



# IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

## MINUTES

### Rural Transportation Advisory Committee (RTAC)

March 1, 2017, 1:30 p.m.

Iron County Offices

82 North 100 East, Cedar City, UT

#### **MEMBERS IN ATTENDANCE:**

Mr. Steve Platt  
Mr. Kit Wareham  
Mr. Rob Dotson  
Mr. Jim McConnell

#### **REPRESENTING:**

Iron County  
Cedar City  
Enoch City Manager  
Utah Dept. of Transportation

#### **MEMBERS EXCUSED:**

Mr. Shane Williamson  
Mr. Josh Jones  
Mr. Stoney Shugart  
Mayor Connie Robinson

#### **REPRESENTING:**

Brian Head Town  
Parowan City  
Kanarraville Town  
Paragonah Town

#### **OTHERS IN ATTENDANCE:**

Mr. Dave Demas  
Curt Hutchings  
Janet Hansen  
Robert Muston  
John W. McArtor

#### **REPRESENTING:**

Five County Assoc. of Governments  
Five County Assoc. of Governments  
C.W. Arrington & Associates  
C.W. Arrington & Associates  
Western Capital

#### **I. Quorum Declaration**

The meeting was chaired by Mr. Kit Wareham. He welcomed those in attendance and declared that there was a quorum present to conduct business.

#### **II. Approve Minutes – January 4, 2017 Meeting**

Mr. Kit Wareham, Chair, presented minutes of the January 4, 2017 meeting for discussion and consideration.

**A motion was made by Mr. Steve Platt, seconded by Mr. Jim McConnell, to approve minutes of the January 4, 2017 as presented. Motion carried by unanimous vote.**



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### III. Discussion on UDOT funding for Road Projects in Small Urban Clusters for Qualified Roads

Mr. Kit Wareham reported that he attended the Joint Highway Committee meeting where Cedar City received approval for the last phase required to tie in Coal Creek Road with Kitty Hawk Road. He mentioned that attendance at the committee meetings used to be pretty small until they added small urban cluster representatives who could also make proposals for roads. The last request for projects that was released only resulted in three project proposals being submitted for consideration. Projects must be included on the functional class roads system in order to submit an application for funding. He encouraged other jurisdictions to submit applications for funding if they have a road that would be eligible. The application process includes development of a plan, cost estimate, cost benefit analysis, etc. Mr. Dave Demas noted that it is nice if the project is included on a concept plan for the Iron County RPO. An Excel spreadsheet is provided for use in developing the project estimated cost. He also noted that the Parowan bridge project estimate was originally for approximately \$500,000 to make upgrades; however, Parowan has submitted an application for \$1.5 million to rebuild parapits, widen, and add sidewalks etc. Mr. Kit Wareham mentioned that these are federal funds that have a lot of red tape attached. Cedar City was able to initiate a trade to eliminate federal funding on their project. The funds can be used for new construction and/or rehabilitation projects. Midvalley Road is a functional class road that would be eligible for submission of an application for funding. The funding is out quite a way, but jurisdictions need to get involved in the process. Mr. Kit Wareham noted that the next project that comes to mind for Cedar City is West View Drive. The city is budgeting for a small section of this road this year from the Nursery down to the SUU farm. This may be a good road to consider because of the connection between SR-56 and the Kanarrville I-15 Interchange. The JHC has been a good source of funding for the Coal Creek Road which has been done in phases.

### IV. Regional Transportation Plan (RTP) Update

Mr. Dave Demas reported that the project prioritization list has been signed and those projects will be added to the RTP. Staff will also be working to add a section in the plan to address freight. The map will also be updated to reflect all the new projects. Other edits that have been provided have been incorporated into the plan. Once the other items are complete, a final copy will be provided to committee members for review and input. He noted that the only thing lacking on the project list are cost estimates for some of the projects. The street lighting in Cedar City around SUU is lacking a cost estimate and it would be beneficial to have at least a planning level estimate.



