



IRON COUNTY RURAL PLANNING ORGANIZATION

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

MINUTES

Rural Transportation Advisory Committee (RTAC)

February 7, 2024, 1:30 pm

Kanarraville Town Offices

40 South Main St.

Kanarraville, UT 84742

MEMBERS IN ATTENDANCE:

Rob Dotson
Chris Hall
Dan Jessen
Aldo Biasi
Reed Erickson
John Batty
Richard Wilson

MEMBERS EXCUSED:

Todd Robinson
Stoney Shugart
Jonathan Stathis

OTHERS IN ATTENDANCE:

Nate Wiberg
Cody Christensen
Randy Smith
Nate Wallentine
Heidi Loveland

REPRESENTING:

Enoch City
UDOT
Parowan City
Brian Head
Iron County Planning
Kanarraville
Iron County Engineering

REPRESENTING:

Paragonah
Kanarraville
Cedar City

REPRESENTING:

Five County Association of Governments
Five County Association of Governments
Sunrise Engineering
Sunrise Engineering
Kanarraville



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1. Quorum Declaration

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

2. Approve Minutes – December 6, 2023

Rich Wilson made a motion to approve the December 6, 2023, minutes. Aldo Biasi seconded the motion. The motion was carried by a unanimous vote.

3. Elect New RTAC Chair and Vice Chair

There was a discussion about this item not applying at this meeting because the term of the Chair and Vice Chair is not up for another year.

Dan Jessen made a motion to table this item because it does not apply. There was no second and no other discussion.

4. Safe Streets & Roads for All (SS4A)

Reed Erickson discussed that Iron County received the template for their contract and that they will need to fill it out. Once they sign contract, they can start the RFP process. Rich Wilson explained that several consultants reached out to Iron County about the grant and wanted to know if anyone can think of other consultants that should be contacted beyond the regular RFP process. Nate Wiberg offered the MPO's SS4A documents as a reference for Iron County.

There was discussion about whether Cedar City Council has rejected their initial SS4A award so they can be part of the Iron County's grant. There was no determination because Cedar City did not have representation at this RTAC meeting.

Rob Dotson welcomed John Batty and there was a discussion about how the RPO is involved with regional transportation planning and why it is important. There was further discussion about what the RPO does.

Reed Erickson explained that SS4A stands Safe Streets for All, that there are two types of funding available, and that Iron County applied for a Safety Planning grant for the entire county including the municipalities. He also explained that community outreach will be part of the planning process. Reed stated that they have not hired an engineer and that they have not gone through the RFP process yet. There was discussion about how transportation planning can help when applying for project funding.

There was a discussion about the cost estimates on the transportation priority list, particularly, where they came from and that they are not design level cost estimates. It was stated that the Transportation Priority list is discussed at every meeting. There was a discussion about how project timelines can move up for a variety of reasons.

Advertising the RFP is the next step for the SS4A grant. There was discussion that Iron County will manage reimbursements and Five County AOG will help to administer the process.



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5. 2024 Meeting Schedule and Roster

Nathan Wiberg explained that the schedule and roster is reviewed annually and that the Chair and Vice Chair will stay the same for another year. It was determined that the RTAC will hold their meetings in the same location as the RTEC except for the New Castle Fire Station. It was determined that John Batty will serve on the RTAC Advisory Committee for Kanarrville Town.

6. Continue Corridor Preservation Policy Discussion

Rob Dotson explained how there is a fee during vehicle registration that allows local entities to purchase property for corridor preservation. He continued to explain that the Council of Governments (COG) can request funding based on applications for corridor preservation and that the County Commissioners manage the fund. Further there is a list of projects specifically for Corridor Preservation. The list must follow Utah State code. The management of the list was explained.

Richard Wilson explained that there is repetitive language in the policy and that they are working to clarify the document. He also explained that the numbers on the list do not reflect the priorities of the projects because the list does not prioritize one project over another. He discussed that the RPO can only add projects to the list once a year. There was discussion about specific language in the policy. He explained that the group should continue to use the old system until the update is complete. Richard discussed a project that is not Policy.

