



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR MAILE WILSON-EDWARDS • ICRTAC CHAIR—KIT WAREHAM • PLANNING MANAGER—CURT HUTCHINGS

MINUTES

Rural Transportation Advisory Committee (RTAC)

October 3, 2018, 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. Aldo Biasi
Steve Swann
Clayton Wilson

REPRESENTING:

Iron County
Cedar City
Enoch City
Brian Head Town
Cedar Highlands Town
Utah Department of Transportation

MEMBERS EXCUSED:

Mr. Stoney Shugart
Mr. Cleve Matheson
Mayor Todd Robinson

REPRESENTING:

Kanarraville Town
Parowan City
Paragonah Town

OTHERS IN ATTENDANCE:

Mr. Dave Demas
Mr. Reed Erickson
Rick Torgerson

REPRESENTING:

Five County Association of Governments
Iron County
Utah Department of Transportation

I. Quorum Declaration

Mr. Kit Wareham, Chair, declared that a quorum was present to conduct business.

II. Approve Minutes – June 6, 2018 Meeting

Mr. Kit Wareham, Chair, referenced minutes of the June 6, 2018 meeting for discussion and approval.

A motion was made by Mr. Steve Platt, seconded by Mayor Steve Swann, to approve minutes of the June 6, 2018 meeting as presented. Motion carried by unanimous vote.

III. Elect a New Chair

Mr. Dave Demas indicated that it is time to elect a new Chair and Vice-Chair.



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A motion was made by Mr. Steve Platt, seconded by Mr. Rob Dotson, to elect Mr. Kit Wareham to serve as Chair for an additional two year term. Motion carried by unanimous vote.

IV. Elect a New Vice-Chair

Mr. Dave Demas mentioned that this was an agenda item for a previous meeting, but a quorum was not present to conduct business. It was suggested that Mr. Rob Dotson be appointed to serve in this capacity.

A motion was made by Mr. Clayton Wilson, seconded by Mr. Steve Platt, to elect Mr. Rob Dotson to serve as Vice-Chair for a two year term. Motion carried by unanimous vote.

V. Council of Governments (COG) Priority List Ratification

Mr. Dave Demas provided copies of the Final Iron County Council of Governments Annual Master Corridor Preservation Project Priority List that was emailed to members for approval prior to the RTEC meeting. This was addressed in order for Cedar City to move forward with a request to the COG for corridor preservation funds. The prioritized list and the request from Cedar City for corridor preservation funds were both approved by the COG. A majority of RTAC members responded to the email and staff is asking the group to ratify those actions today. He noted that this is a one year list that is set for a calendar year. Any projects that come up would have to wait a year to be brought onto the list. Applications for corridor preservation funds are available at the Iron County Planner's office.

A motion was made by Mr. Rob Dotson, seconded by Mr. Steve Platt, to ratify approval of the COG Master Corridor Preservation Project Priority List as presented. Motion carried by unanimous vote.

VI. Bylaws Discussion

Mr. Dave Demas mentioned that RTEC members discussed the concept of a weighted voting system for RTAC and RTEC during their September 5, 2018 meeting. It was the consensus of RTEC members not to move forward with a revised voting system at this time. A draft copy of the Bylaws, as amended July 11, 2018, with changes outlined in red was provided to members. The Bylaws are being amended to include Cedar Highlands Town, to revise the number of participating municipalities from six to seven, to address quorum requirements, and update letterhead with current address of the Five County Association of Governments. The document will be signed by the current chair of the Iron County Rural Transportation Executive Council. Mr. Clayton Wilson indicated that



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UDOT is bringing on a person well versed in planning that will likely represent UDOT on RTAC as well as attend RTEC meetings.

VII. ICRPO Bylaws – Approval of Amendment #1

Mr. Kit Wareham, Chair, entertained a motion for approval of the ICRPO Bylaws Amendment #1.

A motion was made by Mr. Steve Platt, seconded by Mayor Steve Swann, to approve Amendment No. 1 of the ICRPO Bylaws as presented. Motion carried by unanimous vote.

VIII. Cedar Valley Belt Route Study Update

Mr. Reed Erickson, Iron County Planner, reported that an open house will be held on October 24th from 4:30 to 6:30 p.m. at the Festival Hall, Room #7. Email notifications will be provided, the notice will be posted on the Iron County Website, and public service announcements will be placed in local newspapers and announced on radio stations. There will be displays at the open house and staff and consultant representatives will be available to answer questions. The comment period will be left open for the open house and will continue until November 9th. This will allow for the consultant to consider input provided by the public. It is anticipated the Horrocks Engineering will be able to provide a recommendation by the end of November for presentation to the Iron County Commission during their December meeting.

