

DIXIE TRANSPORTATION ADVISORY COMMITTEE

Meeting Minutes

May 6, 2009

Five County AOG

PRESENT

Dave Glenn, Ivins City, Public Works Director, Vice-Chair
Mike Shaw, Washington City, Public Works Director
Larry Bulloch, St. George City, Public Works Director
Cameron Cutler, St. George City, Traffic Engineer
Jack Taylor, Santa Clara City, Public Works Director
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Rick Torgerson, UDOT Region Four, Program Manager
Tamerha Maxwell, UDOT
Ross Romero, Washington City
Chuck Gillette, Ivins City Engineer
Arthur LeBaron, Hurricane City Engineer
Lowell Elmer, Director, Dixie MPO
Curt Hutchings, MPO, Transportation Manager, FCAOG
Diane Lamoreaux, Program Specialist, FCAOG
Lee Cabell, Horrocks Engineering
Russell Youd, Horrocks Engineering
Zach Renstrom, Bush and Gudgell
Bob Hermandson, Bush and Gudgell
Scott Peterson, Land Owner
Charlie Potter, Land Baron Investments
Tyler Hoskins, Airport Parkway Development
Russ Gallian, Jeff Klein & Property Owners
Curt Gordon, Desert Canyons Development
Brent Bluth, SITLA
Gary Wood, EDAW (Conference Call Participation)

ABSENT

Dave Demas, St. George City, City Engineer, Chair (Excused)
Kelly Lund, FHWA, Planning Engineer
Elden Bingham, UDOT Planning
Steve Call, FHWA, Planning Engineer
Ryan Marshall, General Manager, SunTran
Lynne Scott, BLM/Dixie Regional Bike and Pedestrian Committee

CALL TO ORDER

Dave Glenn, Vice-Chair, called the meeting to order, welcomed everyone in attendance.

MINUTES

Vice-Chairman Glenn noted that a quorum was present and presented minutes of the April 1, 2009 meeting for discussion and consideration.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY CAMERON CUTLER, TO APPROVE MINUTES OF THE APRIL 1, 2009 MEETING AS PRESENTED. MOTION CARRIED.

SHORT RANGE PLANNING UPDATE

Transportation Authorization Projects Action: Lowell Elmer explained that projects submitted by St. George, Ivins, and Washington cities through T-4, the new program replacing SAFETEA-LU, need to be discussed today for consideration of amending the Long Range Plan. Those projects include: **1) St. George City--** Trail underneath I-15 to provide connectivity between Dixie State College and the Dixie Regional Medical Center campus; **2) Ivins City--** Reconstruction of 200 East; **3) St. George City--** Sunset Flyover; **4) Washington City--** Washington Dam Road, improvements from 1900 East to Southern Parkway; and **5) Washington City--** Washington Fields Road, 3650 South to new airport access road. Lowell asked that representatives of the sponsoring agencies provide a brief summary of their project(s). In order to receive federal funding, these projects must be included in the Dixie MPO Long Range Plan (LRP). As federal, state and local funding notification is provided, projects would then move to the Dixie TIP at the recommendation of this committee to the Dixie Transportation Executive Committee (DTEC).

Mr. Frank Lojko, Dixie State College of Utah, reported that the college has been working with state and federal legislators as well as St. George City to seek support and funding for this project. He provided copies of maps from a Dixie State College Traffic Study which outline the recommended 400 South Pedestrian & Bicycle I-15 Underpass. The college is experiencing high enrollment increases for full-time students in the neighborhood of 17%. The proposed I-15 underpass is less than 1/8 mile and will allow students access to college and medical facilities as well as providing a connection with the community and housing. Estimated cost of this project is approximately \$1.04 million dollars which was determined using information from similar types of projects. He explained that the college is land locked and because of this future buildings will be constructed vertically to five stories. Committee members asked about right-of-way requirements for the project. Mr. Lojko reported that they have not determined those requirements or which property owners would be impacted. Rick Torgerson mentioned that UDOT would likely require that the tunnel is wide enough to accommodate future widening of I-15. Members also asked how this fits into the St. George City Pedestrian Plan. Cameron Cutler explained that the I-15 Exit 8 study will be incorporating this project. Another item which may be of concern is a large storm drain in this area. Curt Hutchings pointed out that a 400 East (SG) underpass at I-15 is included in the LRP. In addition, the college studied bus transport systems similar to those utilized by other universities. Future enrollment increases will necessitate other modes of travel, i.e., foot, bicycle and bus. There are currently marked bicycle paths throughout the campus. Dixie State College would also like to acquire land where the East Elementary is currently located for future expansion of the campus. Another option will be to expand outreach programs at the academy located in Hurricane. Mr. Lojko mentioned that the Dixie Applied Technology Center (ATC) and University of Utah programs are also located on the Dixie State College campus.

