

**DIXIE TRANSPORTATION ADVISORY COMMITTEE**  
**Meeting Minutes**  
**February 11, 2010**  
**Five County AOG**

**PRESENT**

Dave Glenn, Ivins City, Public Works Director, Chair  
Jack Taylor, Santa Clara City, Public Works Director, Vice-Chair  
Dave Demas, St. George City, City Engineer  
Cameron Cutler, St. George City, Traffic Engineer  
Mike Shaw, Washington City, Public Works Director  
Rick Torgerson, UDOT Region Four, Program Manager  
Todd Edwards for Ron Whitehead, Washington County, Public Works Director  
Arthur LeBaron, Hurricane City Engineer  
Ross Romero, Washington City  
Lowell Elmer, Director, Dixie MPO  
Ken Sizemore, Executive Director, Five County AOG  
Diane Lamoreaux, Program Specialist, Five County AOG  
Doni Pack, Program Specialist, Five County AOG  
Monty Thurber, St. George City  
Aron Baker, Horrocks Engineers  
Mike Heaps, Horrocks Engineers  
Bruce Fishburn, Stanley Consultants  
Bob Lamoreaux, Stanley Consultants

**ABSENT**

Steve Call, FHWA, Planning Engineer  
Elden Bingham, UDOT Planning  
Kelly Lund, FHWA, Planning Engineer  
Larry Bulloch, St. George City, Public Works Director  
Ryan Marshall, General Manager, SunTran  
Lynne Scott, BLM/Dixie Regional Bike and Pedestrian Committee

**CALL TO ORDER / MINUTES**

Dave Glenn, Chair, called the meeting to order, welcomed everyone in attendance and noted that a quorum was present. Minutes for the December 2, 2009 meeting and the January 6, 2010 meeting were presented for discussion and consideration.

**MOTION WAS MADE BY DAVE DEMAS, SECONDED BY JACK TAYLOR, TO APPROVE MINUTES OF THE DECEMBER 2, 2009 AND JANUARY 6, 2010 MEETINGS AS PRESENTED. MOTION CARRIED.**

**CORRIDOR PRESERVATION (Update on COG Process)**

Lowell Elmer reported that staff provided a list of proposed corridor preservation projects from the MPO, as well as the corridor preservation agreement for the Southern Parkway, to the County Council of Governments (COG) for consideration. The Rural Planning Organization (RPO) also provided a prioritized list of projects. At this time, the COG is in the process of determining criteria for allocation of funds that will be collected. It is proposed that the amount of funds build up prior to making any allocations. The COG is new in this arena and is trying to develop a process. Staff is hoping that a better indication will be available after the next COG meeting. It is anticipated that the fund will accumulate approximately \$1 million dollars on an annual basis from collection of the \$10.00 vehicle registration fee.

## SHORT RANGE PLANNING

### **Current ARRA Funding: Black Ridge/Hilton Drive; Virgin River Bridge (Washington City):**

Lowell Elmer provided a handout containing direction from Ahman Jaber, UDOT SP&P Director, regarding 2009 ARRA balance and project status. It was noted that all ARRA funds have been obligated between Black Ridge/Hilton Drive and the Virgin River Bridge/Washington Fields Road projects. March 1<sup>st</sup> is the cut off, and it is not recommended that funds not be de-obligated unless this can occur prior to March 1<sup>st</sup>. Because of the circumstances and status of Black Ridge/Hilton Drive project, it is best to leave things status quo for the time being. This will allow for outstanding and pending invoices on this project to be completed. After March 2<sup>nd</sup>, there will be time to close out the Black Ridge/Hilton Drive project, de-obligate any remaining balance, and re-obligate those remaining funds to another project which has federal funds attached. The drop dead date for obligation of the remaining funds is September 30, 2010. Any ARRA funds not under contract on or before the September 30, 2010 date will be lost. In addition, projects receiving ARRA funds must be completed by September 30, 2012.

Cameron Cutler explained that St. George City is working to finalize payments on this project, but it will take some additional time to make sure that everything has been covered. The city is waiting on an invoice from UDOT for the storm drain betterment which needs to be submitted. Mike Shaw reported that the bid for the Washington Fields Road (Virgin River Bridge) came in at \$5.2 million, \$1.2 million under the engineer's estimate. He noted that the earmark bill language for this project was modified to read bridges and approaches all the way up to Telegraph Street. With language this wide, funds could be used on the Washington Fields Road. Dave Demas commented that UDOT is trying to free up funding for the Bloomington Interchange modifications, but this needs to be state funds.