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## V. Cedar Valley Belt Route Update

Mr. Dave Demas asked that consultants provide an introduction. Mr. John McArtor introduced himself and noted that he is new to the area. Mr. Robert Muston introduced himself and Ms. Jenet Hansen with C.W. Arrington and Associates. He reported that Mr. Arrington recently won a lawsuit in Cedar City dealing with a home that he purchased 12 years ago. The company is interested in some type of development in the Cedar City area, and representatives present today are interested in learning about the Cedar Valley Belt Route. Mr. Arrington lived in Cedar City many years ago and he is an engineer/developer. He now lives in Indiana, but he is focused on the Cedar City area with an interest in commercial development. Mr. Steve Platt indicated that a map of the belt route would be available in his office for review after the meeting. Mr. Dave Demas noted that Cedar City also has a planning map that shows the alignment. There is also a map posted on the Five County AOG website in the Regional Transportation Plan. The route is located on the west side of the valley and review of a map is the best way to understand the route.

Mr. Jim McConnell explained that one portion of the route has been constructed from Exit 51 north to SR-56 west of the Port 51 industrial park on 5700 West in Cedar City. Alignment for the remaining portion of the corridor is where discussion is focused today. It was explained that the Iron County Rural Planning Organization is a transportation planning group that would not be involved in any type of industrial or commercial development plans. Each individual city and the county would administer zoning requirements for development of specific areas within their jurisdiction. The focus of the RPO deals with regional transportation issues. Mr. Steve Platt explained that in approximately five years' additional construction will extend the road to 4800 North. How the route gets back to I-15 will be part of the discussion today. Mr. Dave Demas indicated that a needs/alignment study is still under discussion to determine where the route will tie in at Enoch and/or Summit.

Mr. Dave Demas reported that he and Mr. Reed Erickson met last week with UDOT planning staff to discuss how an update of the transportation model could be accomplished. UDOT is currently in the process of updating the model for Park City, and this appeared to be an opportune time for the RPO to request assistance as well. The discussion centered on potential issues as well as county growth, etc. It was a very good meeting and UDOT staff is on board with seeing a need to help the RPO. However, it is an expensive endeavor to update the model moving forward. Even though the area is covered in the state transportation model, there are not enough information or traffic analysis zones to really help decide the need in terms of this route. UDOT will be making a proposal to update the model putting together the traffic analysis zones (TAZ) that would help with analyzing the area to put information



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into a format where a consultant could run the model for Iron County from the state model. However, in exchange they may want Iron County to provide the socioeconomic data that goes into the model. This will require some effort on the part of UDOT and the county staff. This agreement would be in place for future requests for any model update. He explained that it takes about 12-14 hours to run the statewide model specifically for Iron County and it would be fairly expensive to pull this out from the state model to run independently for the county. He also explained that it takes a lot of time and effort to learn how to run the model. A consultant is onboard in Washington County that runs the model for the Metropolitan Planning Organization (MPO). Another alternative would be what is called a “sub-model” which would not be as expensive as having an individual model for the RPO. This runs within the state model, but you can run just your portion of the model. This would be similar to what is being done for Park City. Staff is hopeful that this would help cut some of the potential costs down in the future. A figure of as much as \$150,000 was provided as the cost estimate, but that would not be borne by the RPO. UDOT staff will be discussing this proposal to determine how they can partner with the RPO. UDOT will get back with staff to outline what they may be able to provide.

Mr. Dave Demas reported that a firm in St. George does all the modeling for the MPO and staff will request that this firm meet with county staff to explain the extent of adding the socioeconomic data and a potential cost estimate. Most often the TAZ data does not match up with Census blocks, which requires data to be pulled out and reentered into the model. It would be good to get a model for this area at a significant cost savings. It was noted that data is already populated into the state model for traffic analysis zones, but it would need to be updated more specific to this area. The Iron County data in the current state model is more focused on I-15, SR-56, and other major routes. Staff will first need to understand what data is needed and then determine how to accomplish collecting it for input into the model. Mr. Rob Dotson explained that Enoch City utilizes two tools, one called Utah Cities Data provided by the University of Utah. A lot of this information is available at the city level from various sources, including the U.S. Census. Data is also available from the Department of Workforce Services for counties and cities. A number of new Traffic Analysis Zones would need to be established that focus on the belt route for data collection. It is possible that the consultant would be willing to also meet with the RTAC at some point to discuss how the model is populated and how it works. This is a good opportunity for the RPO to work and partner with UDOT. Cities know their area and are able to provide better data for input into the model. The alignment and needs studies can still be accomplished for the belt route to tie into either Enoch or Summit. The needs analysis can be done independently to determine when the road



