



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR Geoffrey Chesnut • ICRTAC CHAIR—Rob Dotson • PLANNING MANAGER—Nathan Wiberg

MINUTES

Rural Transportation Advisory Committee (RTAC)

October 4, 2023, 1:30 pm

Parowan City Offices

35 E 100 N, Parowan, UT 84761

MEMBERS IN ATTENDANCE:

Rob Dotson
Chris Hall
Reed Erickson
Dan Jessen
Jonathan Stathis
Aldo Biasi

MEMBERS EXCUSED:

Todd Robinson
Stoney Shugart

OTHERS IN ATTENDANCE:

Nate Wiberg
Scott Buys
Richard Wilson

REPRESENTING:

Enoch City
UDOT
Iron County Planning
Parowan City
Cedar City
Brian Head

REPRESENTING:

Paragonah
Kanarraville

REPRESENTING:

Five County Association of Governments
Five County Association of Governments
Iron County Engineering

1. **Quorum Declaration**

Mr. Rob Dotson welcomed everyone and declared a quorum present.

2. **Approve Minutes – August 2, 2023**

Reed Erickson made a motion to approve the August 2, 2023, minutes. Dan Jessen seconded the motion. The motion was carried by a unanimous vote.

3. **Adjusted Urban Area Boundary**

Mr. Ben Maughan explained that he will update the group on where UDOT is in the process of the urban boundary update and what to expect moving forward. Nate Wiberg asked if Ben would talk about what the update is, why they are doing it, and explain the map to the group. Ben shared the urban boundary map on screen with the group to see and explained that the map has many layers and contains census data and geographies. Ben stated that he would look at disseminating information to the group through Nate. Ben explained that the Census uses their own data to determine an urban boundary shape. They start with the urban core that has a high density of housing units and population and then move to adjacent blocks. He also discussed that the boundaries can be tricky between urban and rural areas. Ben continued by explaining that UDOT is looking at a larger area than the Census defined urban area for planning purposes.



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Ben said that there are different pots of money for urban and rural areas.

It was explained that the population in the adjusted urban area boundary cannot be included in the funding analysis. Ben discussed a few federal aid eligible roads within the adjusted urbanized boundary to help clarify why UDOT is looking to expand the adjusted urbanized boundary.

Nate Wiberg asked if Parowan is ineligible for certain types of funding due to being outside of the boundary. Ben explained that MPOs sometimes have small, medium, and large urban areas that they can allocate different funding to, which might be a similar case for the RPO.

Chris Hall stated that the RPO anticipates becoming an MPO in the next couple of years and emphasized that this map shouldn't be indicative of what the boundary will be when the RPO becomes an MPO. Ben responded by explaining that there was too far of a gap between the Census defined urbanized area and Parowan, for Parowan to be looped into the urbanized boundary. Ben also stated that he would take that question to their FHWA partners. Chris Hall explained that MPOs are supposed to be an organization that collaborates transportation planning within an area and that Cedar City and Parowan are closely linked with transportation. So, when the RPO becomes an MPO, they need those boundaries to include Parowan to adequately address the transportation in the region. Chris emphasized that he doesn't want this map to limit what the MPO boundaries may be in the future. Dan Jessen commented that our cities are going toward each other.

Nate Wiberg asked if Ben could speak to what this process means for functional classification. Ben had the group look at the map and explained that it excludes the local network and that UDOT is responsible in conjunction with the census to update the functional classification map. He continued to explain that UDOT looks at the State routes, analyzes if they are prioritizing their network appropriately, and if they have the right balance of arterials and collectors. They also review the entire federal aid network within the State. UDOT wants to make sure their classifications aligned with local visions.

Rob Dotson asked: at what point does a local road become a state road? Chris Hall explained that roads only become state roads through state legislation. He also discussed that the RPO members need to look at their local transportation master plans and determine if it matches the State's functional classification. He also explained that the State must balance the classification. Chris continued by stating that local jurisdictions can't add more of those classifications just because they want to. He explained that adding additional classifications doesn't necessarily mean that more funding will become available for those roads.

