



IRON COUNTY RURAL PLANNING ORGANIZATION

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

MINUTES

Rural Transportation Advisory Committee (RTAC)

October 2, 2013, 2:30 pm

Parowan City Library

16 S Main Street, Parowan, UT

MEMBERS IN ATTENDANCE:

Mr. Tom Stratton
Mr. Kit Wareham
Mr. Steve Platt
Mr. Shayne Scott
Mr. Monte Aldridge

REPRESENTING:

Brian Head
Cedar City
Iron County
Parowan City
Utah Dept. of Transportation

MEMBERS EXCUSED:

Mr. Rob Dotson
Ms. Brenda Pugh
Mayor Connie Robinson

REPRESENTING:

Enoch City Manager
Kanarraville Town
Paragonah Town

OTHERS IN ATTENDANCE:

Mr. Van Mangus
Ms. Maggie Sigler
Mr. James Loken
Mr. Dave Demas

REPRESENTING:

SUU MPA Program
SUU MPA Program
SUU MPA Program
Five County Assoc. of Governments

I. Quorum Declaration

Chair Tom Stratton welcomed all present and declared there was a quorum present.

II. Approve Minutes for August 15, 2013

A motion was made by Mr. Kit Wareham, seconded by Mr. Shayne Scott, to approve the August 15, 2013 Minutes of the Iron County Rural Transportation Advisory Committee, with the following change:

Page 2, Section III, next to the last sentence, should read "funding is different" instead of "funding is not different".

MOTION PASSED UNANIMOUSLY



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III. Update on Functional Class

Mr. Demas provided Committee members with the latest functional class map received from the Utah Department of Transportation (UDOT). Everything in the area west of Cedar City had been removed as functional class roads. Mr. Demas and Mr. Platt have been working with UDOT to get those roads added back in. The most current map shows that these roads have been added back except for the road shown in red and the Hamblin Valley Road that goes from Modena north into Beaver County that Mr. Platt would like added. Mr. Demas remarked that things looked pretty good within the Iron County Rural Planning Organization boundaries. Mr. Platt noted that if it is a road noted in yellow it is a minor collector and is not eligible for funding. The map presented is the latest, Fhwa is going through the balancing right now. Mr. Wareham sent an email to Abdul Wakil indicating that Cedar was happy with the FC system.

IV. Regional Transportation Plan

Mr. Demas provided all members with a paper and digital copy of the Regional Transportation Plan. Mr. Scott asked if the plan should be updated annually or when? Mr. Demas suggested that the Plan should be updated on a regular basis or if important transportation changes take place in the area. Mr. Steve Platt complimented Mr. Dave Demas on his good work on the Plan. Mr. Demas responded that everyone contributed to the process and thanked them as well.

It was decided that an overall picture of the Cedar City airport will be added to the first revision of the Plan. Mr. Wareham questioned the comment that the railroad is freight exclusive transportation facility. It was noted that there are no passengers on the railroad at this time. It is exclusively used for hauling freight and raw materials both in and out of the area.

Next revision Mr. Demas would like to add the finalized functional class road map, a picture of the airport and some additional tables of information, all concurred. Mr. Demas thanked the committee for their help and efforts in the preparation of the plan. Mr. Platt was very complimentary for including the tables and information in the appendix.

V. Concept Report Discussion



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Mr. Demas next introduced the format of a 'Concept Report'. Mr. Demas noted that we have been talking about doing a concept report to help UDOT as well as our members in identifying and remembering what is intended for the project. Mr. Demas provided a simple form that he had created using the format in one of the Iron County documents that had already been used. The other concept report presented is one that is used by the Dixie Metropolitan Planning Organization (DMPO) in St. George. Mr. Scott inquired as to how to use the forms. Should we be putting the existing projects into the format. Mr. Demas indicated that we can do it if we want or we can start with new projects added. It was suggested that the unfunded projects might be good to do. One of the difficulties that UDOT and others have is identifying what the projects are from a single line in a spread sheet.

Mr. Demas explained the use of the DMPO concept report and how it is used. He also noted that one of the differences is that the DMPO actually has money to program whereas the ICRPO does not. Mr. Scott inquired as to how long the DMPO has been using this process. It was noted since the beginning of the MPO. Mr. Demas explained that each entity in the DMPO is given a copy of the projects concept reports that have been filled out by each requesting entity; they then schedule a trip to visit each potential project after which each entity then rates the project as to how it meets the requirements. Once completed it is turned into the MPO staff who reviews and collates the data and then they discuss the results at the next meeting. Mr. Demas noted that it works quite well.

Mr. Stratton inquired about the requirement for being on the Long Range Plan. Mr. Demas noted that the DMPO has developed a long range plan for the entire MPO that includes all the regionally significant projects planned out for the next 30 years. It was noted that as projects are conceived as important they are then added to the plan for consideration. Mr. Stratton suggested that maybe it is a good idea for the RPO to do this as well. He also noted that the RPO's plan is essentially driven by what happens at the moment. Mr. Wareham noted that some of the emerging area plan projects are on the list.

Mr. Demas noted each city in the DMPO has its own Master Plan but the regionally significant roads are combined into a single regional Master Plan.

Mr. Platt suggested using the Project Concept Report that UDOT does for each of its project. He suggested that we get the report form that UDOT is using and discuss it at the next meeting. The group would like to have Mr. Aldridge as part of the discussion as his input is important.