Mr. Steve Platt mentioned that Iron County has scheduled a meeting on October 11th at 9:00 a.m. in his office with Jerad Beard, Travis Bailey, and a railroad representative from Denver, Colorado to discuss how the western belt route will be crossing railroad tracks. UDOT representatives are invited to attend this meeting. One thing that will be discussed is if the county gives up two crossings would they be able to secure a new crossing. Crossings under consideration of abandonment include the crossing on Modena Main Street, and the overpass in Milford that they are hoping to get credit for abandonment. They are hoping that the Milford credit has not been used. Mr. Clayton Wilson, UDOT, indicated that consideration for a future grade separated option should be discussed in terms of right-of-way that is secured for the roadway. If the roadway has a high volume of traffic, this would be the best option. Questions regarding the 5700 West crossing with an overpass should also be open for discussion. In previous discussion it was noted that the 5300 West private crossing conversion to a public would be treated as if it was a new crossing. A separated grade crossing would be more expensive to build, but would not require giving anything up for a new crossing.



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XI. Project Priorities List

Mr. Dave Demas provided an updated copy of the Iron County Rural Planning Organization Transportation Project Priority List with proposed revisions for 2018. Changes to the list are depicted in red throughout each section. This is listed as an action item on the agenda which would allow for approval and forwarding to the Rural Transportation Executive Council (RTEC) for consideration. It is important to complete revisions by the first of the year in order to provide an updated list to UDOT as they go into their STIP process. The group reviewed all changes to the list and committee members provided input. Additional information was provided on several project descriptions and estimated cost information was plugged in for various projects. One project for Brian Head, Steam Engine Drive, has moved to completed projects. There are still a number of projects without estimated costs.

Mr. Demas explained that for some reason the SR-56 Iron Springs Road project had dropped off the list and it has been relisted under capacity projects. Mr. Reed Erickson explained that the project definitely needs to be on the list and it may have to be moved up in priority because Alton Coal will be hauling 150 trucks of coal a day beginning in seven months. They have the federal reserves as well as the contract with a port in Mexico. They plan on hauling the coal on rail to the port. The schedule is for 750,000 metric tons in 2019 with a three year agreement where they will go to 2 million metric tons a year in 2021. Mr. Dave Demas indicated that the record of decision has been issued for the environmental process and advertisement will be placed for someone to mine the coal (most likely Alton Coal). The off-load facility will be built on property owned by Frank Nichols. This is something that UDOT will need to consider during the STIP process. The study calls for roadway widening and dozens of signs that would need to be upgraded because they are out-dated. The major cost would be road widening all the way out to Iron Springs Road. The project should be titled Iron Springs Road from SR 56 to the load out dock. Mr. Steve Platt questioned whether CIB funding from the mineral lease fund would be available for this project because the coal will be mined on federal land. Mr. Rick Torgerson noted that funding from the Joint Highway Committee would also be an option, but CIB would likely be the best option for funding a project sooner than later. Iron County would need to get this project on the CIB list of projects that is submitted on an annual basis by the Five County Association of Governments.

A new capacity project was added for Cedar City on Industrial Road from 300 West to the Airport for corridor preservation funds to preserve right-of-way because this project will be moving forward in the next three to five years or sooner. This is an important project of regional significance. Mr. Rick Torgerson noted that UDOT has been talking about extending the northbound on-ramp at the South Interchange Bridge. The merge on this on-ramp needs to be extended out. Members agreed that this project should be brought



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onto the list as a safety project. Mr. Clayton Wilson indicated that if UDOT does the project in-house the cost would be about \$50,000, but the cost would likely double if it were to be bid out. To extend the acceleration lane, the cost would be about \$150,000 or more. UDOT will work out a concept and cost estimate for this project.

Mr. Demas reviewed safety projects and noted that the Parowan South I-15 Interchange Re-align has been completed and will be moved to the completed list. The SR-143 climbing lane around milepost 12 is a new project and the SR-143 climbing lanes between milepost 6 and milepost 9 are for approximate locations. Cost estimates for a couple of projects are still needed.

Dollar amounts have been included for the transit connectivity study, development of a regional bike/ped/atv use plan, and coordinated dispatch of transit assets. Three new projects have been added to the study list for bike safety on SR-143, SR-148, and SR-130. Bike safety issues are of concern on all of these roads.

The first project under Transportation Alternatives has been completed and will be moved down on the list. Brian Head Town is discussing how to continue Phase II of this trail south through town. A new project will likely be added as the concept is developed. SR-14 was deleted from the project to widen roads for bike use. A new project was added for bike safety improvements on SR-14 as a result of the recently completed study. Mr. Rick Torgerson indicated that funding is in place for shoulder widening in multiple locations on SR-14. This is in areas where it is possible to widen the roadway. In other areas they are looking at technology for signage where a bike is sensed and lights turn on alerting caution for a cyclist. Using an education campaign is also an option at the bottom of the canyon to provide alerts for events such as moving livestock through the corridor.

