

**DIXIE TRANSPORTATION EXECUTIVE COUNCIL (DTEC)
MINUTES
January 20, 2010**

PRESENT

Jim Eardley, Chair, Washington County Commission
Jerry Blair, Ivins City Council
Chris Hart, Ivins City Mayor
Matt Ence, Santa Clara City Council
Jerry Lewis, UDOT Commissioner
Lowell Elmer, MPO Director
Mike Empey, Congressional Aide, Jim Matheson
Maureen Casper, Congressional Aide, Orrin Hatch
Bryan Thiriot, Congressional Aide, Robert Bennett
Monty Thurber, Engineering Associate, St. George City
Troy Torgersen, UDOT
Nathan Lee, UDOT
Roger Bundy, Washington City Council
Larry Bulloch, St. George City Public Works Director
Bob Lambreau, Stanley Consultants
Vern Keeslar, InterPlan
Jerry Amundsen, Lochner
Christine Hall, Washington County Commission

ABSENT

Gil Almquist, St. George City Council
Dan McArthur, St. George City Mayor
Cameron Cutler, Assistant City Engineer, St. George City
Ken Sizemore, Five County AOG Executive Director

1. CALL TO ORDER

Chairman Eardley called the meeting to order at 12:10 p.m. He welcomed everyone to the first DTEC meeting in the County Administration Building and called for a motion on the December 16, 2009 meeting minutes.

2. MINUTES

Motion: Roger Bundy made a motion to accept the December 16, 2009, meeting minutes as submitted.
Second: Matt Ence seconded the motion.
Vote: All voted "aye," and the motion passed unanimously.

3. ACTION ITEMS

A. Approve Second Stimulus ARRA Projects on 2010 TIP

Lowell Elmer distributed a handout entitled, "Recommended 2nd ARRA program Pavement Preservation Projects, dated January 6, 2010," a copy of which is attached to these minutes. He said that on January 6, 2010, the Technical Advisory Committee (TAC) agreed unanimously to present these five (5) projects to this body for its consideration, hopefully to approve their going onto the TIP. These are pavement-rehabilitation projects, so they don't need to go through the thirty (30) day comment period. The first three (3) projects on the list are the top priority, and together their cost is approximately the same amount of money that DTEC got initially under ARRA #1. This would be for ARRA #2, if the president signs the bill. Anticipating the same formula coming through the state, the County would get approximately the same amount of money as under ARRA #1. The second two (2) projects would be considered contingencies; if there is money left over, the TAC recommended splitting it between #4 and #5, with the cities making up the difference.

Chairman Eardley said that the Specially Funded Transportation Special Service District (SFTSSD), of which he is the Chair, has money from PILT and has prioritized necessary road work projects in the County. The Number Two priority for 2010 is working on Old Highway 91, and the SSD expects that the County Road Department will chip seal the highway from Ivins up towards the Shivwits Reservation as far as it can go with the money it has this year and finish the job in 2011.

Jerry Lewis asked how any remaining funds would be split between the last two (2) projects. If there is minimal money left over, would it all be applied to one, or would each project receive a small amount? Lowell replied that the assumption was that the cities would take care of the rest of the project after the leftover money has been applied. If either city has insufficient money to complete the job, additional money would be given to that city. The approval of these five (5) projects does not obligate DTEC to either project, however.

- MOTION:** Motion by Roger Bundy to approve the five (5) recommended ARRA #2 Program Pavement Preservation Projects, as listed on Exhibit A, attached. The first three (3) are priority projects, and the last two (2) are contingencies.
- Second:** Motion seconded by Jerry Lewis.
- Vote:** All voted "aye," and the motion passed unanimously.

B. Recommendations for COG Corridor Preservation

Lowell distributed a list of Recommended Corridor Preservation Projects for the Washington County Council of Governments (COG), attached as Exhibit B. He explained that the Washington County Commission passed two (2) ordinances pertaining to this issue: (1) Ordinance No. 2009-968-O, establishing the Council of Governments; and (2) Ordinance No. 2009-971-O, establishing a highway construction and transportation corridor preservation fee. The latter ordinance provides for a ten dollar (\$10) vehicle registration fee on every vehicle, which revenue will partially fund the COG's projects. The COG has met to determine worthwhile projects on which to spend this money, expected to reach nearly one million dollars (\$1,000,000)

per year. The COG will review applications that come from the projects' sponsors. The MPO is not a project sponsor, but the COG asked the MPO and RPO to submit a list and some justification for projects that the staff felt would be worthy, and Exhibit B refers to two (2) such projects. As it happens, the first project, widening Bluff Street (SR-18) from St. George Blvd. to Snow Canyon Parkway, is the top priority project for the City of St. George, as well. The second project, the Washington Dam Road, is Washington City's Number One Project, and both are regionally significant. The justifications for recommending them are that they are regionally significant and important to ease traffic congestion countywide, they are high priorities for these two cities, and they are important for future traffic growth and reducing congestion on the entire network. The sponsoring cities need to submit the applications and actual right-of-way costs detail to the COG if they are to be considered.