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While the group is waiting for Mr. Aldridge to arrive Mr. Demas discussed information that had been put together by Doni Pack at the AOG regarding an update on Alton Coal Mine. He passed around a document identifying the current status of the coal hauling. The group briefly discussed.

Several students arrived from SUU to observe the meeting. They are involved in a public meeting class in administrative theory. They were welcomed. Mr. Demas discussed what the RPO group does and the make-up of the committee.

VI. UDOT Update

Monte Aldridge arrived. Mr. Aldridge indicated that UDOT is in their STIP process. He wants to make sure that he gets our Project Priorities List in front of the UDOT group. He wants to keep the RPO informed as to the STIP process and how the funding works for the various programs. Mr. Aldridge would like to invite Tim Boschert from UDOT to come and talk to the RPO regarding FTA funds. He would like Mr. Boschert to explain what they are and how to use them. Suggested to include an invitation to CATS .

Mr. Aldridge then discussed the new UDOT leadership changes that have taken place. In May, Carlos Braceras was selected to be the new Executive Director. Mr. Braceras has chosen as his assistant director Shane Marshall (he was previously at Region 3). Mr. Aldridge provided background information on Mr. Braceras and Mr. Marshall. Nathan Lee has been moved to Region 2 and Rick Torgerson has been chosen as the new Region 4 Director. One of the biggest changes that we will see from the new director is his vision of an integrated transportation system. From Peds to Freight. He will bring a emphasis for bicycles that we haven't seen before. He is very interested in active transportation. He will be a very good proponent of the "Complete Street" concept.

Mr. Aldridge then discussed the Enhancement program and that it has now been eliminated. It has been replaced by the TAP (Transportation Alternative Program) funding. Funds have been reduced significantly such that Region 4 has slightly less than \$500,000. Funds are given each region with no instructions on how to allocate. UDOT is choosing to put that money in a project on SR-12 to complete some of the trail works there. Mr. Demas explained that a small portion of the TAP funds are sub-allocated to the MPO's to program. The remainder of the funds go to UDOT for use and allocate in the any area program. Mr. Aldridge indicated that UDOT does not yet



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know how they are going to do the TAP program next year however the funds are subject to the federal regulations and cutting the "pie" into smaller allocations inhibits the amount of work can be accomplished due the requirements that need to be met. Mr. Platt inquired as to the current workings of Fhwa in light of the government shut down. He was concerned with being able to spend his federal project monies. Mr. Aldridge indicated that Fhwa is still working and that it shouldn't be a problem. The shut down may hinder new project development and things of that nature but nothing should affect those already allocated projects. Mr. Platt then notified Mr. Aldridge that Iron County's intent is to trade their \$2M of federal funds for state funds less 85%. Mr. Platt was advised to get with his project engineer and get that application moving as soon as possible. Mr. Wareham indicated that there was a set of instruction on the UDOT web site.

Mr. Scott had to go into another meeting for a few minutes.

Mr. Aldridge also noted that there is a vision document on UDOT's web site. It was suggested that Mr. Aldridge discuss this on the next agenda.

Mr. Wareham was excused to attend another meeting.

Mr. Demas brought up the concept report discussion and gave Mr. Aldridge a copy to review. He asked if there is a benefit in using the UDOT concept report or one of the ones he passed out, or something similar. Mr. Aldridge is concerned about the amount of effort needed to use the UDOT concept report; it may be more than this group would like to, or be able to, do. Mr. Aldridge indicated that UDOT usually uses a significant amount of money in preparing these and they are often done by consultant. Mr. Aldridge and Mr. Demas see great value in some kind of concept report.

Mr. Aldridge then explained the workings of the new Project Definition Documents being used by the state and that there are certain elements of that document that could be quite helpful to this group. It describes the key elements of the project. Concepting and scoping are important when creating efficiencies. UDOT will now use a Project Definition document on all projects.

Mr. Stratton discussed the merits the concept report that was similar to the DMPO form and the criteria section. Mr. Aldridge explained that we could use whichever document really meets our needs and that he will review the documents and get back to Mr. Demas and the RPO.



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Mr. Aldridge explained that the state is very data driven in their project selection. They no longer sit around the table and arm wrestle for projects. Project information is very valuable to them in the selection of the area projects.

A discussion ensued about pavement rehab projects with the state using a company named Mandli to help with surface evaluations. This group is helping UDOT evaluate pavements throughout the state. Mr. Stratton questions if local governments can hire the same outfit to do similar work.

Mr. Aldridge will have a discussion with Stan Burns at UDOT and find out more information on the locals using the same group as UDOT, and will find contact info.

Mr. Stratton expressed concern over the condition of SR-143 through Brian Head and asked Mr. Aldridge to take a look next time he gets in the area.

Mr. Scott returned.

Mr. Aldridge made a good plug for the zero fatalities awareness and the state's use of wildlife mitigation crossings.

Items for future agenda's; Vision Document, zero fatalities, wild life crossings.

- VII. Other Discussion Items
 - A. Other Items
 - B. Next meeting Dec. 4, 2013
 - i. Location: Cedar City Offices

- VIII. Adjourn Mr. Stratton entertained a motion to adjourn by Mr. Platt second by Mr. Scott, all approved