Lowell Elmer provided an update on the proposed second round of federal stimulus funds. The House bill contains \$57 billion dollars, but the Senate version does not contain any project funding. Pavement rehabilitation projects were input into the ePM proposed 2011 project list and will be moved to the Dixie 2010 TIP once dollars are attached. This will not occur until Congress has passed legislation and the President has signed it into law. Projects will also have to be approved by the State Transportation Commission. The pavement preservation proposed project list was approved by DTEC and forwarded to UDOT staff for presentation to the Transportation Commission. Once projects are included on the 2011 TIP, UDOT would take action to shift projects into the 2010 STIP.

**UDOT Functional Classification (Updating Opportunity):** Lowell Elmer indicated that this item will be included on future agendas until the process is completed. Todd Edwards reported that Washington County has submitted information to UDOT requesting that Old Highway 91 west of Gunlock Road receive consideration to change from a minor collector to a major collector.

## LONG RANGE PLANNING

**ITS - CUBE Model for Statewide Platform Discussion:** Lowell Elmer introduced discussion in regard to the Dixie MPO shifting from the QRS-II traffic demand model into the CUBE model. In previous discussion with this group, it was determined that the MPO would wait until Census data is available before moving to CUBE. Since that time, UDOT staff has initiated discussion that would provide an opportunity for the Dixie MPO to move in this direction for approximately \$50,000. This would be a substantial savings to begin development of the model earlier. Once Census data is available, it would be dumped into the model. To move in this direction at a later date it would cost in the neighborhood of \$500,000. This is something that staff would like DTAC members to consider when programming TIP funds. Other MPO's and the state of Utah all use the CUBE

model and this would provide consistency on a statewide basis. UDOT has offered to determine if state funding might be available to assist with this move.

Lowell also mentioned that the Dixie MPO needs to give some consideration to an Origin Destination Study. This was a recommendation from the peer review of the MPO travel demand model. This would assist in validation and calibration of the model to make it more reliable and defensible. Estimated cost for this study is approximately \$300,000. UDOT is conducting an Origin Destination Study as part of the statewide modeling effort and pooling MPO funds for a more detailed study in this area would result in cost savings. It is not proposed that the Dixie MPO walk away from the current travel demand model right away but move in the direction of a CUBE platform after Census data becomes available. Funding was previously programmed in 2011 for model improvements. Additional funds could be added to this amount and used for the Origin Destination Study. Aron Baker commented that an Origin Destination Study was completed in the mid 1990's for trips inside St. George City versus trips outside the city limits. Mike Heaps indicated that a big weakness of the current travel demand model is the lack of local data. Both Aron and Mike indicated that the CUBE model has a lot more functionality and is much more sophisticated, especially in terms of reports. If warranted, a presentation could be provided which outlines the differences between the QRS-II and CUBE models. Both Horrocks Engineering, InterPlan and other firms are familiar with CUBE, whereas fewer local firms are knowledgeable with QRSII. It was also noted that it is much easier to work with public transit, air quality, pedestrian trips, and GIS interfacing in the CUBE platform. Lowell reported that UDOT is also offering to pay the license fee because the Dixie MPO regional model would be within the statewide model. The MPO would still be responsible for calibration and validation update costs of the model. It was pointed out that it is important to be consistent with the statewide model which will also allow access to broader technical support more efficiently.

#### **DIXIE TIP**

**Outcome of Reconciliation of ST P Dollars:** Lowell reported that a complete reconciliation of MPO STP-Flex and Small Urban funds has been completed with the assistance of UDOT staff. A table was provided which outlines the funding history from 2003 through 2014, with anticipated apportionments remaining consistent for STP-Flex (\$751,748) and Small Urban (\$701,076) from 2010 through 2014. MPO staff is comfortable with programming in the neighborhood of \$2.6 million into projects. Numbers are a moving target receiving constant change and recisions. Lowell explained that in 2002 the MPO was lead to believe that \$640,000 in funding would be available for programming at the 90 percent level. Some MPO's program at 100 percent, but the Dixie MPO has always applied a conservative approach programming at between 85-90% because of potential recisions. The TIP and long range plan for the Dixie MPO were not developed until 2003. In that particular year, the MPO programmed \$640,000 for 2002 and \$548,000 in 2003 for a total of \$1.2 million. It was learned later on that there was actually no money available to the MPO in 2002 and thus funds were over programmed. Because projects in the Dixie MPO typically take time before funds are drawn down, adjustments can be made in future funding years. UDOT had any area Small Urban dollars in the amount of \$647,000 that were programmed to the Northern Corridor/Skyline Drive in 2002 which benefitted the MPO. Lowell explained that it was not until recently that the MPO began to receive Small Urban funds for programming. This was a result of UDOT staff reconciling funding and determining that the MPO should be programming those funds. MPO funds were over programmed by \$150,000 in 2010. Staff would like to remain conservative in programming funds at this point because of the tentative economic situation and possible recisions. Also, UDOT is still in the process of fine tuning their reconciliation system in the ePM system.

