

**SOUTHWEST UTAH PLANNING AUTHORITIES
COUNCIL (SUPAC)**

Minutes of a meeting held May 2, 2000

** denotes action items

1. The Southwest Utah Planning Authorities Council (SUPAC) met at Zion National Park on Tuesday, May 2, 2000, at 10:00 a.m. for a shuttle tour of the park and at 1:00 p.m. for the business meeting at the Zion National Park Lodge. Those in attendance at the business meeting are listed on the rosters attached as Appendix A to these minutes.
2. Vice Chairman Scott Truman called the meeting to order and welcomed those present. Scott expressed thanks to Don Falvey for hosting the tour, luncheon and meeting today.
3. The minutes of the meeting of January 4, 2000, had been e-mailed or mailed out to committee members. Commissioner Norm Carroll made a motion to approve those minutes as written and John Willie seconded the motion. All voted aye.
4. Introductions were made around the council table.
5. Don Falvey spoke about the Zion National Park Master Plan. Their new shuttle system will begin running May 23. The dedication will be on May 26 at 2 p.m. at the new visitor's center. All SUPAC council members are invited. On July 1 Marty Ott will be replacing Don when he retires.

Don indicated that they just finished up a series of public meetings. Don passed out a summary of the meetings. There were five meetings in different locations throughout the state. A total of 201 people attended meetings. Some of the major issues raised were horse use in the park, setting group sizes in pristine and primitive zones, adding Rockville Bench to the park, eliminating a mountain bike trail, a lack of coordination with local and county governments in developing the plan and the economic impact the plan would have on the local communities. They received 518 written responses, 33 were from agencies and organizations and 485 were from private individuals and businesses.

Through the end of September they will be revising the document. It will be printed and distributed to the public by the end of September and throughout October and then there will be a 30 day no action period. After that will follow a notice of decision and the federal register notice.

Don briefly discussed two other issues that have come up one by legislation and one by policy. On April 5 the President signed HR 100 which has a section pertaining to the Park Service and their responsibility to protect the resources. The general requirements are that air tours can't be conducted unless they make application and conform with this law. They will be doing an air tour management plan for the park. Secondly, a week ago there

was a new policy received regarding recreational use for snowmobiles for National parks. This shouldn't effect Zion too much but Zion has applied for an exemption for some use presently taking place in getting to private properties, especially in the Kolob Reservoir area. Kolob Terrace and Lava Point Road is where snowmobiles are allowed in park now. Both of these items will effect the general management plan and will be incorporated into it.

6. Dave Kennacott of the Highway Department was next on the agenda. He explained that - Martin Knopp was unable to come. Dave Kennacott gave a presentation on the Intelligent Transportation Systems (ITS). ITS is a program of people using technology in transportation to save lives, save time and save money. The real purpose is to make roads safer and more efficient and get the best use out of the highway system that we can He explained some of the subsystems. The main subsystem is the traffic management system which is getting information about traffic and road conditions out to the public. The primary purpose is to monitor traffic to identify incidents to respond to and clear the incidents more rapidly. Traffic control is to manage traffic signals, ramps, meters, variable message signs to reduce stops, delay and congestion. Informing the motorist is providing information to the motorist to avoid congestion.

He also explained traffic management on the Salt Lake City freeway system. They have cameras about every two miles. The cameras are primarily for safety reasons to see what is happening there. They also have variable message signs that project traffic conditions. These have been very popular with the public. There is also the highway advisory radio which are low frequency radio stations that broadcast information on highway conditions. There are approximately 550 signals with fiber optic communications to all signals. Eventually they will have over 250 miles of fiber optic going along freeway. They have a new traffics operations center which has been in place for a year now. It has a control room with six operating consoles.

Some of the transportation conditions problems they are working on in rural areas are:

- long distance travel
- more impacts of adverse weather
- more severe accidents
- longer emergency response time
- fewer alternate routes or detours
- steep grades/curves/passing lanes
- recreational information needs
- higher costs for ITS service delivery

The ITS has application to National Parks also since the visitation has had a 500% increase in 40 years. There are 266 million annual visitors to the national parks.

Some of the futuristic items that we may see in the next 10 to 15 years are navigation systems in cars. There is also work being done on PC's for autos which would probably be voice activation types of systems. We will probably see mayday systems in the future where there will be panic buttons to police, medical, ambulance, etc. and when the car is

in an accident it will transmit your location even if you are unconscious. Some of the safety features we will probably see in future vehicles are intelligent cruise control, collision avoidance, UV headlights, and heads up dashboard display.

Some of the possible roadside vehicle systems for the future are smarter signs, electronic beacons instead of signs, new detection technologies, vehicles that can talk to roadside devices and electronic wake up strips.

7. Mary Wagner gave an Agency Partnership Meeting Report. In the middle of March the federal agencies, their state counterparts and local government representatives met and talked about areas where strong partnerships are going and areas where there is potential for more partnershiping. OHV use and management on public lands was a major issue discussed. They framed up a proposal to establish a SUPAC topical advisory group for this issue to formalize a more cooperative relationship between state, federal and local agencies. The proposal suggests that SUPAC would sponsor the topical advisory group and suggests potential team members for this project. Potential team activities were discussed and listed on the handout that was distributed.