He asked for a motion that DTEC supports these two projects as an MPO body for consideration to the COG.

Matt Ence asked whether any estimates for the above projects have been obtained, and Lowell replied that there have not been. Chairman Eardley said this issue will be addressed in more detail at the COG meeting on February 2nd, and Lowell said he assumed the two cities would submit their applications by that time.

Lowell added that part of the criteria that the COG has established is that projects that are submitted by sponsors should be consistent with the MPO's long-range plan and the RPO's priorities, as well.

- MOTION:** Motion by Matt Ence to submit these recommendations for the two projects mentioned in Exhibit B, attached, as the top priority projects to receive the COG's vehicle registration revenue.
- Second:** Motion seconded by Roger Bundy.
- Vote:** All voted "aye," and the motion passed unanimously.

4. DISCUSSION ITEMS

A. ARRA Fund Programming Timetable

Lowell explained that if and when the bill is passed in Washington for ARRA #2, the time in which projects need to be obligated is ninety (90) days. There are sixty (60) days to advertise a project, and it has to be under contract in ninety (90) days, once that bill is signed.

B. I-15 Mile Post 8 Study Report / InterPlan / Vern Keeslar

Vern Keesler with InterPlan said that his firm was hired by the City of St. George to perform an I-15 Mile Post 8 Interchange Study, paying particular attention to: (1) pedestrian traffic across St. George Boulevard (the City also wanted to know the concerns of Dixie State College in this area); truck accessibility to the industrial area; future capacity within that interchange before it requires reconstruction; and storm drainage issues associated with this study.

Key points made during the presentation include:

- There is pedestrian and bicycle traffic across St. George Blvd., primarily on the north side
- There is a need for some type of access
- A structural analysis done by Lochner indicates that the existing bridge can be added onto for pedestrian and/or bicycle access
- If reconstruction occurs around 400 South on I-15, it would be advantageous to have a 400 South pedestrian/bicycle underpass, as Dixie State College continues to grow
- An environmental assessment is underway on I-15 to explore options
- In InterPlan's capacity analysis for the interchange, every alternative included a connection at or around Mall Drive to relieve traffic congestion
- Any time an analysis is done to reconstruct an interchange, such a study must include high-flow storm drainage data

Recommendations:

- Some type of access be placed on the north side of the St. George Blvd. interchange, with a structural cost estimated at 2-1/2 million dollars (\$2,500,000) in today's dollars within the next fifteen (15) years
- Pursue a 400 South connection near Dixie State College
- A Mall Drive freeway crossing/connection
- Raising I-15 southbound
- Five (5) lanes on 1000 East
- Low truck volume does not support an access off Industrial Road
- Enhance the Rim Rock Wash area for drainage purposes

Lowell Elmer asked UDOT representatives Nathan Lee, Director of Region 4 in Richfield, and Rick Torgersen, Program Manager for Region 4, if they would like to see the MPO endorse the I-15 Mile Post 8 Study and the actions it recommends. Mr. Lee responded that more important than that would be some directional guidance from the MPO and the various cities concerning where they want to go with this information: do the improvements seem reasonable, should they be put on a funding plan?

Motion: Motion by Roger Bundy that the InterPlan study be referred back to the Technical Advisory Committee to take the recommendations into consideration, including how to work them into the Long-Term Plan of the MPO.

Second: Motion seconded by Mayor Chris Hart.

Vote: All voted "aye," and motion passed unanimously.

C. Looming Issues with Regional Air Quality / Ozone

Lowell distributed an excerpt from a newspaper concerning ozone standards in Utah (Exhibit C). The Environmental Protection Agency may implement new policy regarding air quality that could

impact Washington County. We have been monitored by the Department of Air Quality (DAQ) in a non-regulatory fashion for several years now, and if the ozone standard is lowered from what it is today, then the potential exists for certain counties in to be out of compliance because of ozone. Chairman Eardley mentioned that because of our proximity to Clark County and California, much of the air pollution is not the fault of Washington County. Lowell agreed, saying that the wind brings smog and other particulates to our area. It will take a partnership of states and counties to come up with solutions. He has asked the DAQ to come down for the 2/17 meeting to update this body on air-quality issues that affect Washington County, bringing historical data and also information from California and Nevada. If we do exceed the standards, there will be time to bring the county into compliance. They may also bring down the new director of the Division of Environmental Quality, and it might be a good opportunity to have the whole state leadership address these environmental issues.

