

AGENDA ITEM X.B.

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION REGIONAL CLEARINGHOUSE REVIEW

Applicant: Hildale City

Project Title: Hildale City General Plan

Date Received: September 30, 2019

Date the AOG Steering Committee Reviewed: October 9, 2019

Project Description (provided by applicant):

Hildale is an incorporated city of the fifth class located on Utah's southern border. It has a current population of about 2,900 residents spread across 2.9 SQ miles. It is surrounded by beautiful red cliffs with some amazing hiking and is located less than 50 miles from Zion National Park to the north and is 42 miles east of St. George, the county seat. Hildale has several inter-governmental agreements with its neighboring town, Colorado City, AZ. These agreements allow both communities to work together to create much needed resources that include utilities, Marshall's office, and a fire district.

Although Hildale City adopted a general plan in 2016, it needs a major update or complete re-write. In 2018, Hildale held an election that completely changed the direction of its future development. This election resulted in a 100% change in the city council as well as the city administration. The new city council that resulted from this change would like to see the town prosper and grow. It is believed by members of the community that Hildale could be a major player in the tourism district for Washington County and could easily provide some overflow relief for Zions tourists during the busy season. With this idea in mind, we have seen a change in the vision for the future of the city.

In review of Hildale City's current general plan, it has been decided that it was written with a mindset that is not in alignment with the current council's vision and goals. The current plan is directed more at what is, restricting the possibility for future growth. It contains more of a history of the city than a future. Because the general plan is so far off from the current vision, it is often disregarded when making decisions about land use and city standards. The staff and council feel that it is imperative that this plan be re-written in order to more closely match the current goals of the city so that we may have a roadmap that can be used as the city progresses and grows.

It has been a long journey for the city to get where it is today. There were several messes that needed to be cleaned up from the previous council. This has put Hildale City in the rather difficult decision of deciding what "fires" are most important and where money should be budgeted. This is what has led us to apply for this CIB funding. The city feels that this grant could help create a plan to guide us in making the tough decisions that we need to make and lead to a much better Hildale.

PROPOSED FUNDING: CIB grant: \$25,000. Applicant Cash: \$25,000. **Total Project Cost:** \$50,000.

- | | | |
|---|---|-----------------------------|
| Is the project on the County Capital improvements List? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Is the project consistent with local and regional plans? | Local: Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| | Regional: Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Is the project a planning project? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

How will the project benefit the applicant community?

The city feels that this grant could help create a plan to guide us in making the tough decisions that we need to make and lead to a much better Hildale.

What are challenges the project faces/creates?

No specific challenges are anticipated. Always when a community embarks on a General Plan rewrite there is concern of getting involvement from all of the residents, so that it represents the vision of the whole community and is not just supporting a vocal minority. Efforts should be undertaken to see that all residents and stakeholders are fairly represented in the process.

AOG Recommendation:

The Five County Association of Governments Steering Committee reviewed this project on the date indicated above and voted to:
 support this project. remain neutral on this project. not support this project.

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

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

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION
REGIONAL CLEARINGHOUSE REVIEW

Applicant: Ivins City

Project Title: Ivins City Transportation Master Plan

Date Received: September 30, 2019

Date the AOG Steering Committee Reviewed: October 9, 2019

Project Description (provided by applicant):

Project Need: Ivins City is a growing city that adds between 100 to 200 new residences per year. This represents a growth of three to six percent. This high level of growth requires that the city update master plans and impact fee studies every five years to meet the requirements of the state's codes. The master plans identify the capital facilities that are needed and the funding that is required to provide these capital facilities.