Dave Glenn, Ivins City, reported that 200 East is one of the busiest streets as a major collector in the city. Reconstruction of this road is very important. In meeting with Representative Dave Clark and the congressional delegation, city staff was informed that having this project on the Dixie TIP would enhance funding opportunities from other sources. This is a regionally significant project and the city is requesting that the project be incorporated into the LRP. Rick Torgerson explained that in order for a project to be included on the STIP and TIP it would have to be financially constrained. Estimated cost of this project is \$14M to replace old asphalt, provide a landscaping median similar to St. George Boulevard, and lighting. There is also a 10 foot path which crosses from one side to the other.

Larry Bulloch, St. George City, reported that the city submitted an appropriations (sic-Authorization) request in the amount of \$20M for the Sunset Flyover project. Congressman Matheson's office has

contacted the city to amend this request to \$2 to \$3 million. This would provide funding for the environmental, engineering and perhaps some right-of-way acquisition. This project is listed in the LRP projects and phasing list but the amount needs to be increased to \$20M for the total project cost.

Mike Shaw, Washington City, reported that the city has made application for two projects. The Washington Dam Road project is for road improvements from 1900 East to the Southern Parkway. Estimated cost of this projects is \$5.7M. The second project is the Washington Fields Road from 3650 South to the airport access road coming off the Southern Parkway. Total estimated cost is \$17.6M. Washington City is requesting 50% federal funding for this project. Washington Fields Road is included on the phased list, but the project limit needs to expand south to the airport access. Washington Dam Road was not included in the phased list, but has been added in the draft for consideration today.

Curt Hutchings provided copies of draft modifications for the projects and phasing list for committee review and consideration. He reviewed color coding for projects moving out of Phase I, Phase II, and from unfunded projects to Phase III. The proposed T-4 projects included in Phase I have a box drawn around the estimated cost. Larry Bulloch commented that the estimated cost for the grade separated interchange at Redhills Parkway would be closer to \$10M and widening of Bluff Street from St. George Boulevard is estimated to cost \$13M, excluding right-of-way. The Western Corridor is included in Phase II and Phase III, with full build out in Phase III. Inflation costs are factored into each of the project phases. Committee members suggested that projects be shifted from Phase I as follows: **1) I-15 Corridor (W), MP 13 to MP 16--** Move into Phase II; **2) Telegraph Road (W), 500 West to 300 East--** Move into funded; **3) 300 East (W), Telegraph Road to Virgin River Bridge--** Move into funded; **4) Airport Terminal Road (SG), Airport to Southern Parkway--** Move into funded; **5) Southern Parkway Phase II (SG), River Road to Airport Terminal Road--** Move into Phase II, the extent of this project changes to (from Interchange #6 to Interchange #7) and the length of this project goes from 4 miles to 1 mile. One project was added to Phase II as follows: **1) Santa Clara Drive (SC), Swiss Village to Ivins boundary--** Approximately 300-400 feet is in Ivins City and would require joint city participation for this project.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY CAMERON CUTLER, TO RECOMMEND MODIFICATIONS TO THE MODIFIED DRAFT LONG RANGE PLAN PROJECTS AND PHASING LIST INCLUDING ACTIONS OUTLINED ABOVE. MOTION CARRIED.