D. Potential Land Development Issues

There have been no comments received on this item.

E. BRT Study Update

Lowell mentioned that this study on Bus Rapid Transit is moving forward. Chairman Eardley asked whether the Vision Dixie process had any impact and noted that there was a great deal of public support for this concept. Lowell said he thought that effort probably had helped, and the consultants who are conducting the study are aware of that information. They are also waiting for some funding commitments on the Hurricane section and a contract from UDOT to continue with the study.

F. 2011 TIP Development

Lowell said that a 2011 TIP is being developed in preparation for UDOT's meetings here with the region soon and eventually with the Commission. There are a couple of enhancement grants, one with St. George City for its Dixie Drive project and Washington City for Telegraph Street. If those two (2) projects are funded, we would bring them to the Advisory Committee and then to this body for movement onto our TIP. Once the meetings with UDOT have taken place, they'll be getting our recommendations for our projects from our TAC next month, and the full TIP will be presented soon.

5. UDOT/FHWA BUSINESS

No items were presented today.

6. OTHER BUSINESS

Larry Bulloch invited this group to a tour of the Replacement Airport along with the County Commission, members of the St. George City Council, and others. He will arrange for a bus to transport everyone, and within several weeks the date will be selected for the tour. He will email detailed information to everyone as soon as possible.

7. **NEXT MEETING: February 17, 2010**

ADJOURNMENT

The meeting adjourned at 1:20 p.m.



James Eardley
 Chair, Transportation Executive Council
 Dave Glenn
 Chair, Transportation Advisory Committee
 Lowell Elmer
 Director, Dixie MPO

EXHIBIT A

**RECOMMENDED 2ND ARRA PROGRAM
 PAVEMENT PRESERVATION PROJECTS
 DTAC: JANUARY 6, 2010**

PROJECT NAME	LOCATION	TYPE	MILES	EST. COST
#1. Old Highway 91 (Santa Clara & Ivins)	Swiss Village to Shivwits Indian Reservation	DbI Chip Seal	4.5	\$ 533,000
#2. Telegraph Road (Washington)	300 E. to SR-9	Mill & Fill	2.5	\$ 1,200,000
#3. Dixie Downs/Dixie Dr. (St. George)	Valley View Drive to Snow Canyon Parkway	Recycle	3.0	\$ 1,600,000
#4. Diagonal Street (St. George)	Main St. to Bluff St.	Overlay	1.14	\$ 750,000
#5. 2000 East (Washington)	Washington Fields Road to Mall Drive Bridge	Overlay	1.25	\$ 800,000

Note: Projects number 1 through 3 are the top priority, adding up to \$3.3Million. Projects 4 & 5 are contingency in case good bids are received and remaining funds could be split equally between them.

DTEC January 20, 2010 ACTION: Consider being placed into the Dixie 2010 TIP



James Eardley
 Chair, Transportation Executive Council
 Dave Glenn
 Chair, Transportation Advisory Committee
 Lowell Elmer
 Director, Dixie MPO

EXHIBIT B

**RECOMMENDED CORRIDOR PRESERVATION PROJECTS FOR THE:
 WASHINGTON COUNTY COUNCIL OF GOVERNMENTS
 DTEC: JANUARY 20, 2010**

PROJECT NAME	LOCATION	TYPE	MILES	EST. COST
#1. BLUFF ST. (SR-18) (St. George)	St. George Blvd. to Snow Canyon Parkway	Right of Way		\$ sponsor
#2. Washington Dam Rd. (Washington)	End of existing pavement To Southern Pkwy	Right of Way		\$ sponsor

Note: These two projects are high priority for the cities, are both regionally significant to the MPO in meeting current and future traffic growth, and reducing congestion on the transportation network. Sponsoring cities will need to submit justification and RoW cost detail to the COG.

DTEC January 20, 2010 ACTION: for COG action on use of local corridor preservation funds

Ozone

Continued from A1

Nearly two years ago, the Bush administration announced limits on smog that were slightly stricter than ones that had been in place since 1997.

But 11 states and environmental groups sued. They charged that the Bush administration standard of 75 parts per billion did not properly take health effects into account because it ignored the recommendation of the EPA's own science panel, which suggested limits in the 60-70 ppb range.

On Thursday, Lisa Jackson, the EPA administrator under President Barack Obama, announced her agency had re-examined more than 1,700 scientific studies and public comments from the 2008 decision and is re-considering the lower smog limit.

"EPA is stepping up to protect Americans from one of the most persistent and widespread pollutants we face," Jackson said, calling smog "a very serious health threat" that also harms the environment and economy.