Project Goals:

- Update the Transportation Master Plan with consideration given to revised traffic projections, population growth, projections, and forecast land use changes.
- Review and update the bicycle and pedestrian network plans.
- Review standard cross-sections and make recommendations based upon current engineering standards and projected usage.
- Update traffic counts as necessary and forecast traffic for the years 2020 thru 2045 year. Provide a list of recommended projects to meet the needs of the projected demand. Include with the list recommended phasing of short, medium and long term to correspond with MPO phasing dates
- Provide cost estimates for each project using a "Net Present Value" standard.
- Consider a preference for solutions and alternatives for high traffic intersections and evaluate whether a roundabout or traffic signal would be appropriate to control intersection movements.
- Consider City plans for a future growth
- Consider developer plans for future growth
- Further evaluate the "Western Corridor" and how it integrates with the existing and proposed road plans and developer proposals.
- Develop an Intelligent Transportation System (ITS) plan including standards for conduit installations and a map of locations conduit is needed.
- Analyze Impact Fees and prepare necessary impact fee facility plans and impact fee analyses.
- Analyze and score the maintenance condition of all existing streets.
- Identify a recommended pavement maintenance plan and required funding levels to keep roads in a serviceable condition in the most economical manner.

Project Scope of Work

- **Capital Facilities Planning**
 1. Analysis of Existing Conditions to refine traffic model.
 2. Analysis of Future Conditions and identification of deficiencies to address city-wide transportation issues.
 3. Special Considerations (i.e., roundabouts vs traffic signals)
 4. Develop Intelligent Transportation System (ITS) Plan
 5. Review and update previous Capital Facilities Plan
 6. Provide Project Coordination, Scheduling and Deliverables
- **Pavement Management Plan**
 1. Data collection

Ivins City Transportation Master Plan Project Review (page 2 of 2)

- 2. Data analysis and processing
- 3. Provide GIS mapping and data
- 4. Multi-year maintenance and rehabilitation plan

Cost Estimate:

- Update Maps, Text, Figures: \$50,000
- Incorporate ITS Plan: \$10,000
- Incorporate Pavement Management Plan: \$40,000
- Total: \$100,000

PROPOSED FUNDING: CIB grant: \$50,000. Applicant Cash: \$50,000. **Total Project Cost: \$100,000.**

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

How will the project benefit the applicant community?

Ivins City is a growing city that adds between 100 to 200 new residences per year. This represents a growth of three to six percent. This high level of growth requires that the city update master plans and impact fee studies every five years to meet the requirements of the state's codes. The master plans identify the capital facilities that are needed and the funding that is required to provide these capital facilities.

What are challenges the project faces/creates?

No specific challenges are anticipated. The scope of work shown above is a subset of a more comprehensive scope of work that includes a detailed timeline for the project.

AOG Recommendation:

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

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

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

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

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Kane Co. Recreation & Transportation SSD

Project Title: Alton Road Reconstruction

Date Received: September 26, 2019

Date the AOG Steering Committee Reviewed: October 9, 2019

Project Description (provided by applicant):

BACKGROUND

Kane County operates and maintains the Alton road from US HWY 89 to Alton Town and beyond the Alton Coal mine. This is the only paved road in and out of this area and is the shortest route to the state highway system. In 2011, Alton Coal Company opened the coal mines and began mining coal. Alton Road is the only road available to haul coal. At the time, there were 75 truckloads of coal hauled every day from the mine. Kane County applied to the Joint Highway committee for funding to rebuild the road from Highway 89 to the proposed coal haul by-pass road. The plan was to rebuild to standards that would hold the coal trucks. The remaining paved road through Alton town would just get repairs and an overlay to keep the road in good condition after the haul trucks moved to the by-pass road. In the spring of 2013, when the frost started thawing, the road began to fall apart from one end to the other. The County inquired of UDOT if there would be any way to shift their previous nonurban funded project forward to this year. The UDOT project managers were able to trade with projects in Regions 4 and 3 and the Alton Road project was moved to 2013. In addition to moving construction to 2013, the funding package traded federal dollars for state dollars and allowed the funding to pass through to Kane County in the amount of \$1,530,000. It was hoped the additional money needed to complete the project could be provided by Kane County and the coal mine. With the opening of the bids, Kane County realized that would not be the case. On July 10, 2013, the bids were opened and all bids exceeded the engineer's estimate and the available project funds. Kane County then applied to CIB and received funds to reconstruct the Alton road to the proposed bypass road. In 2019 Alton Coal was permitted to start mining coal on Federal leases and would increase their production to the amount of 175 trucks per day. During this time several meetings were held between Kane County, Alton Coal Mine, and Alton Town concerning the proposed by-pass road. It was recently agreed between the three parties that the existing paved road would continue to be used by the trucks and that the proposed by-pass road would not be built.