Lowell also mentioned that St. George City has submitted several appropriation requests to Senator Bennett's and Congressman Matheson's office for consideration. Dave Demas indicated that the Dixie Drive Interconnect has been tabled at this time. He mentioned that all of the St. George projects on the prioritized list tie in together and are very important to the New Dixie Drive Interchange.

**2011-15 TIP - Attach Funds to Prioritized Projects** : Lowell Elmer listed projects on the whiteboard for programming purposes. The following table outlines programming of STP-Flex and Small Urban funds for prior year and 2011 through 2014.

<b>2011-15 DIXIE TIP PROGRAMMING FEBRUARY 11, 2010</b>					
	<b>\$350,000 Prior</b>	<b>\$329,000 2011</b>	<b>\$39,000 2012</b>	<b>\$906,000 2013</b>	<b>\$1,453,000 2014</b>
CUBE Network	\$50,000 (STP-SU)				
Origin & Destination Study		\$180,000 (Prior STP-SU) plus Transfer \$107,262 Model Imp.)			
E. Dixie Dr. Widening - \$3.3M	\$300,000 (STP-SU)	\$329,000 (STP-SU)	\$39,000 (STP-SU)		
Dixie Dr. Widening - \$2.5M				\$300,000 (STP-FLEX)	\$500,000 (STP-FLEX)
Riverside Dr. Widening - \$1.950M				\$306,000 (STP-FLEX)	\$500,000 (STP-SU)
Old Highway 91, Santa Clara/ Ivins - \$4.0M				\$300,000 (STP-SU)	\$500,000 (STP-SU)
200 E. Improvements, Ivins - \$3.094M					
Purgatory Road - \$6.0M					
Santa Clara Dr. Traffic Light - \$225,000					
Red Hills Pky. Interchange Construction \$5M					
ITS					\$150,000 (STP-FLEX)

**MOTION WAS MADE BY JACK TAYLOR, SECONDED BY MIKE SHAW, TO APPROVE TIP PROGRAMMING AS OUTLINED IN THE TABLE DISPLAYED ON THE WHITE BOARD. MOTION CARRIED.**

## **STATE AND FEDERAL ACTIONS**

**Program Development - UDOT :** Rick Torgerson reported that construction is progressing on Southern Parkway interchanges as follows: **1) Interchange #6--** Thirty percent complete; **2) Interchange #7--** Seventy percent complete; **3) Interchange #9--** There is a lot of interest in design and SITLA earth work has been approved; **4) Interchange #10 at Warner Valley--** This interchange is located on the fault line and may shift.

**Federal Oversight:** None.

## **NEXT MEETING**

Lowell Elmer invited members of the DTAC to attend the DTEC meeting scheduled for February 17<sup>th</sup> and noted that the Department of Environmental Quality (DEQ) will be providing a presentation. The meeting is held in the Washington County Commission Conference Room and will begin at Noon. Members confirmed attendance as follows: Mike Shaw, Todd Edwards, Dave Demas, and Wallie Ritchie for Jack Taylor.

Lowell reminded committee members that the State Transportation Commission will be meeting in St. George on March 16-17, 2010. A tour will be scheduled on Tuesday and the meeting will be held in the Washington County Commission Chambers on Wednesday at 8:30 a.m.

It was reported that approximately 820 individuals attended the Transportation Expo in February, with attendance numbers doubling from last year.

The next meeting is scheduled for Wednesday, March 3, 2010 at the Five County Association of Governments Office, Conference Room beginning at 1:00 p.m.

Meeting adjourned at 11:05 a.m.