2009 Unified Planning Work Plan (UPWP) Move to Two-year Work Program: Lowell Elmer provided two handout sheets summarizing annual planning fund allocations for the proposed two-year work plan. A summary of work tasks is included on one of the handouts. The UPWP has already been approved for the first year with \$9,000 cost per vote share. Figures contained on the 2010-11 fund summary are doubled from the first year funding amount. UDOT submits their 709 for planning funds on an annual basis. Even though the MPO is proposing to move to a two-year work plan, cities will pay per vote cost shares annually. Depending on economic conditions and staff analysis, per vote cost shares could be re-evaluated for the second year to determine if an increase would be justified. Another line item (#G) has been added for contingency, which is increased planning funds received by UDOT. The MPO will not be charging against this line item unless funding needs to be increased in another line item. However, funding from line item #G could be used and it would not change the budget bottom line. Dave Demas has already received this information and concurs with the budget and moving to a two year work plan. Lowell explained that expanding to a two-year work plan provides flexibility, efficiency and function. It will also allow studies to flow from one work plan year into another with less program/financial adjustments. He

asked DTAC to adopt the two-year work plan as outlined in the summary handout. This recommendation will be provided to DTEC for consideration on May 20, 2009.

MOTION WAS MADE BY JACK TAYLOR, SECONDED BY LARRY BULLOCH, TO APPROVE THE TWO-YEAR WORK PLAN FOR RECOMMENDATION TO DTEC. MOTION CARRIED.

Corridor/Mapping Issues: Curt Hutchings reported that coordination of GIS efforts provided between Washington County and jurisdictions has started. This effort is intended to provide better coordination and a smoother process for updating the Long Range Plan as well as other key transportation plans. The next meeting is scheduled for May 15 to review information that jurisdictions will be bringing back to the group. It is anticipated that some type of agreement or MOU will be developed for this group to work together. More information will be available at next month's meeting. Staff anticipates that Washington County GIS staff will provide some type of quarterly briefing in regard to changes that have been made resulting from this effort.

LONG RANGE PLANNING

ITS Communications Plan Update: Curt Hutchings reported that UDOT has entered into a contract with TansCore for completion of an ITS Communications Plan update which is a three phase project. A completion date of the end of May was originally anticipated. However, a slow start will push the completion of the project. The consultant is in the middle of a phase two technical analysis which will be available for steering committee review by the end of May. As further information is received it will be shared with this group.

Model TAZ Modification Statewide Study: UDOT has provided verbal confirmation that they are ready to sign a contract with RSG to assist with work on model TAZ modifications. This firm has also assisted the Cache MPO with their model. Updated information will be provided as applicable.

Regional Transit Corridor Preservation Study: A copy of the regional transit corridor preservation study scope of work and cost analysis was provided to members via e-mail. Copies of the cost proposal were provided outlining a total cost of \$75,000 to analyze the feasibility from Bluff Street to Hurricane. Staff has reviewed other BRT work which was completed by AECOM in the Salt Lake City area of Foothill Boulevard. The cost for the Foothill study was approximately \$200,000. Staff anticipates that this study will provide a similar analysis as the scope of that study. Dave Demas has given his approval to contract with AECOM for this study. Mr. Elmer noted that Horrocks Engineering will provide sub-consultant work for some of the modeling. Staff is also proposing close coordination with the SR-9 study as it progresses. Lowell asked for committee approval to move forward to execute this contract with an anticipated "Kick-off" in conjunction with the June DTAC meeting. Staff is proposing to start that meeting at Noon, including lunch, in order to cover appropriate business prior to the Southern Parkway Phase III Steering Committee agenda item. Larry Bulloch expressed a desire to include Santa Clara, Ivins and the new airport in this study and asked if staff had any idea what that would cost. Lowell responded that this proposal has not been provided. However, staff would like to get the study underway with the intent to consider modifying the scope of work to include that expanded area. As the cost proposal is made available, this group could consider to which degree and level they would like the consultant to proceed at that time. Larry Bulloch commented that it seems that the study would be incomplete if it does not include the entire region. Lowell indicated that he has spoken with the consultant but that it would be a cost issue as the proposal is provided. The money available for this study comes from part of last years STP money which was budgeted and approved by DTEC. In addition, there are other competing needs such as a getting an on-call contract with a firm to assist with model operations and day-to-day upkeep for the model. Recent work provided by InterPlan in regard to level of