THE PROBLEM

The existing paved road to and through Alton Town was never designed to handle the increased traffic of the coal haul trucks. Currently, it is deteriorating with pot holes, rutting, braking and general deterioration of the existing pavement. In the soils investigation, it was found that the existing subbase material contains clay and holds the moisture making the subbase soft. This is causing the road to shove, pump and move. This causes the asphalt to break apart, and makes for an unsafe road to travel.

SOLUTION

The best solution to the deteriorating road is to remove the existing asphalt and base layer, then reconstruct the road from the bottom layer up. A geogrid layer will then be placed to add strength and to bridge over the subbase when it becomes wet. A sufficient layer of Granular Borrow, untreated base course and HMA will then be used to reconstruct the roadway to hold up to standards and the increased coal haul traffic. Options of asphalt overlays and cement treating the base were looked at, but they were not as cost effective as complete reconstruction.

REQUEST FOR CIB FUNDS

The CIB funds requested for this project are \$1,500,000.00 in GRANT money. This project is directly tied to help move coal from mining operations on federal leases to markets using coal hauling trucks. CIB, the State of Utah and Kane County will be able to see revenue come back to them from these mineral leases. We appreciate the CIB's consideration of this request from Kane County.

PROPOSED FUNDING: CIB grant: \$1,500,000. Total Project Cost: \$1,500,000.

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|---|---|--|
| Is the project on the County Capital improvements List? | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Is the project consistent with local and regional plans? | Local: Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| | Regional: Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Is the project a planning project? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

How will the project benefit the applicant community?

Kane County is responsible for maintaining roads in its County Road system. The impact that this particular section of roadway currently receives from existing uses are the responsibility of the county and they would be doing so into the future, as they have in the past. The impact of a huge increase in coal hauling because of the move onto leased federal land vastly exceeds the impact the mining has previously placed on the roadway. The residents of the tiny town of Alton are impacted by the deterioration of this important roadway and will benefit from its proper construction. The improvement of this county segment allows for the county to help facilitate regional and state of Utah goals of marketing the vast energy resources extracted in our state.

What are challenges the project faces/creates?

Being able to make the needed upgrade to this roadway segment before the impact get worse.

AOG Recommendation:

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

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

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

Type Name: Bryan D. Thiriot

Signature: _____, Executive Director

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Minersville Town

Project Title: Minersville Water Improvements Project 2020

Date Received: September 27, 2019

Date the AOG Steering Committee Reviewed: October 9, 2019

Project Description (provided by applicant):

Minersville Town is in Beaver County, approximately 18 miles southwest of Beaver, Utah along Highway 130. The Minersville Town culinary water system provides water to approximately 887 residents, in addition to several commercial and institutional facilities.

Minersville Town currently has just enough source capacity to meet its system requirements and has a projected source capacity deficiency within the next few years. The Town's distribution system has approximately 1,200 feet of cast iron pipe still in the system, which is prone to leaks and is difficult to repair and maintain. The Town's current pressure zone configuration is established with two pressure reducing valve (PRV) stations and a series of closed gate valves, which create a series of dead-end lines that limit system looping and create the potential for stagnant water. The system does not currently have the capacity to provide adequate fire flow to the southwest section of the system around the Elementary School.

The Town's distribution system is comprised primarily of undersized 4" and 6" pipes which do not provide the required distribution capacity to meet current fire flow requirements in many areas of the system. In order to begin to address this distribution system capacity deficiency, the Town intends to replace existing 6" and 4" pipe with new 12" pipe along 50 S from Bryce Way to 500 W, and then north along 500 W to 100 N in front of the elementary school.