"Using the best science to strengthen these standards is long overdue action that will help millions of Americans breathe easier and live healthier."

The EPA estimates the health benefits to be between \$13 billion and \$100 billion — by reducing premature death, asthma, bronchitis, medical visits and missed work and school. The costs of cleaning up ozone are estimated between \$19 billion and \$90 billion.

National groups had a predictably broad range of opinions about the EPA's plan. The American Lung Association applauded it. The American Petroleum Institute panned it.

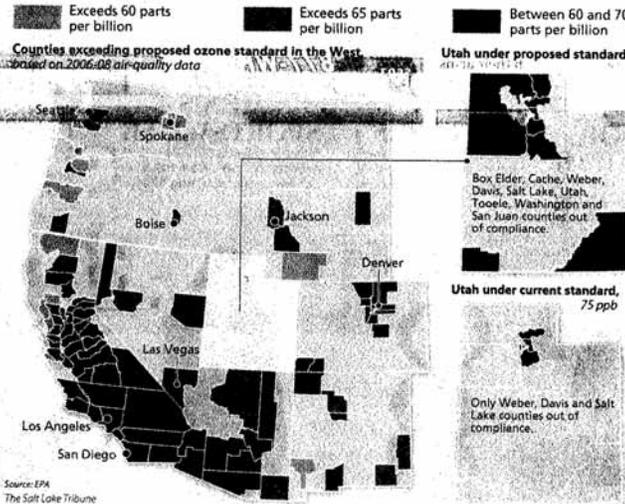
Two Utah organizations that weighed in before the 2008 ozone decision are also expected to participate during the 60-day comment period for the latest proposal.

Utah Moms for Clean Air previously urged EPA to adopt ozone limits close to 60 ppb. Co-founder Cherise Udell said regulators have a moral obligation to address the health effects of ozone.

"It is urgent and imperative that we have government intervention," she said. "It's unfortunate, but it's imperative [because if regulators] are not doing that, they are not doing their job."

Stiffer ozone standard would affect Utah

The EPA has proposed tougher standards for ozone pollution, which Utah typically experiences as summertime smog. The restrictions would mean up to 650 counties nationwide are required to take more steps to cut smog. In the West, where wildfire and shipping pollution can boost ozone to unhealthy levels even in rural areas, regulators are already considering a regional approach to addressing the problem.



Public comments

To view detailed information, go to www.epa.gov/ground-levelozone/

The Utah Manufacturers Association still holds that tougher standards should only be adopted if there is proof that the health benefits will outweigh the economic burden of tougher ozone controls.

If the standards get "too oppressive," industry and the state's economy will suffer, said UMA President Tom Bingham.

"We just want to make sure," he said, "that everyone does their part."

Heying noted that it's impossible now to say how ordinary Utahns or their industries might be asked to help solve the state's problem. Until two years ago, the state met the federal ozone limits — though barely — and regulators had a few more years to come up with a comprehensive smog-reduction strategy.

But now as many as nine counties, from three corners of the state, have to deal with ozone, and reducing it won't be as simple as pointing a finger at smokestacks

Ozone: Utah's summertime pollution problem

This odorless, colorless pollutant, regulated under the federal Clean Air Act, is created when sunlight and heat chemically react with hydrocarbons and nitrogen oxides from vehicles, gasoline stations, paint, degreasers, industry emissions and many other sources, including the terpenes from pine trees. Elevated levels can cause a range of health effects, from asthma attacks, chest tightness and throat irritation to premature death. Although the very young, the very old and people with heart and lung conditions are most susceptible, ozone also can damage healthy lungs. Ozone is present year-round, but generally reaches dangerous levels in Utah only in sunny, hot periods. Depending on what limit the EPA eventually chooses for ozone, such places as Santa Clara, Logan, Tooele and Ogden could face new curbs on ozone, based on air monitoring done between 2006 and 2009.

Source: Utah Division of Air Quality and Brigham Young University.

or drivers.

Based on what Western states learned during their decadelong efforts to reduce regional haze, wind spreads the West's pollution around.

As an example, Heying pointed to ozone data on national park areas. Craters of the Moon in Idaho, Mesa Verde in Colorado, Yellowstone in Wyoming and Dinosaur National Monument in Utah all have ozone levels that exceed what EPA says is healthy. And all of them can blame that pollution — at least in part — on Pacific ports and wildfire smoke

that are beyond their control.

That makes ozone not just an issue for states, but a problem requiring regional, national and even international coordination. The group of states that worked together on haze in the West's national parks have already reorganized to tackle this issue, Heying added.

"We have to target each one of these [ozone factors] and not point fingers, she said. "We all have our sources of pollution, but it's everywhere."