service (LOS) has been very helpful in current project development decisions. An on-call contract will help us be better prepared for project planning as well as project prioritization for the Long Range Plan and TIP. Staff recommends that DTAC move forward with this BRT contract under the current scope of work as funding has been approved under this year's work plan. This will allow staff to move forward with a retainer for model operations and provide time to better assess how much funding will be required for this project on an annual basis. Jack Taylor expressed the same concern that it would not be a compete study if it did not include Santa Clara, Ivins and the airport. Lowell explained that the study is included in the Dixie MPO Long Range Plan and UPWP, but the project needs to be brought onto the FY 2009-2014 TIP. Funding is available for this study from FY 2009 UPWP funds.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY CAMERON CUTLER, TO BRING THE BUS RAPID TRANSIT (BRT) CORRIDOR STUDY (\$75,000 PLUS \$5,077 MATCH) ONTO THE FY 2009-2014 DIXIE MPO TIP. MOTION CARRIED.

MOTION WAS MADE BY LARRY BULLOCH, SECONDED BY JACK TAYLOR, TO RECOMMEND EXECUTION OF A \$75,000 CONTRACT WITH AECOM, WITH THE INTENT TO ISSUE A CHANGE ORDER IN THE NEXT FISCAL YEAR FOR ADDITIONAL WORK AS PER DISCUSSION. MOTION CARRIED.

Human Services Implementation Tool Action: Curt Hutchings provided background information in regard to the Coordinated Human Services Transportation Plan completed in 2007. This plan outlines goals and strategies for better coordination and use of vehicles to provide transportation throughout the region to senior citizens, low income and disabled individuals. However, completion of this study did not provide information showing how to implement those tools. Subsequently, a grant was received for the implementation tool which outlines details for how agencies can work together to provide better transit options. The consultant and MPO staff have conducted interviews with several individuals serving on the committee to gather information in regard to needs, program operation, etc. A "Kick-off" meeting was conducted last week to gather additional information from DTAC, DTEC, and other stakeholders. The meeting was very good and provided additional insight. Dave Demas, DTAC Chair and Suzanne Allen, DTEC Chair, attended this meeting and were very pleased with the outcome. The consultant and MPO staff plan on conducting a workshop or charette before the end of May, after which the consultant will begin to draft the tool. Members of the DTAC and DTEC will be invited to other meetings and staff is encouraging everyone to attend if possible.

DIXIE TIP

Authorization Projects: Bring onto the 2010-14 TIP: Covered in discussion of project phasing.

2009-14 TIP / 2010-15 Issues: Ms. Diane Lamoreaux provided copies of the 2009-14 Final Dixie MPO TIP and Draft 2010-15 MPO TIP as generated through UDOT's electronic program management (ePM) system. UDOT staff is suggesting that the MPO switch to this format for TIP management and move away from the large Excel spreadsheet approach. This will help to eliminate errors and provides a much more accurate tracking of projects and funds. As UDOT staff splits out PIN's on various projects such as the Southern Parkway, those are immediately available through the ePM system. Projects are inputted into a Region Project Proposal Report initially and moved onto the STIP by UDOT staff upon e-mail instructions from region staff. As the DTAC and DTEC approve projects and/or project funding, instructions are provided to UDOT staff for incorporation or modification onto the TIP. MPO staff have the capability of generating a status report on projects for the Dixie MPO which can be presented at meetings. Information is provided

for review and input from committee members to make sure that the group is comfortable with moving in this direction. A list of past projects has been developed from previously submitted concept reports. Information for 2005 and 2006 is somewhat vague because copies of the concept reports were not readily available.

