



IRON COUNTY RURAL PLANNING ORGANIZATION

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

MINUTES

Transportation Executive Council (RTEC)

Jan. 2, 2013, 2:00 pm

Parowan Library

16 South Main, Parowan City, UT

MEMBERS IN ATTENDANCE:

Mayor H.C. "Dutch" Deutschlander
Mayor Robert Rasmussen
Commissioner Alma Adams
Commissioner Dale Brinkerhoff
Commissioner David Miller
Mayor Keith Williams
Mayor Constance Robinson
Mayor Donald Landes

REPRESENTING:

Brian Head Town
Enoch City
Iron County
Iron County
Iron County
Kanarraville
Paragonah Town
Parowan City

MEMBERS NOT IN ATTENDANCE:

Mayor Joe Burgess

REPRESENTING:

Cedar City

OTHERS IN ATTENDANCE:

Mr. Curt Hutchings
Mr. Dave Demas
Mr. Rick Holman
Mr. Reed Erickson
Mr. Bryce Haderlie
Mr. Shayne Scott
Mr. Rob Dotson
Mr. Tom Stratton

REPRESENTING:

Five County AOG
Five County AOG
Cedar City Manager
Iron County Planner
Brian Head Manager
ICRTAC (Parowan City)
ICRTAC (Enoch City)
ICRTAC (Brian Head)

I. **Quorum Declaration**

Mayor Constance (Connie) Robinson welcomed all in attendance and declared there was a quorum present.



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II. **Approve Minutes for November 7, 2012**

A motion was made by Commissioner Dale Brinkerhoff, seconded by Mayor Donald Landes and others, to approve the Minutes of the November 7, 2012 meeting of the Iron County Rural Planning Organization Rural Transportation Executive Council.

MOTION CARRIED UNANIMOUSLY

III. **Approval of the Urban Cluster Smoothed Boundary as proposed by the ICRPO**

Mr. Dave Demas handed out Urban Cluster maps of the greater Cedar City area with an extension of the Smoothed Boundary added to the western edge. The extension would include an area of expected growth and also include 5700 West. This road may serve as part of a future belt route.

A motion was made by Commissioner David Miller, seconded by Commissioner Dale Brinkerhoff, to accept the Urban Cluster Map with the proposed westward extension as the recommendation of the Iron County Rural Planning Organization Rural Transportation Executive Council.

MOTION CARRIED UNANIMOUSLY

IV. **Approval of the Functional Class Road System as proposed by the ICRPO**

Mr. Demas then provided copies of handouts regarding the Functional Class Designation of roads within and without of the Urban Cluster. The maps come to the RTEC with the recommendation of the Rural Transportation Advisory Committee. Mr. Steve Platt, Iron County Planner, and Mr. Kit Wareham, Cedar City Engineer spent a great deal of time looking over these roads and their designations; also which ones they felt should be added.

A motion was made by Mayor Don Landes, seconded by Commissioner Dale Brinkerhoff, to approve the Functional Classification Road System map along with the changes and additions outlined in the Functional Classification Change Request Form as the recommendation of the Iron County Rural Planning Organization Rural Transportation Executive Council.

MOTION CARRIED UNANIMOUSLY



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V. Alton Coal Mine Update

Mr. Monte Aldridge shared a visual presentation prepared by the Bureau of Land Management. He followed this with a presentation created by the Alton Coal Mine company. Paper copies of these presentations are attached to these Minutes.

A. Presentation #1- BLM

For information on the Bureau of Land Management presentation, please refer to the attached document, "Alton Coal Tract Lease by Application, Draft Environmental Impact Statement.

The project is located just south of Alton, Utah. Mining has been going on in this area since the 1920's. There was an Unsuitable Secretarial Petition in 1979 that disallowed surface mining due to the proximity to Bryce Canyon.

The mineral overburden averages 15 feet thick and the quality is 10,000 BTU per pound. The vein widens and deepens to the northeast. The coal itself is not high quality (seven percent?). The mining is done in limited sections, then reclaimed. The overburden is moved minimally, then topsoil is added and the area seeded. One Councilmember added that the reclaimed land looked better for cattle than the ground before it had been mined.