There was discussion amongst the group about mapping projects on the transportation priority list and corridor preservation list and whether there is a benefit to map the corridor preservation list or not.

It was determined that the group would review the policy changes at a later date, and that the current policy will be followed until the update is complete.

7. Add 5200 N in Enoch to the Corridor Preservation Priority List

Rob Dotson explained that he submitted an application to Iron County for a one-acre piece of property located at 5200 North in Enoch City. He explained that he has been negotiating with the owner for several years and they have a willing seller right now. 5200 North is a future collector road. He also talked about how the property adjacent to the 5200 North is going for a zone change for development.

Reed Erickson made a motion to add 5200 N in Enoch to the Corridor Preservation Priority List. Dan Jessen seconded the motion.

8. Transportation Priority List

Nate Wiberg explained the formatting of the list to the group. Rob Dotson stated that this item is not an action item and asked if anyone has any project updates on the list.



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Dan Jessen stated that they hired Jones and DeMille to do a feasibility study on the Main Street Bridge in Parowan and that it was presented to the City Council. Dan explained that the study revealed that keeping the bridge at Mainstreet, rather than 100 West is the most feasible option and that they will keep it in that location. He also said that they have informed the Joint Highway Committee about their intentions to not move the bridge. Parowan has started the process of hiring an engineer. Dan stated that in order for the project to happen, they will have to remove the farmers diversion, which will be part of a different project. They will try to have the diversion finished by winter of 2024 so that they can start construction on the bridge by fall of 2025. The Joint Highways grant for the project is for \$5,044,000 with a local match from Parowan. If they would have moved the bridge to 100 West, it would have been several million dollars over budget. Dan explained that the rough cost estimate from the feasibility study was \$2.7 million. However, the study did not include an active transportation element on the bridge or the cost of moving utilities to go under the channel. Even with those elements added to the project, Dan thinks there will still be wiggle room between \$2.7 million and \$5 million.

Richard Wilson talked about how the sidewalk project over the interstate may need to be held off until the roundabout at SUU is complete due to potential flooding issues. Dan Jessen stated that the estimated cost should be updated because it is way off. Nate Wiberg said that he would get the details for that project so he can update the list. Chris hall mentioned that the sidewalk was funded with the UDOT Transportation Alternative program.

Aldo Biasi discussed that Brian Head needs to add a one-mile paved path along SR-143 to Hunter Ridge. He also mentioned that project number TA16 (SR-143 shoulder beautification) on the list the list is part of a beautification bond that passed. There was a discussion that this project needs to be changed from RPO phase 2 to RPO phase 1. There was a short discussion about the difference between RPO phasing and General phasing on the list.

Rob Dotson stated that Enoch City applied for a \$150,000 UDOT planning grant for the Enoch City underpass feasibility study. Chris Hall stated that he is not sure which projects will be funded and that he has not heard when those awards will be announced.

9. Project / Studies Updates

* Agenda Items 8 and 9 were done simultaneously.

10. Other Discussion Items:

Richard Wilson talked about how the owners of the Roberston property on the belt route got another appraisal which came in at \$10,000 more than the initial appraisal. Richard explained to the owners of the property that the Iron County would have to go back through the approval process to move forward for more money. The RPO members discussed that they could either go back through the process and have the COG approve more funding, or the entity could use general



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funds to cover the extra costs from the higher appraisal. Richard stated that it would be a good idea to have the second appraisal done at the same time as the initial one. There was further discussion about a higher secondary appraisal.

Reed Erickson suggested that the RTAC support the project and request \$10,000 on the next COG agenda. Rob Dotson asked if anybody opposed Reed Erickson’s suggestion. Present RTAC members acquiescence the suggestion.

Nate Wiberg explained that the RPO Transportation Plan has been needing an update, but he got behind with the update of the travel demand model. He hopes to start working on the plan one section at a time. He said he doesn’t know about it yet. Rob Dotson suggested sending it out to the RTAC.

- A. **Next Meeting** – April 3, 2024:
Location: Cedar City

There was a quick introduction from Randy Smith and Nate Wallentine from Sunrise Engineering

- 11. **Adjourn** – The meeting was adjourned.

DRAFT