Rick Torgerson explained that the final 2009-14 TIP changes quite often as UDOT staff setup additional PINS to break projects into phases. This generally occurs with projects such as the Southern Parkway. Projects included on the region proposal report will be numbered in the 400 range for the MPO and can be extrapolated from other projects proposed in Region Four for presentation purposes. All of the projects included on the past project list can be input into the system and held until DTAC and DTEC determines a need to bring program funding into a specific project. Funding could also be received from appropriation/authorization requests for pending projects. Diane asked that committee members review the format of these reports for further discussion during the June meeting. It was also requested that jurisdictions review the draft past project list to determine if projects included are still viable, any additional projects that need to be included and/or additional project or funding information that needs to be provided to staff. The goal would be to create this past project list into the proposed project report in the ePM system. As staff begins to input proposed projects into the ePM system, additional information such as route, project length, etc. will be required.

STATE AND FEDERAL ACTIONS

Program Development - UDOT: Rick Torgerson reported that the Transportation Commission approved projects to be funded from the American Recovery and Reinvestment Act (ARRA) program at their meeting last week. Information received from FHWA indicates that the state of Utah took the lead in obligation of federal stimulus monies nationwide. At this point the state of Utah has approximately 1/4 of their stimulus funding left, most of which is local government projects. He reported that the Valley View Bridge project bids were opened and a ground breaking was held last week. The bid came in very good with approximately \$1.9M in funds remaining. The question came up in the Transportation Commission Meeting in regard to the expenditure of those remaining funds. Because approximately 60% of available funding for this project is coming from State ARRA funds, this has been a topic of great discussion. A spreadsheet was provided outlining a detailed breakdown of funds anticipated to be spent on this project. UDOT has discussed funding options with St. George City in regard to contingency and funding left in this project. The Transportation Commission has asked that UDOT present a funding option to the DTAC and DTEC for consideration. Existing funds for the project include: **1) ARRA-- \$3.8M; 2) Dixie MPO-- \$1.2M; and 3) St. George City-- \$1.2M.** The table also outlines a pro-rated funds scenario. At this point, the Transportation Commission is in the process of re-programming extra stimulus funding to new projects. One consideration was to take the pro-rated funding of \$1.64M remaining from this project to re-program at the state level. Region Four staff has worked with UDOT senior leadership, St. George City staff and the Transportation Commission to propose a different solution to keep all of the ARRA funds in the MPO. Staff is proposing to use the entire \$3.8M ARRA funds programmed to the Valley View Bridge, approximately \$500,000 of funds provided by St. George City and none of the MPO funds. In addition, St. George City has already expended \$380,000 of city funds for design and right-of-way costs on this project, which would be subtracted from the \$500,000. This would leave \$1.2M of Dixie MPO funds and \$700,000 in City funds. The East/West Corridor Study identified needs on Bluff Street and I-15. UDOT staff is asking for consideration to use the \$1.2M MPO funds to pay for the environmental document for I-15. This would put in place a framework for adding additional lanes, widening bridges, etc. in key locations relative to the I-15 study which was recently completed. Modeling shows I-15 would be in need of widening by 2020, but it may be required sooner than this date. There is also \$700,000 of St. George City funds that would be

used to participate in other projects such as the Dixie Drive Interchange, Bluff Street, etc. UDOT is proposing to move the \$1.2M MPO funds and hold the \$700,000 St. George City funds until a cash flow analysis is completed to identify needs for other projects. This will allow all of the ARRA money to remain in this area. If DTAC and DTEC do not accept this proposal, remaining ARRA funds will be transferred somewhere else in the state. Staff anticipates that the \$1.2M would come close to funding the environmental document. This would cover the area from MP-0 to MP-16. UDOT staff feels like this is a reasonable amount of funding depending on the level of documentation required for this corridor. The I-15 environmental was presented at the April Transportation Commission Workshop and they could not find funding until 2013-14. Unless the environmental document is completed soon, it will be difficult to initiate any improvements prior to becoming very congested. Lowell Elmer reported that MPO staff have been privy to these discussions and also supports this recommendation. This is a good proposal because it will accelerate the construction of I-15 improvements and at the same time retain the ARRA money in the region. Rick Torgerson re-iterated that the first alternative considered by the state was to remove the \$2M of excess ARRA funds from the Valley View Bridge project because it is a local bridge. UDOT staff was able to hold this off by proposing this alternative. Allocating \$3.8M to this bridge project essentially took money away from some other bridge within the state. This was a means to partner, retain all of the ARRA programmed funds and meet the demands of this area. Lowell pointed out that communities along the Wasatch Front have been lobbying pretty hard to take this ARRA money to fund a bridge in their region. Rick Trogerson outlined the two options as follows: 1) Prorate the ARRA money and move excess funds back into a funding pot; or 2) Program the \$1.2M from Valley View Bridge to fund the I-15 environmental document.