The proposed improvements will include the following items:

1. Develop an additional spring collection pipeline to capture additional spring water and increase the system's source capacity.
2. Reconfigure the existing spring pump system to allow the Town to more efficiently transmit the spring water to Town.
3. Construct a chlorination room add-on to the existing spring building and chlorination system upgrades to meet safety regulations governing chlorination systems.
4. Install approximately 3,000 feet of new 8-inch and 10-inch PVC pipe to replace existing cast iron pipe in the system and to provide adequate fire flows to the area around the Elementary School.
5. Install a new pressure reducing valve (PRV) station to replace the existing PRV stations and improve circulation, looping, and pressure management throughout the system. Install approximately 1,800 feet of 8-inch pipe from the existing booster station to the tank transmission pipeline above the new PRV station to facilitate filling the upper tank.

The proposed improvements listed above were identified in a water master plan that was funded by the Drinking Water Board in 2018. The Town is now requesting project funds from the CIB for the design and construction of the improvements. The Town anticipates raising base rates from \$45.50/month to approximately \$51.00/month to cover the additional loan payment, which will result in an average residential water bill of approximately \$60/month with overages and secondary rates included.

PROPOSED FUNDING: CIB Loan: \$490,000 for 30 Years at 1.0%. CIB Grant: \$210,000. Applicant Cash: \$0. **Total Project Cost:** \$700,000.

Minersville Water Improvement Project 2020 Project Review (page 2 of 2)

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

How will the project benefit the applicant community?

The project will enable the town to provide more adequate fire flows to critical areas of the town. It will allow the town to improve circulation, looping, and pressure management throughout the water system. It provides for upgrades to meet safety regulations governing chlorination systems. It will allow the town to more efficiently transmit the spring water to residents and businesses. Finally, it will capture additional spring water and increase the system's source capacity.

What are challenges the project faces/creates?

The biggest challenge is unforeseen cost increases. The Town would handle minor cost overruns with own funds or with a reduction of scope. Significant cost overruns may require a request to the Board for supplemental funds.

AOG Recommendation:

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

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

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

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

AOG: Five County Association of Governments

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Municipal Building Authority of Kane County, Utah

Project Title: East Zion Visitors Center Project

Date Received: October 1, 2019

Date the AOG Steering Committee Reviewed: October 9, 2019

Project Description (provided by applicant):

Who – The applicant Agency is the Municipal Building Authority of Kane County. The East Zion NPS Visitor Center has been anticipated as a key element to enhance the East Entrance of Zion National Park for over 20 years and is an important part of the NPS plan. Kane County has developed the East Zion Initiative, as an economic development plan to assist the County in this area. Building the visitors center complex is one of six elements of the plan and possibly the most important part of the plan.

While the west side of Zion National Park (the “Park”) is well developed with many amenities, attractions, and transportation options, the east side of the Park has much less development. The west side of the Park experiences congestion and overcrowding during much of the season as a result. A visitors center on the east side of the Park would provide visitor information and an education hub for the eastern side of the Park. With a shuttle drop-off and parking area on the site, the visitors center could alleviate auto use in the park, accommodate up to 540 vehicles, and thereby help reduce traffic and congestion within the Park.

The National Park Service, the 501(c)(3) Zion Forever, and Kane County can collectively greet visitors at the visitor contact center. The National Park Service is especially interested in providing visitors with information on the various under-utilized trails around the Park, which would reduce traffic and congestion on Park roads and the more popular trails within the Park.

What – The East Zion Visitors Project plans to construct a visitors center on the East Entrance of Zion National Park. Additional plans and pictures are available in Attachment #2. The site for the visitors center is located at the intersection of North Fork Road and Highway 9. The visitors center is estimated to take two years to complete.

