

DIXIE TRANSPORTATION ADVISORY COMMITTEE
Meeting Minutes
June 1, 2016 - 1:00 p.m.
Five County Association of Governments
1070 West 1600 South, Building B
St. George, UT

PRESENT

Arthur LeBaron, Hurricane City Engineer, Chair
Cameron Cutler, St. George City, Public Works Director
Jay Sandberg, St. George City Engineer
Monty Thurber, St. George City, Engineer Associate/Traffic Coordinator
Mike Shaw, Washington City, Public Works Director
Mayor Darren LeFevre, Toquerville City
Angela Rohr, Leeds Town
Todd Edwards for Ron Whitehead, Washington County Public Works Director
Chris Hall, UDOT, Region Four
Steve Call, FHWA, Planning Engineer
Kathy Starks, UDOT, Region Fou
Fred Davies, St. George City Transit Manager
Curt Hutchings, Transportation Director, Five County AOG
Myron Lee, MPO Planning Manager, Five County AOG
Jay Aguilar, Mobility Manager, Five County AOG
Bryan Thiriot, Executive Director, Five County AOG
Bronson Bundy, Washington City
Ed Baca, St. George City Council
Marc Mortensen, St. George City
Jeriah Threlfall, Site Select Plus
Aron Baker, Horrocks Engineering
Brett Hadley, Stanley Consultants
Rick Snyder, Sunrise Engineering
Kayde Roberts, Jones and Demille
Craig Shanklin, Southern Utah Bicycle Alliance
Susan Crook, Conserve Southwest Utah
Diane Lamoreaux, Volunteer

ABSENT

Chuck Gillette, Ivins City, Public Works Director, Vice Chair
Jack Taylor, Santa Clara City, Public Works Director
Derek Imlay, LaVerkin City
Elden Bingham, UDOT Planning
Kelly Lund, FHWA, Planning Engineer

Arthur LeBaron, Chair, called the meeting to order at 1:00 p.m. and welcomed those in attendance. It was noted that a quorum was not present to conduct business. The chair proceeded to Agenda Item #2 Transit Study Report: Springdale to St. George.

2. TRANSIT

- A. Transit Study Report, Springdale to St. George:** Mr. Ken Housen provided an update regarding the transit study via telephone with a power point presentation

available for committee members to follow. He reported that the consultant has been developing alternatives for the establishment of a transit route from Springdale to St. George. The focus is on three operating scenarios that can be mixed to cut costs. The consultant is in the process of conducting public meetings to discuss alternatives and operating options. The needs of the entire corridor are important in developing a realistic alternative that can be implemented to fit within funding opportunities that may be available. At this point, none of the alternatives are set in stone. There have been a number of articles recently regarding the increased visitation for Zion National Park and this means that traffic along the corridor will increase. There will also be a greater need for sufficient parking in Springdale to accommodate those visiting the park. Needs of commuters are also an important consideration as well as the growing population in the area. There is currently not a lot of transportation options for individuals working in the Springdale area. Transit can be part of the solution for employees who need transportation as well as in addressing parking issues in and around Springdale. It is also important to take into consideration two directional commuters from the Hurricane and LaVerkin area into St. George. The current transit system will also be impacted by Washington City as they consider jumping on board with SunTran. Growth is occurring in the Hurricane and LaVerkin areas which will increase transit needs for residents in this area. The need for commuting to and from St. George into these areas will increase for various trips such as shopping, doctor appointments, recreation, etc. There is currently a huge issue in Springdale to accommodate parking of those visiting Zion National Park. It was also noted that a number of hotel operators have expressed interest in a transit system that would bus visitors back and forth from the Springdale area. Information from the Travel Demand Model is being utilized to examine traffic volumes vs capacity ratios. The consultant is utilizing 350 riders as a lower transit option and 2,547 on the higher end. A separate transit Board would be established that would include all of the participating entities. Each community would have some say as to the operation of the transit system in their area. Implementation of this system would include a transit manager with the county or establishment of a small transit authority to be housed at Washington County. This could also be accomplished with the utilization of interlocal agreements with St. George City and SunTran as the operating entity. Operation could also be contracted out to a local, regional, and/or national partner.