MOTION WAS MADE BY JACK TAYLOR, SECONDED BY MIKE SHAW, TO REDIRECT MPO FUNDS FROM THE VALLEY VIEW BRIDGE PROJECT TO DEVELOPMENT OF AN I-15 ENVIRONMENTAL DOCUMENT, HOLDING ST. GEORGE CITY FUNDS UNTIL A CASH FLOW ANALYSIS IS COMPLETED TO IDENTIFY NEEDS FOR OTHER ST. GEORGE CITY PROJECTS. MOTION CARRIED.

Rick Torgerson addressed federal earmark funds which have been allocated for various projects in the region. As these projects experience funding shortfalls because of recisions it is extremely difficult to find additional monies in existing program funds. In response to Santa Clara City's question, he reported that UDOT is not going to step up to fund recisions. It will be the cities responsibility to cover these costs. Both St. George and Washington cities have earmarks for projects and it appears that the recisions will not be a significant difference for those particular projects. Future recisions on those earmarks hit Santa Clara City hard and the funding shortfall burden is now placed on the city. Rick Torgerson indicated that he would provide a complete breakdown for Santa Clara City to review. Even though the original earmark was 100%, over the years federal recisions reduced the funding amount by \$400,000.

Rick reported that the beams were set for River Road last week and the deck is being formed. The remainder of Bluff Street should be paved next week.

Federal Oversight Update - FHWA: None.

PHASE III STUDY - SOUTHERN PARKWAY STEERING COMMITTEE

Welcome: Lee Cabell welcomed everyone in attendance and provided an update on the study status. The roadway network layout has been a major focus of the study for the past several months and great progress has been made in this regard. He recognized and thanked all of the stakeholders for efforts in moving this forward. The traffic demand modeling and traffic analysis is

being refined as additional information is provided. This has allowed decisions to be made on the roadway network and will continue to occur as this process moves forward. Access management and roadway design standards are basically complete as a result of this process. Washington City is in the process of updating their access management plan which will bring them closer in line with St. George City. The topic of interchanges was introduced last month and discussion will continue today. A new subject in regard to alignment of the Southern Parkway will also be introduced today. Discussion will continue on interchanges and some of the major roadway network layouts. The next level will be to address some of the local road networks. He reviewed a slide depicting the Land Baron/St. George City parcels and equivalent areas from a square footage standpoint for consideration in some type of property exchange. This is provided as a starting point and information purposes for discussion and negotiation between St. George City and the Land Barons. He pointed out that partnerships will be required throughout this process to make things work and come together.

Roadway Network: A handout was provided outlining the recommended roadway network per location developed involved property owners. Those efforts have been incorporated into a new recommended option with alignment of the Washington Fields road as depicted in the handout. Lee Cabell reviewed the recommended option interchange locations noting that the figure contains the most current airport layout in terms of design, terminal location, etc. This is very important as they begin to look at access and alignment of roads. In some locations, access into the airport does not match up exactly with property lines. He pointed out some differences in roadways and property lines in terms of planned access into the airport where it is less than the required separation between intersections. As part of the study this group needs to explore how set in stone access points are for the airport and if options are available to tweak these points to provide tie-ins. This may also create issues with making property owners whole. Examination of a roundabout option to complete this loop also needs to be a topic of discussion. It may be feasible to work with Jacobsons as they move forward on airport plans to resolve some of these issues. Tyler Hoskins indicated that access points came from a map posted on the website. In review of that map some concern on issues of spacing surfaced. The comment provided by Jacobson is that this is future access and is in the planning stages. This is brought to the attention of the Steering Committee for discussion purposes.