Why – Kane County has desired and planned for a visitors center on the East Entrance of Zion National Park for the last 20 years. Funding the visitors center has always been a challenge. Land will be donated to house the visitors center, parking lot, restrooms, transit hub, court-yards and other needed items for this project. The NPS will staff the visitor center, but has no funding source to construct the center. To support funding to build the visitor center, the Kane County Redevelopment Agency created a reinvestment area with a plan to collect new growth tax increment from sales tax, transient room tax, restaurant tax, and property taxes. Based on the private development planned to build a Park quality gateway lodge in this area, the projected taxes collected over 20 years are projected to be about \$25,000,000 with additional opportunity if other development happens. This revenue source could then be pledged as a repayment source for bonding with a CIB loan to gain the funding source to construct the visitor center. The developer of the new resort, however, is not able to finance the visitors center.

PROPOSED FUNDING: CIB Loan: \$12,500,000 2.5% 20 years. CIB Grant: \$2,000,000. Applicant In-Kind (7 acres land donation): \$875,000. **Total Project Cost: \$ \$15,375,000.**

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

How will the project benefit the applicant community?

Kane County has desired and planned for a visitors center on the East Entrance of Zion National Park for the last 20 years. A visitors center on the east side of the Park would provide visitor information and an education hub for the eastern side of the Park. With a shuttle drop-off and parking area on the site, the visitors center could alleviate auto use in the park, accommodate up to 540 vehicles, and thereby help reduce traffic and congestion within the Park. While the incremented property tax will go to this project for 20 years, additional sales taxes and transient room taxes collected will greatly benefit the citizens of Kane County. Long term the increased property taxes will help the county. The CRA also must commit 10% to affordable housing which benefits low to moderate income individuals living in the county.

What are challenges the project faces/creates?

The project is in a newly created Community Reinvestment Area (CRA). Revenue to repay the Bond is based upon the incremented tax collected over what was previously being collected on the land in its present use.

AOG Recommendation:

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

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

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

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

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION
REGIONAL CLEARINGHOUSE REVIEW

Applicant: Town of Rockville

Project Title: HVAC Renovations for Rockville Community Center

Date Received: September 11, 2019

Date the AOG Steering Committee Reviewed: October 9, 2019

Project Description:

Who: The Town of Rockville is located in Southern Utah in Washington County. Settled in 1862 by Mormon Pioneers, the town has strived to maintain the integrity of its historical town plan and has been referred to by historians as "Utah's Last Treasure." The Town has had a very strong heritage and continues to perpetuate the values that it has stood for over the generations. The Town was incorporated June 30, 1987 and in the Fall of 1992 the town purchased the Old Rockville Church property and all the buildings which included the present Rockville Community Center. The center is still being heated by the original Round Oak furnace that was installed when the building was erected in 1940. We are guessing that it was originally a coal burning furnace that has been converted to heating oil. Our furnace repairman has advised us that it is getting harder and harder to find repair parts to keep the beast working and it is time to consider replacing it with something more modern and much more efficient. The cooling of the building is currently accomplished with two window swamp coolers that are in need of being replaced.

What: The Town has had three companies visit the center to determine the best and most efficient way of renovating the Rockville Recreation Center to install a new HVAC system. S&S Mechanical Contractors has suggested the installation of two 5-ton Trane Heat Pumps with two Trane R-410A convertible air handlers for air conditioning. To save the cost of having to tear down the old furnace in order to remove it, they are suggesting that the new heating units be installed in the attic which will require some new duct and venting work. The community center had a kitchen and restroom area added on later but never had the ductwork installed to give the areas a heat source. This bid includes the installation of two 3-ton Mitsubishi Mini Split systems to service these areas with heating and cooling.

Why: The Town of Rockville, having a population of 251, has a very limited tax base; however, the Town is willing to provide \$10,000 in applicant cash. The Town will apply for a grant of \$28,590 from the Permanent Community Impact Fund Board.

PROPOSED FUNDING: CIB grant: \$28,590. Applicant Cash: \$10,000. **Total Project Cost:** \$38,590.

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

How will the project benefit the applicant community?