Nate Wiberg asked if the cities need to look at their master plans and get comments back to Ben Maughan. Chris Hall mentioned that Cedar City and Enoch have recently updated their Transportation Master Plans and that they should take a quick look to double check if the State's classifications line up with their local plans. Ben Maughan discussed that UDOT tries to account for local planning. Ben discussed that the current map is the official record and that the process won't be



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complete until 2025. He also stated that the Census count was done in 2020 and the actual urban designation wasn't released until December of 2022.

There was a short discussion about the threshold of becoming an MPO. Nate mentioned that the RTAC has not discussed trying to become an MPO before the next Census.

Ben discussed how terminologies changed at the Federal Register. He also mentioned that he doesn't think the adjusted urban area boundary can stretch to Parowan, but he does think that there is a route for the MPO boundary to do so and is happy to work on that process with the group. Ben stated that he would send out the information for feedback but won't need comments back for a few months.

4. Update Corridor Preservation Policy

Richard Wilson passed out a copy of the draft Corridor Preservation Policy and explained that there was a change on page three due to a county planner not always being available when they present to the Council of Governments regarding funding requests or purchases. Richard asked if there was anything missing in the process.

There was considerable discussion about Step 1 and 2. It was determined that anywhere in step 2 that it says RTAC will be changed to ICRPO. Richard will review whether to keep the wording "State of Utah" in the first sentence and whether the State can apply. They will also leave out "there is no fee." The wording "by monthly" will also be taken out. Items B and C of Step 2 can be combined. In step 3, "Their March meeting" will be removed from "Council of Governments reviews the project requests at their March meeting." In Step 2, "complete application for funding" should be changed to complete application to be added to the Priority List. Richard said that he will work on it again and bring it back to the group. Rob Dotson brought up the point that most people should be able to understand the document when they read it. There was some discussion about being able to understand code and clarity of documents.

5. Transportation Priority List

Nate Wiberg discussed that he reviewed previous notes and minutes and has highlighted the changes to the Transportation Priority List as well as added a notes column about the changes.

Chris Hall made a comment about project C7, and discussed whether the project should be part of an I-15 widening project, which will also help it get TIF funding. Nate commented that projects C7 and C8 were combined as discussed in a previous meeting, but that the cost has not yet been combined. Chris Hall asked to have an I-15 widening project added to the list. There was discussion about the I-15 widening project, the acceleration and deceleration lanes, and the ramps. It was determined to move the combined C7 and C8 project to the Safety List and remove it from the TIF priority.

Based on previous discussions, the group stated that C18 would be split into two projects. The project to realign SR-271 to SR-274 with a four-legged intersection will be listed as project 18 and the Airport Road Loop will be listed as 18A. There was further discussion about the alignment and



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intersections for the Airport Road Loop. Chris Hall stated that UDOT doesn't need to be listed as a participant for the Airport Loop project. It was determined that the project will be listed as phase 1 for both general phasing and RPO phasing.

Rob Dotson stated that project C40 Needs to be changed from \$12 million to \$16 million.

Project C34 needs to be moved from the Capacity list to the Safety list and the project cost will need to be changed from \$3.5 million to \$150,000. There was some discussion about applying for the grant.

Nate Wiberg brought up the Center Street overpass at I-15 project for the group to discuss. Through the discussion it was determined that there would be two projects. One project will be a roundabout at 1150 West to Replace the 4-way stop, which will be listed as a Capacity project; and the other being a sidewalk I-15 overpass on Center Street, listed as a Transportation Alternatives project. The potential funding sources for the sidewalk overpass will be listed as UDOT and Cedar City, and phasing will be listed as phase-1 for RPO and General phasing. The potential funding sources for the roundabout will be UDOT and the phasing will be listed as phase-1 for RPO and General phasing.

Aldo Biasi stated that the project TA5 can be moved to the completed list as Brian Head is finishing that project right now.