One project was added to the transit section for bus stop shelters throughout Brian Head. A concept report was provided for about 12 shelters at an estimated cost of \$62,000.

Funded projects are updated that the most current information to include the belt route Phase II and Phase III needs and alignment study. The Parowan Main Street bridge rehabilitation has been funded through the Joint Highway Commission, but they are looking at doing something different. They are looking to use the amount funded with some additional funds for a replacement bridge that could handle increased capacity.

Mr. Demas indicated that the ranking of projects is considered each year and as projects develop and mature this can change. Mr. Kit Wareham indicated that it has been



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determined that the structure on Coal Creek Road cannot be widened. They are looking at options to change the curves on each side of the structure and construct a separate pedestrian bridge to address safety in this area. Funding is in place to widen the structure, but they will work to move funding around to address issues in the area. A new concept report will be provided for this project. It was also noted that a cost estimate is needed for the Cedar City Main Street lighting project. Mr. Wareham explained that this project should be broken into two phases because funding is in place for a portion of the project from the I-15 north interchange to 800 South. The second phase would be from 800 South to the south I-15 interchange. Mr. Demas indicated that he would tentatively prioritize projects and send out a copy for review of RTAC members. The project for improved lighting and other infrastructure from the University to downtown Cedar is another project listed under TAP funding, but an estimated cost is needed. Mr. Rick Torgerson noted that if it is lighting it should be listed under Safety projects. Mr. Clayton Wilson reported that some safe sidewalk money was left over and it is available if anyone has a project that is ready to go at this point. However, this has to be new sidewalk and it must be on a state route.

X. UDOT Report

Mr. Clayton Wilson, UDOT, reported that committee members are aware of the majority of projects in the area. A micro surface project on I-15 has been completed, and a widening project from milepost 37 to 44 on northbound I-15 is funded to extend the climbing lane almost to the rest area.

The State Route 130 from I-15 to Midvalley Road is a topic of discussion. In order to complete this the way that UDOT would like, the cost is going to be a lot more than originally anticipated. The cost is estimated to be around 11 million which is a lot to present to the Transportation Commission. Options are to move forward with the request to the commission or to amend the scope of work to focus on specific improvements. The intersection by the bowling alley/Maverick is the worst bottleneck area. Spending a lot of the money that is available (\$4.5 million) to make improvements in this area may be an option to extend the four lanes further down. Increased turn movements would also help in this area and it could buy a lot of time capacity wise. Money is already funded to this project and amending the scope of work to spend those funds may be the best option. UDOT is working with a consultant to study this area to come up with a revised concept and what different improvements would provide in terms of capacity. One issue is the need for additional right-of-way in the area of the intersection which may be necessary to acquire if the focus of current funding is spent in this area. Once the study is completed, meetings can be scheduled with Enoch City to discuss options.



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Cedar City Main Street will be the main project next year and it is anticipated that this will be a mess. Night work may be the best option for the micro surface application, but a lot of utility work will need to occur during daytime hours. Parking on Main Street during construction will also be something that the City will need to consider. Specific restrictions and/or requirements need to be in place prior to the bid advertisement. Mr. Kit Wareham indicated that the majority of businesses have rear access. Design for this project is being done in-house by UDOT. Some areas of the project will be mill and fill and other areas will include patching and micro seal. Additional funding was added to the project to deal with a number of curb and gutter issues and this delayed the project for a year.

Shoulder widening and intersection improvements will be undertaken on SR-56 from milepost 32 to milepost 58. Mr. Reed Erickson asked about the impact of having 150 Alton Coal trucks over a 24 hour period coming off the Center Cedar I-15 interchange going onto SR-56. Mr. Clayton Wilson indicated that this would not be that great of an overall impact. Certain intersections that are close to capacity will see some impacts.

Mr. Rick Torgerson reported that UDOT is in the process of updating their long range plan between now and May 2019. The plan will go out to 2050 and is being done in conjunction with MPO long range plan updates. A link to the plan is being sent to all Associations of Government for use in providing comments via the interactive map. Mr. Dave Demas indicated that he would provide a link to committee members and encouraged them to provide comments for any project needs out to 2050. It was noted that projects must be fiscally constrained throughout all phases of the long range plan.

XI. Other Discussion Items

A. Next Meeting: The next meeting will be held on December 5, 2018 in Enoch.

XII. Adjourn

A motion was made by Mr. Steve Platt, seconded by Mayor Steve Swann, to adjourn. Motion carried by unanimous vote.

The meeting adjourned at 2:30 p.m.