Creek Preservation and Development, LLC
10466 Iverson Lane
Highland, UT 84003

B. If it is a property owner request or petition: address of the property as to which the owner is signing the request or petition:

1002, 1509, 1519, 1529, 1539, 1813, 1949, and 2441 South Kane Creek Blvd. Moab, Utah 84532 comprising eight (8) parcels: 03-0010-0099, 03-0010-0100, 03-0015-0099, 03-0015-0100, 03-0015-0101, 03-0015-0102, 03-0016-0001, and 03-0016-0002.

C. Description of the entire area of the proposed local district:

*See attached **Exhibit A**.*

D. Map showing the boundaries of the entire proposed local district.

*See attached **Exhibit A**.*

E. Services proposed to be provided by the proposed local district:

Sanitary Sewer collection and treatment service.

F. For a proposed service area that is entirely within the unincorporated area of a single county, state whether the initial board of trustees will be: (i) the county legislative body; (ii) appointed as provided in Utah Code § 17B-1-304; or (iii) elected as provided in Utah Code § 17B-1-306:

Individuals qualified as an agent or representative of the Owner under Utah Code § 17B-1-302(3)(a) or the Utah Code be appointed by the legislative body of Grand County as Trustees pursuant to Utah Code § 17B-1-304.

G. Designate up to five signers of the petition or request as sponsors, one of whom shall be designated as the contact sponsor, with the mailing address and telephone number of each:

Craig Weston, Manager
Kane Creek Preservation and Development, LLC
10466 Iverson Lane
Highland, UT 84003
801-318-7100

Respectfully Submitted by the Owner on this 6th day of May, 2022.

KANE CREEK PRESERVATION AND DEVELOPMENT, LLC

By: _____
CRAIG WESTON, Manager

RECEIVED
MAY 06 2022
GRAND COUNTY

Exhibit A

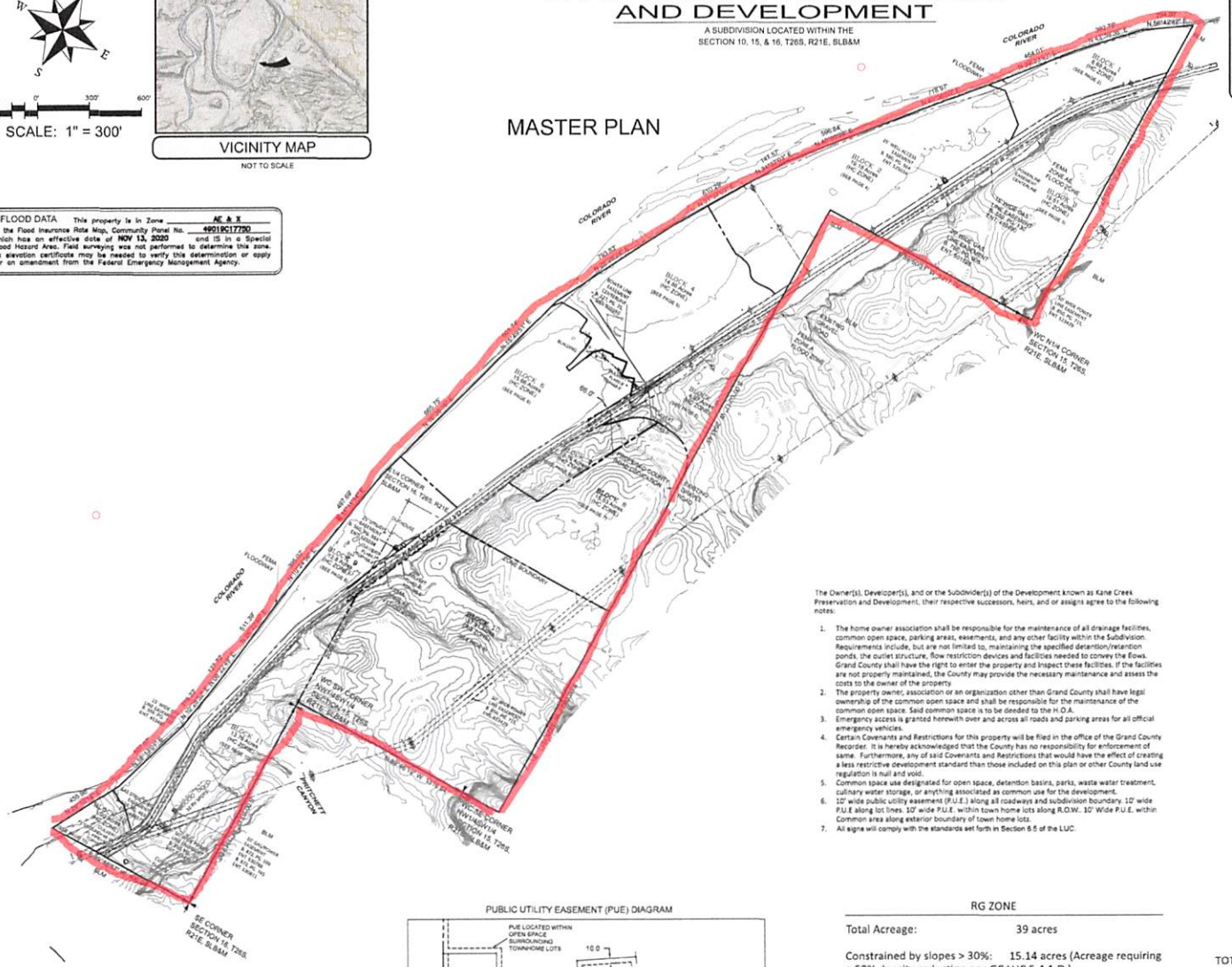
(Description and Map of the Entire Area of the Proposed Local District)

PRELIMINARY PLAT OF

KANE CREEK PRESERVATION AND DEVELOPMENT

A SUBDIVISION LOCATED WITHIN THE
SECTION 10, 15, & 16, T26S, R21E, SLB&M

MASTER PLAN



NOTICE OF PUBLIC HEARING
GRAND COUNTY COMMISSION

Notice is hereby given of a public hearing to be held after 6 p.m. on Tuesday, June 7th during the Grand County Commission Regular Meeting on a request by Kane Creek Preservation and Development, LLC to Grand County for sanitary sewer service at the address of 1002, 1509, 1519, 1529, 1539, 1813, 1949, and 2441 South Kane Creek Blvd., Moab, UT 84532, comprising eight (8) parcels: 03-0010-0099, 03-0010-0100, 03-0015-0099, 03-0015-0100, 03-0015-0101, 03-0015-0102, 03-0016-0001, and 03-0016-0002. The purpose of this hearing is to allow public input on whether the requested service is needed in the area, whether the service should be provided by the county and all other matters relating to the request. This hearing will be held at the chambers of the Grand County Commission at 125 E. Center St., Moab, UT 84532, with virtual participation options also available.

WITNESS MY HAND SEAL THIS 26th day of April (and 2nd DAY OF May), 2022.

Gabriel Woytek,

Grand County Clerk/Auditor

Published in the Moab Times-Independent on April 26th (and May 2nd), 2022