A high-end transit system would require four vehicles (40' buses with WiFi) with a fixed route between St. George and Springdale. This would likely be an express service with limited stops and connection to transit at each end. There could also be established park and ride lots in Hurricane, LaVerkin to keep a lot of traffic from the Springdale area. Another option would be a flex route for ADA service up to 3/4 mile off the route. An example of the fixed route map was showed for information purposes. Service assumptions include the four month peak season from June through September. The shoulder season would be April, May, October and November. The remaining months would be considered the off season. Each of the levels of service include a one hour headway during the peak season. Funding amounts anticipated for operation of the service were also reviewed. A mid-level of service would require three buses. A level three (or low-end) service would require two vehicles and would include 1.5 hour head ways. Funding is anticipated to be accumulated from local, federal, and state funding sources. Another funding option includes the collection of local options sales tax that would need to be voter approved. Overall, the transit service is feasible for generation of good ridership.

Questions remain in terms of the desired level of service, how the service is to be provided, and routing of services in St. George throughout the corridor to Springdale. Updated alternative summaries will be available on the KFH website within the next few weeks. This information will be forwarded to Advisory Committee members via email. It was noted that the low end system would require \$400,000 in local match. A technical memo will also be completed within the next few days and that will also be forwarded to the MPO for distribution. The consultant is requesting that members review the technical memo and provide any comments via email. Public meetings and additional comments will be utilized to develop the basic transit service plan. In addition, a presentation will be made to the Dixie Transportation Executive Committee in two weeks. A public meeting is scheduled for June 16, 2016 in the Hurricane City Council chambers beginning at 10:00 a.m.

- B. Transit Study Report “A Brighter Sun Tran”:** Cameron Cutler reported that St. George City has a consultant on board to study the redesign of the SunTran transit system. The draft plan will be presented to the St. George City Council on June 30, 2016. There will be three options discussed that populate with higher frequency, expanded coverage, and a mix of all options. More detailed information will be available for review at the August DTAC meeting. To review scenarios or participate in the survey, committee members can visit the following website: www.brightersuntran.com The survey will be available until June 13, 2016. Staff is soliciting comments on the three scenarios and encourages members to participate by providing their input.

Arthur LeBaron, Chair, noted that a quorum was now present to conduct business and returned to Agenda Item #1.

1. ADMINISTRATIVE

- A. Minutes from May 4, 2016 Meeting:** Arthur LeBaron, Chair, presented minutes from the May 4, 2016 Dixie Transportation Advisory Committee (DTAC) meeting for discussion and consideration.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY CAMERON CUTLER, TO APPROVE MINUTES OF THE MAY 4, 2016 MEETING AS PRESENTED. THE MOTION CARRIED BY UNANIMOUS VOTE.

- B. Self-Certification Recommendation:** Myron Lee provided copies of the Self-Certification Resolution which needs to be approved on an annual basis as a requirement of the Federal Highway Administration. The resolution certifies that the MPO is not discriminating and that all federal rules and regulations are being followed with regard to transportation planning requirements. The Dixie Transportation Advisory Committee needs to approve the resolution and forward a recommendation for approval of the resolution to the Dixie Transportation Executive Committee (DTEC). It was pointed out that the Chair needs to be changed to Arthur LeBaron prior to obtaining a signature. Mr. Steve Call also pointed out that some of the other language included in the resolution will need to be corrected to reference the FAST Act and not the previous referenced Map 21. Mr. Call will work with Myron Lee to incorporate appropriate language as needed into the resolution prior to presentation and consideration of DTEC.

MOTION WAS MADE BY CAMERON CUTLER, SECONDED BY ANGELA ROHR, TO APPROVE THE SIGNATURE OF THE CHAIR ON THE URBAN TRANSPORTATION PLANNING PROCESS CERTIFICATION RESOLUTION AND TO RECOMMEND APPROVAL OF THE RESOLUTION TO THE DIXIE TRANSPORTATION EXECUTIVE COMMITTEE (DTEC) FOR FORMAL ACTION. MOTION CARRIED BY UNANIMOUS VOTE.

3. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- A. Consider Public Comment Period for 2017-2022 TIP:** Myron Lee explained that a 30-day comment period is required from July 1, 2016 through August 6, 2016. This comment period coincides with the UDOT public comment period. Advisory Committee members are requested to approve the comment period for recommendation to the Dixie Transportation Executive Committee (DTEC)

MOTION WAS MADE BY ANGELA ROHR, SECONDED BY CAMERON CUTLER, TO APPROVE THE 30-DAY PUBLIC COMMENT PERIOD COMMENCING ON JULY 1, 2016 AND ENDING ON AUGUST 6, 2016 TO COINCIDE WITH THE UDOT PUBLIC COMMENT PERIOD AND TO RECOMMEND APPROVAL OF THE DIXIE TRANSPORTATION EXECUTIVE COUNCIL (DTEC). MOTION CARRIED BY UNANIMOUS VOTE.