Reed Erickson made a motion to send the amended Prioritization List to the RTEC. Chris Hall seconded the motion. The motion passed unanimously.

6. Belt Route Property Acquisition

Richard Wilson passed out an appraisal of real property packet for the group to review. The property they are seeking to purchase is along the Belt Route located at 4000 N 4400 W. He explained that he spoke with the Council of Governments at the last meeting, he contacted the owners because they had it listed for sale, they are willing to sell it to the county, so he moved forward with the appraisal. Richard drew the group's attention to the page that shows the comparable sales. The asking price is \$230,000 but the appraisal came in at \$210,000. Richard told the owner that they wouldn't purchase the property for more than the appraised value.

There was some discussion about zoning, ordinances, and lot sizes in the County. Reed Erickson explained that they would need to change some of those ordinances so they can allow for smaller lots, which will allow the County to sell the remaining property, which would in turn let the funding go back into the corridor preservation fund. There was discussion of what could be done to meet the minimum zoning standards. Richard stated that that the property comes with a 1956 water right. There was further discussion about the water right and that the well is shared and is active.

There was discussion about keeping track of property that needs to be sold. Richard mentioned that he would hope that the properties that need to be sold will not have to be on the County books for a long period. There was also some discussion about access to the properties.



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Dan Jesson made a motion of favorable recommendation to the RTEC to purchase the property located at 4000 N 4400 W, using corridor preservation funds with the stipulation that the new parcels are sold off as soon as possible and move the funding back into the corridor preservation fund. Aldo Biasi seconded the motion. The motion passed unanimously.

7. City Council Meeting Discussion

Nate Wiberg explained that he met a city council member at the ULCT conference that did not know what the RPO is or that transportation planning is happening at the regional level. Nate stated that he will start meeting with City Councils once or twice a year starting in February to give RPO updates. Rob Dotson stated that it was shocking that City Council members didn't have any idea what the RPO is, or that the RPO does transportation planning. He mentioned that it is obvious that the information is not passing through to the elected bodies very well.

8. Project / Studies Updates

A. SR-130, SR-56 Solutions Development Study:

- i. Jonathan Stathis stated that they are getting closer to the end of the planning process and that the consultant had Lego cross sections of the roads. Chris Hall elaborated on the cross sections and that they are too scale. Richard stated that they are looking at medians through the most heavily traveled areas and that there are many access points in those areas that are high conflict points. He mentioned that the Fire Department had some concerns about some of the accesses and to address those concerns they could remove some of the landscaping for mountable curbs so emergency vehicles can cross. Chris said that right now, there wouldn't be any medians through intersections. There was a short discussion about how too many medians can cause negative impacts. The timeline for the formal recommendations has not yet been determined. Chris Hall described the process to move to the final recommendation. There was an additional discussion about access management.

B. Other Transportation Projects:

- i. Jonathan mentioned that the I-15 South Interchange project is still in public comment and that UDOT has identified five alternatives for the South Interchange. There was some discussion about how cost is not part of the EIS process.
- ii. Rob Dotson Stated that they just finalized the SR-130 acquisition right of way. Chris Hall follow-up that by stating that they are looking to preserve 130-foot corridor for SR-130. Five lanes of traffic and a multi-use path on one side and a sidewalk on the other. There is funding for UDOT to purchase property from willing sellers along the corridor. There was discussion about how it would be ideal to purchase property on both sides of the road.



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- iii. There was discussion about the smaller cities combining to get their streets chip sealed. Several cities in the county have had a hard time finding people to lay chip seal.

9. UDOT Updates

Chris Hall said that UDOT is just about done with their paving on SR-14. There was a short discussion about a chip project that got pushed off.

10. Other Discussion Items:

- A. **Next Meeting** – December 6, 2023:
Location: Enoch

11. Adjourn

Reed Erickson made a motion to adjourn the meeting; it was seconded by Aldo Biasi. The motion passed unanimously.

DRAFT