Scott Truman called for questions and discussion on this. He explained that there have been lawsuits filed against the BLM and others so they need to stay on top of this issue and be proactive. Scott asked members of the council if they felt this was something that SUPAC should get involved. There was some discussion after which it was agreed that this was an appropriate issue for the council to become involved in. It was suggested that UDOT be added to the list of participants listed on the proposal. The next step would be to appoint a committee to represent those listed as participants. It was decided that the commissioners would be asked to serve on that advisory group along with Park Service and Shauna Johnson to represent private property owners. It was also mentioned that the Farm Bureau and Cattleman's Association may want to be involved in this. Scott Truman indicated that those listed on the proposal and at today's meeting will be sent a letter from Scott's office setting a meeting.

8. A break was taken.
9. Reed Harris gave an update on the 10J rules as it applies to the California Condor in Utah. The California recovery team asked for an expansion of the 10J rule which is an expansion of the experimental area for the birds. The birds were going out of this area and because of a MOU with the counties and various agencies and to make sure birds didn't cause a problem when they left the 10J area the region directors agreed that the area needed to be expanded. They discussed internally which region would do it but the service still hasn't gotten it done. Reed said that part of the success of the condor program is the MOU and the cooperation between all parties. If there isn't cooperation it jeopardizes the program and it could ultimately hurt recovery of the species. After discussion Commissioner Allen Gardner made a motion to ask the U.S. Fish & Wildlife Service to move forward with the expansion of the 10J area for Utah as it pertains to the California Condor. Louise Liston seconded the motion and all voted aye. Mike Small reported that there was another release at the end of November. Until recently the birds

were doing well. Last year there was one mortality where one was shot inside Grand Canyon National Park. This year there have been three mortalities already. One was killed by an eagle, one choked to death and one died of lead poisoning ingestion. There are 24 birds in Northern Arizona. The worldwide population is only about 147. Some of their behavior is becoming troublesome. They follow ravens and learn from them and follow them to where people are. One bird is missing, one is at Phoenix Zoo being treated for lead poisoning. The rest of the birds are at the south rim of the Grand Canyon. They all have radio tags and numbers on them. They will keep the council posted on the status of the birds.

10. Doug Carrier gave a presentation on the Space Port. He explained that he is working with Iron County and two others counties on the space port which could have a major impact in Southern Utah and the 89 corridor as well. He said that a space port in Utah may seem like an odd idea. A new generation spacecraft was suggested in 1995 as the space shuttle is aging. The payload cost is \$10,000 a pound. In 1995 NASA went out for proposals on this next generation space craft. Three companies responded. NASA selected Lockheed to design the technology for the spacecraft. He showed a comparison of spacecraft vehicles. The X-33 is an experimental craft that is being designed now. The craft is built around fuel tanks. It is run by computers. There has been a carbon fiber tank problem which failed in testing in November 1999. They haven't decided yet how to move forward on this and right now it is on hold. The flight operations center is at Edwards Air Force Base in California and could be launched to Dugway testing field in Utah. The X-33 would only use an eight person control room and is fully reusable. It would be a 450 mile, 14 minute flight from California to Dugway, Utah. The craft is 170' long and the payload base is 53' long. It would weigh 3,300,000 pounds when lifting off. It would cost about four billion dollars and would have a turnaround time of about 3 ½ to 7 days. It would only need a team of about 300 people as compared to 25,000 people on the space shuttle. This could bring more than one billion dollars a year in economic activity into our state. This would be the single largest economic development in the history of the State of Utah. Lockheed would employ about 400 people in Utah at around \$80,000 a year.

Two spaceport sites are required. The sites would be geographically separated and would cost about \$500 million each. There were 32 sites submitted in 16 states. Five of those are in Utah. The Wah Wah Valley site was selected in Utah. There would be a landing site and two operation centers that would have to be built along with roadwork, utilities, etc. Also a cryogenics plant would have to be constructed. It would take a work force of about 3,000 for approximately three years and then it would start to drop off. The western site competition is Texas, Oklahoma, New Mexico, Nevada, California, Washington, Idaho and Montana. He said he believes Nevada is the toughest competitor. Why compete for this? It would expand the economy for the expanding population. It would be the foundation for the aerospace industry growth in Utah. Governor Leavitt has formed a task force on this which is the Wah Wah Valley Interlocal Cooperation Entity.

The schedule on this project is:

Safety study	5/00 through 8/00
EIS	3/00 through 7/02
RRP	2/01 through 11/01
Selection of sites -	11/01 through 4/02
Site construction	1/03 through 12/06
In operation	7/07

Utah's best asset is elevation and site, no one else has matched it yet.

11. There was discussion on the next meeting date. The first Tuesday is July 4. Other dates were discussed and it was agreed that Thursday, July 6 would be the best date. Scott Truman indicated a tentative location for that meeting was Cedar Breaks or Brianhead but notices will be sent out to indicate a location for that meeting. Some of the items that will be on the agenda for that meeting include:

Colorado River Issues - Ron Thompson and Bruce Barrett

St. George Regional Airport - John Willie will arrange for a discussion on this

Parashont National Monument - Roger Taylor

Impacts of closure of snowmobiling on Cedar Breaks Gordon Topham & Vic Knox -

12. There being no further business before the council, the meeting was adjourned.

Secretary

APPENDIX A

Reed Harris
Dianne Nielson
Cary Peterson
Jack Lemmon
Vane Campbell
Becky Hammond
William Lund
Gordon Topham
Norman Carroll
John Willie
Alan Gardner
Louise Liston
Jeannine Holt
Karen Alvey
Vic Knox
Don Falvey
Les Prall
Bruce Barrett
Clark Mackay
Scott Munson
Doug Carriger
Peter Rowley
Jay Lee
Shauna Johnson
Wayne Thomas
Mike Small