4. LONG RANGE PLANNING

- A. Washington County Economic Development:** Jeriah Threlfall, Executive Director of Site Select Plus, provided an introduction for himself including his educational background. He reported that he commenced duties in September 2015 upon the retirement of Scott Hirschi, the former director. Mr. Threlfall reviewed continuing efforts to focus on value added primary manufacturing and the expansion of economic development efforts to focus on technology and other industries. He noted that Site Select Plus works closely with community partners to facilitate bringing good jobs into the area to promote prosperity. Information was shared with committee members for job growth, population growth, year to year change in non-farm jobs, unemployment rates for Washington County, state of Utah and the United States. A large amount of information gathered through the Department of Workforce Services was provided as a handout. Mr. Threlfall noted that Ram Company is undertaking an expansion. There are also several other companies that will be establishing operations in Washington County that will be announced in the near future. He announced that Site Select Plus will be hiring an Assistant Economic Development Director who will be working with Dixie State University and DTAX to promote programs and internships that provide ongoing skill development. A long term partnership is anticipated that will assist businesses in providing the type of job training that is needed in the area. It was also noted that expansion of companies such as Family Dollar helps to increase local jobs.

- B. Funding, Corridors, and Traffic Congestion:** Mr. Myron Lee provided copies of a presentation that was made to the Dixie Transportation Executive Council (DTEC). The 4-step Dixie Travel Demand Model process includes trip generation, trip distribution, mode choice and trip assignment. Calibration and validation outputs include traffic volumes, speeds, delay, origin/destination tables, and transit ridership.

Washington County population data is provided by the Governor's Office of Management and Budget projected out to 2040. Maps and tables were reviewed depicting projected growth, congestion out to the year 2040 assuming a no build option, roads with volume to capacity ratios, daily vehicle hours of delay, etc. The project list included in the MPO Transportation Plan includes state and local regionally significant projects. The non developer costs for projects is estimated to total \$1.9 billion. Committee members can obtain a copy of the project list by contacting Myron Lee. Information was also presented for a 2040 local option finance package that would include 0.25 percent local options sales tax by 2016, new \$0.05 per gallon local option fuel tax every seven years beginning in 2016, new local option \$5.00 vehicle registration fee every 10 years starting in 2018, and new local 0.25 percent sales tax for transit in 2020. A list of roads dependent upon new revenue was also reviewed. Counties in the state of Utah have the option of including the local options sales tax on the ballot, but it is not known at this point if Washington County will exercise that option. Washington County elected officials are currently seeking input from communities within the county. St. George City, Hurricane City, Washington City and Toquerville City have all passed resolutions requesting that the local sales tax option be included on the November ballot.

5. SERVICES

- A. **Consideration of FY 2017 Planning Grant Requests:** Myron Lee reported that a request for planning projects was distributed to voting members of the Dixie MPO Transportation Advisory Committee. Copies of two request letters were provided for Toquerville City and Washington City. Toquerville City is requesting \$35,000 of MPO planning funds to complete a City Transportation Master Plan and Bypass Corridor Study. The total project cost is \$89,000. Washington City is requesting \$35,000 to complete an Active Transportation Plan. Total project cost is \$70,000. Mayor Darren LeFevre, Toquerville City, reported that the city has been working with the Washington County Water Conservancy District and UDOT to identify a bypass corridor that would move traffic from the middle of town. At this point, 90% of the right-of-way is in place and other land owners have committed to deed land for the road as needed. There has been a lot of work accomplished in consideration of a bypass road. Jones and Demille Engineering have been engaged to develop a General Plan as well as a Master Transportation Plan for Toquerville City. It is anticipated that a bypass road will help to decrease traffic congestion in the Zion National Park corridor. All other funding for this project is in place. Mike Shaw reported that Washington City would like to develop an Active Transportation Plan. Arthur LeBaron mentioned that Hurricane City is also in need of an update for their Master Transportation Plan that would incorporate trails into the road plan. This would cost approximately \$50,000. However, this is not a formal request at this time because key staff are on vacation. Prior to making a formal request staff needs to discuss details at an internal level. Myron Lee explained that if over 50% of the total project cost is funded by the MPO, the MPO would administer the project. Myron Lee mentioned that Envision Utah has provided a scope of work and request for \$225,000 to complete a visioning study similar to the previous Vision Dixie that was completed in 2007. There is currently \$150,000 available for allocation to planning projects. The Envision Utah request totals more than the amount of funding that is available. MPO staff is however recommending that some funding be allocated to this visioning process because the Long Range Transportation Plan calls for an

update with an envisioning document. An amount totaling \$50,000 could be set aside this year with the option to allocate additional funds next year. Envision Utah would also need to solicit other funding partners. The transportation plan will be looking out to the 2050 horizon. This envisioning effort would also involve a new set of local elected officials that would guide the process. It may also be a consideration to select a different consultant to facilitate this project. Todd Edwards pointed out that Washington County completed a General Plan that was also tied to the Vision Dixie Process and some things did happen that were outlined in the process. However, the market will drive what people are willing to build. Committee members expressed concern with being the major fund source for this project.