This will ensure that the residents and visitors to Rockville can utilize this important facility for many years into the future for the various functions it currently provides for. The facility cannot be used in the hottest months of summer due to not having HVAC. The two old small window units are incapable of cooling the large facility. The old converted oil furnace was in place when the town purchased the property and buildings from a private owner in 1992 utilizing federal Community Development Block Grant (CDBG) funds. A few years after acquiring the property the town again utilized CDBG funding and made renovations to the property and structure to provide for accessibility. This project is needed to preserve this buildings usefulness.

What are challenges the project faces/creates?

As is the case with all renovation projects, there is always the possibility of unanticipated costs. The Town, for their part has had firms independently visit the site and provide their professional opinions on the best strategy for renovating the building with its first ever HVAC system. One concern that has been common in the past several years is construction and/or equipment cost bids exceeding even the best estimates of the design professionals. Having enough contingency funds to cover unexpected cost overruns will be crucial.

AOG Recommendation:

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

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

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

Type Name: Bryan D. Thiriot

Signature: _____, Executive Director

PERMANENT COMMUNITY IMPACT FUND BOARD (PCIFB) APPLICATION

REGIONAL CLEARINGHOUSE REVIEW

Applicant: Tropic Town

Project Title: Tropic Water Improvements Water Rights Project

Date Received: September 24, 2019

Date the AOG Steering Committee Reviewed: October 9, 2019

Project Description (provided by applicant):

Tropic Town is a small town located in Garfield County, approximately 10 miles southeast of the Ruby's Inn/Bryce Canyon area. Tropic Town supplies culinary water to approximately 519 residents with approximately 228 service connections.

Tropic Town's water sources include the Spring Creek Spring, Dr. Goode Spring, and an underground well. Of these three sources, only the Spring Creek Spring provide good quality water for the culinary system. The water that is supplied to the culinary system from this spring is supplied under a water use agreement with the Tropic and East Fork Irrigation Company, which holds the actual water right to this spring water. The water use agreement limits the water supplied to the culinary system to 200gpm, although the spring produces much more than this, and more that is currently being captured at the spring collection area. Under the current situation, the Town faces a source capacity deficiency in the near future. In order to mitigate this deficiency and provide sufficient culinary water to the system, the Town intends to develop an additional portion of the Spring Creek Spring to increase the captured flow from the spring. Additional water use agreements with the irrigation company would then be instituted to exchange water from the Town's other non-potable sources for the additional Spring Creek Spring water.

The Town's distribution system is comprised primarily of undersized 4" and 6" pipes which do not provide the required distribution capacity to meet current fire flow requirements in many areas of the system. In order to begin to address this distribution system capacity deficiency, the Town intends to replace existing 6" and 4" pipe with new 12" pipe along 50 S from Bryce Way to 500 W, and then north along 500 W to 100 N in front of the elementary school.

The Town currently has manual read water meters, which the Town reads only during the summer months (April – October). In order to increase accuracy of readings, improve efficiency in reading meters, and better manage the water system, the Town intends to install new radio read water meters throughout the system.

As noted previously, the Town currently receives all of its culinary water through a water use agreement with the Tropic and East Fork Irrigation Company, which holds the water rights to the water in Spring Creek Spring. The Town does hold an underground water right, but the Town's existing well is too high in arsenic and antimony and is discharged at temperatures above 90 degrees. The Town intends to engage the services of a water right specialist to work with the Town and with the Irrigation Company to facilitate a series of water rights actions that would allow the Town to secure its own water rights to the good quality spring water, and provide the Irrigation Company with additional access to non-potable water in return. The water rights services would include:

- Water rights research to identify and organize the applicable water rights, historical documentation, historical water use agreements, and other associated and relevant water rights information governing the water rights held and/or used by Tropic Town and the Tropic and East Fork Irrigation Company.
- Facilitate a series of meetings with the Town and the Irrigation Company to explain the existing water rights status, discuss possible approaches to addressing the water needs of both entities, identify key objectives and limitations from each entity, and initiate the drafting of a framework for the water rights actions to meet each entities objectives.