The BLM report includes a step-through of the project with a time line. Mr. Aldridge expects that this application will end up going to the courts. A number of organizations are already planning to appeal the granting of a permit. Mr. Aldridge stated that the mine site is really quite far from Bryce Canyon National Park, but some of the public are concerned about the project causing pollution at Bryce Canyon.

B. Presentation #2 - Alton Coal Mine Co.

The history of the mine is that it includes 435 private acres and much more federal ground. It has been approved by the Division of Oil, Gas, and Mining (DOGMA) which requires a Mine Reclamation Plan. The Mine Safety and Health Administration (MSHA) has jurisdiction and oversees if the mine is being operated properly.

The notice of Intent is to lease 3,500 acres of ground and mine 50 million tons - a mix of private and public ground. There is ongoing work on an Environmental Impact Statement (EIS). The mine reclamation plan limits the number of acres of ground open at any one time. As the mining area moves forward, reclamation immediately occurs behind.

The private land consists of 12 million tons. This will require six years of mining at two million tons a year and running about 70 trucks a day. The Bureau of Land Management ground consists of 50 million tons that will require 25 years of mining at two million tons a year. The overall project could last 31 years.



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Currently the operation is running 24 hours a day, six days a week. Seventy trucks a day filled with 129,000 pounds of coal requiring an overweight permit travel from Alton to Delta, Utah. The trucks travel north on HWY 89, then west on SR- 20, north on I-15, then turn west onto Hwy 50 at Meadow to Delta for a total length of 200 miles. This is a long haul for a coal truck.

Market forces will decide how many trucks end up coming to Cedar City, where a loading dock still needs to be constructed. The truck route would be north on Hwy 89, west on SR-20, south on I-15, then turning off at the Cedar City central exit to Hwy 56 to Iron Springs Road. This is a 120 mile trip.

Mr. Demas shared some basic information from phone calls and emails he has had with Mr. Larry Johnson, Mine Manager from the Alton Coal Mine. Mr. Johnson said that they are basically on schedule; there are three technical studies they have to complete as part of their Environmental Impact Study and they hope to have all three completed by April 2013. Then the reports will be available for public comment. The Mine expects to have their Record of Decision (ROD) by the first quarter of 2014.

Ms. Robinson asked Mr. Demas where people should take any complaints. Mr. Demas responded that the complaints and comments are accepted during the public comment period. The Bureau of Land Management (BLM) filters the comments for validity and give answers to the inquiries.

A Councilmember asked how long it would be before the trucks come through Cedar City instead of Delta. It is not until they reach the 2 million tons a year mark, which would require access to the coal on federal ground, before the trucks would be routed through Cedar City to a railway head there.

Note: The internet connection kept going in and out and made it difficult to display all the information, but the presentation is included with these Minutes.

Another Councilmember asked how many people would be employed as miners. Mr. Aldridge thought 75-100 miners, some of them commuting from Carbon and Emery Counties. Truck drivers are also coming from Carbon and Emery Counties as well as Panguitch and Beaver cities. The trucks are being swapped out at Beaver.

A Councilmember asked where the railroad platform will be located beyond Iron Springs Road and another member answered that it is out past Loves.



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Mr. Aldridge is concerned about the short amount of time between trucks leaving the mine. Even though they are scheduled to depart every 2-3 minutes, trucks tend to get bunched up.

One of these trucks creates more damage to the highways than 20,000 automobiles. If the BLM land is mined, then Community Impact Board (CIB) funds will become available to areas impacted by the heavy truck traffic for use in mitigating the impact of these frequent heavy loads.

A number of projects have been submitted by the Iron County Rural Planning Organization to UDOT for recommended inclusion into the Statewide Transportation Improvement Program (STIP) list to prepare for and mitigate the impact of this truck traffic in the ICRPO area.

A Councilmember and Mr. Tom Stratton heartily thanked Mr. Aldridge for the installation of the permanent traffic information sign at the mouth of Cedar Canyon.

VI. **Other Discussion Items**

- A. Miscellaneous Items – None were raised.
- B. Next Meeting: March 6, 2013 at Paragonah Town Hall.

VII. **Adjourn**

The meeting was adjourned unanimously.