MOTION WAS MADE BY MIKE SHAW TO RECOMMEND PLANNING FUND ALLOCATION TO WASHINGTON CITY IN THE AMOUNT OF \$35,000; TOQUERVILLE CITY IN THE AMOUNT OF \$35,000; HURRICANE CITY IN THE AMOUNT OF \$50,000 AND ENVISION UTAH PROCESS IN THE AMOUNT OF \$30,000. Discussion included amounts of funding up to 50%, general plan versus amount for master transportation plan. **MOTION WAS AMENDED BY MIKE SHAW TO RECOMMEND PLANNING FUND ALLOCATION TO WASHINGTON CITY IN THE AMOUNT OF \$35,000; TOQUERVILLE CITY IN THE AMOUNT OF \$44,500; HURRICANE CITY IN THE AMOUNT OF \$50,000 AND ENVISION UTAH PROCESS IN THE AMOUNT OF \$20,500. MOTION WAS SECONDED BY CAMERON CUTLER. RECOMMENDATION TO BE FORWARDED TO THE DIXIE TRANSPORTATION EXECUTIVE COMMITTEE (DTEC) FOR FORMAL APPROVAL. MOTION CARRIED. TODD EDWARDS OPPOSED.**

6. **LOCAL PROJECT STATUS UPDATE**

- A. **Hurricane:** Arthur LeBaron reported that the Purgatory Road Environmental Assessment is ongoing. Construction on 400 South in Hurricane will begin soon.
- B. **Ivins:** None.
- C. **LaVerkin:** None.
- D. **Leeds:** Angela Rohr reported that Leeds anticipates an update to their General Plan and Master Transportation Plan next year.
- E. **St George:** Cameron Cutler reported that the River Road project is on schedule and utility work has been completed. The Red Hills Parkway drainage structure is nearing completion. There have been some delays in this project due to rain and a rupture of a water line which caused flooding. The signal has been reinstalled at 3000 East. It is also anticipated that the Mall Drive Underpass project will be completed this fall, hopefully by Thanksgiving.
- F. **Santa Clara:** None
- G. **Toquerville:** Mayor LeFevre reported that Toquerville is working with the Water Conservancy District and UDOT to reconstruct the I-15 interchange. Funding is in place for the new reservoir and construction is anticipated in late fall or early spring.

- H. **Washington City:** Mike Shaw reported that the Washington Fields Road phase 4 project has been completed. A signal project will be completed at Washington Fields Road and Industrial Road. The bridge and right-of-way were acquired last week.
- I. **Washington County:** Todd Edwards reported that Washington County will be completing chip seal projects near Winchester Hills and Dammeron Valley.
- J. **UDOT:** Chris Hall, UDOT, reported that the I-15 milepost 4-5 project is in design. He also reported that the Santa Clara Swiss Village to Ivins project is slated for completion this fall. A new bike lane will be installed from the Shivwitts Indian Reservation to Ivins. This will provide access from the reservation to the convenience store and Ivins Reservoir.

7. **STATE AND FEDERAL UPDATE**

- A. **Program Development - UDOT:** None.
- B. **Federal Oversight:** Steve Call reported that the final rule for transportation planning became effective on May 27, 2016. As previously mentioned, new rules will need to be incorporated and referenced in the planning process resolution and certification. A webinar is scheduled on June 14, 2016 to discuss the new rules and implementation of the FAST Act. A link will be forwarded to Myron Lee. The final rule will be released in the fall. There will also be new attainment areas announced at the end of the year. It is not likely that Washington County will hit the threshold of a non-attainment area. Meetings that are scheduled in Reno will discuss modeling for air quality. It was also noted that resiliency planning for disasters and tourism need to be incorporated into planning processes.

8. **UPCOMING MEETINGS / DEADLINES**

The next DTEC meeting is scheduled for June 15, 2016 and the next DTAC meeting is scheduled for August 3, 2016.

9. **ADJOURNMENT**

Being no further business, the meeting adjourned at 3:25 p.m.