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is needed, timing, etc. looking at each of the interchange locations. Iron County also needs an alignment study because of development interest expressed for the Summit Interchange location. It is important to pinpoint access in this area regardless of when or whether the belt route ties into this area. It was noted that UDOT purchased right-of-way for the Bangerter Highway twenty years before it was constructed, and this would be a similar type of situation. Mr. Jim McConnell noted that there are other corridors, such as the Mountain View Corridor, where the right-of-way has been purchased with corridor preservation funds. It was good for UDOT planning staff to get a better feel for what is happening in Iron County and what could potentially occur over the next 10-20 years. The solar plants that have been constructed are impacting potential road right-of-way and it is important to pinpoint the alignment of this corridor.

## VI. RPO Funding Request

Mr. Curt Hutchings explained that every year this discussion and recommendation for funding is approved for presentation to the Iron County Coordinating Council. The Board of Iron County Commissioners must also take action to approve funding for the work that the Iron County Rural Planning Organization undertakes. The RPO was first organized in 2010 with initial approval of \$50,000 on an annual basis, but it was quickly realized that \$40,000 in funding was a sufficient amount to cover work of the RPO. There have been approximately \$23 million worth of project that have been funded or completed within the RPO. Working together and collaborating as a group assists in promoting various projects. Having a representative from UDOT serve on the committee has also provided good support to move projects forward. Staff is requesting a recommendation to the Executive Committee for approval of \$40,000 in continued funding for 2018. Mr. Dave Demas mentioned that this funding is taken from the planning monies in the corridor preservation fund.

**A motion was made by Mr. Steve Platt, seconded by Mr. Rob Dotson, to approve this request and recommendation to the Executive Committee for \$40,000 in funding to the Iron County Rural Planning Organization for 2018, providing that the amount is within the corridor preservation fund limit of 20% for planning as required by the Utah State law. The motion carried by unanimous vote.**

Mr. Rob Dotson asked to be excused and left the meeting.

## VII. UDOT Report

Mr. Jim McConnell reported on upcoming projects as follows: **1) State Route 143, Milepost 9 above the chain-up area--** Drainage improvement will be made in this area to widen shoulders, realignment of the creek, etc. Sunroc is the contractor and



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construction is slated to begin July 5<sup>th</sup> after the high-water runoff; **2) SR-143, Milepost 3.6 above the cemetery--** The project bid last week and was awarded to Dennis Laird Construction to construct a large box culvert. Utility work will start after the notice to proceed is issued in April. This area is wide enough on the east side to accommodate a trail and there is some TAP funding that Parowan City may be able to secure; and **3) SR-20, Runaway Truck Ramp above State Shed--** The bid was awarded to Mel Clark and construction is slated to begin in May. State Route 130 is the new 3-D project that will be undertaken next year to add northbound and southbound lanes from I-15 to Midvalley Road. UDOT completed a 3-D design project on SR-20 last year, and this was the first project done with 3-D design in the nation. Mr. Kit Wareham reported that this is essentially what the contractor did on the Coal Creek project in Cedar by plugging the digital design into his computer. A reconstruction of I-15 from the county line to milepost 51 is scheduled for next year. It was noted that SR-14 has been designated as a national bike route. However, it is very dangerous for bikers because of the narrow shoulders.

## VIII. Other Discussion

- A. **Next Meeting:** The next meeting is scheduled for May 3, 2017 at the Parowan City Offices beginning at 1:30 p.m.
- B. **Other Discussion Items:** Mr. Dave Demas provided copies of the local government UDOT meeting scheduled to be held on March 13, 2017 in Beaver. The handout also contains information about the Transportation Commission Meeting scheduled to be held in St. George at the City Council Chambers on March 17<sup>th</sup>.

Mr. Robert Muston asked about the Lake Powell Pipeline and the decision that Iron County would no longer participate in the project. Mr. Kit Wareham explained that the Iron County Water Conservancy District made that determination. Mr. Muston was disappointed noting that his client (and investors) was willing to pay the cost to get the water to the area. Staff encouraged Mr. Muston to attend meetings of the Iron County Water Conservancy District to ask questions regarding the pipeline.

## IX. Adjourn

Being no further business, the meeting concluded at 2:30 p.m.