Gary Wood asked what the process would be for this land exchange to occur. Larry Bulloch responded that the recommended alignment is presented as a concept and potential land exchanges would be worked out over time between St. George City and the Land Barons. At this point it appears that parties are willing and feel that this would be feasible, but details will have to be worked out. He pointed out that it is not in the scope of the Phase 3 study effort to actually convey rights-of-way. St. George City and the property owners need to continue this discussion. Lee Cabell explained that from a roadway and access management standpoint it appears to be amenable to everyone.

Tyler Hoskins pointed out an area of concern for a particular intersection which is at a bad angle and would not necessarily be safe. Larry Bulloch commented that this was established as part of a legal agreement. He asked Russell Gallian if parties are willing to negotiate a better solution in terms of safety and traffic flow while still meeting everyone's needs if it would be a problem. The property owner impacted is Dale Rosner. Mr. Gallian responded that the alignment in this particular area may not be depicted exact, but if both property owners agreed to a new alignment it is his understanding that it could be negotiated. Curt Gordon indicated that they would provide a layout that could possibly work for this particular area.

Tyler Hoskins referenced a curve in the same area may impact property owners as well. Lee Cabell responded that it is impossible to meet all of the design standards and keep the road directly on property lines for the entire length of the road. Charlie Potter referenced several roads in this area and indicated that the Land Barrons has concern with the last stretch and would like that road to somehow tie back into Washington Fields Road. He proposed that Horrocks Engineering and Land Barons meet outside this meeting to determine a better solution to avoid odd shaped pieces of property which would be difficult to develop into a business park type development.

Lee Cabell concluded that the recommended option will be utilized in the study and future modeling and discussion will be based on this option. He summarized action items as follows: **1) Horrocks--** Work on the layout provided by Curt Gordon to address the arterial coming off Interchange #8 by Airport Parkway; **2) Horrocks--** Meet with the Land Barons to address issues with odd shaped parcels; and **3) Horrocks--** Examination of access to airport as per discussion.

Southern Parkway Interchanges: Lee Cabell indicated that this topic was introduced last month. Additional work has been done on some layouts for review today. He outlined interchanges 6 through 10 with traditional diamond interchanges including Desert Canyon, Airport Parkway and Warner Valley. Maps depict the Southern Parkway alignment taken from the Environmental Impact Statement (EIS). Based on a diamond interchange layout, ramp separation between 400-500 feet, roadway network and types of roads, a preliminary traffic analysis has been developed for PM peak hour for northbound and southbound traffic. Traffic volumes used in this analysis depict a more conservative land use. Work is also being done on a sensitivity analysis understanding that the Airport Vicinity Land Use Plan (AVLUP) is the base. Each of the above mentioned interchanges appear to be fine from an operational standpoint. Slides were reviewed outlining merges at on and off ramps including the level of service. The main purpose of this analysis was to determine if there were any fatal flaws with the location of the interchanges. Based on this analysis, it is anticipated that the tight diamond interchange is a reasonable approach. In performing this analysis one of the things looked at was to maintain the integrity of operation of the Southern Parkway. This lays the groundwork for additional interchanges depending on the development of partnerships to cover associated costs. Charlie Potter asked about the average right-of-way width that would be required particularly for the diamond interchanges. Lee Cabell responded that the right-of-way width on the Southern Parkway is 300 feet. Based on a spacing of 400-500 feet on the ramps, approximately 600 feet of right-of-way would be needed for a tight diamond interchange.

The next step for UDOT in programming for the Southern Parkway includes layout in more detail and development of a right-of-way document for the entire Parkway. This will allow better planning for required setbacks in terms of access. Stakeholders asked if CAD drawings are far enough along that information could be shared. Mr. Cabell indicated that it will be approximately one month before that information would be available. Tamerha Maxwell mentioned that UDOT is looking at Interchange #7 and the Warner Valley Interchange. Through other construction phases, property owners and cities have hired consultants to determine if the Parkway should go over or under in specific locations. Having the side streets go over the Parkway is better for UDOT. At any length, grade separation of some type will be required to provide access across the Parkway. UDOT currently has an RFP for a consultant to design the Southern Parkway. She explained that no federal stimulus funding will be used for construction of the Southern Parkway. However, additional state funds in the amount of \$50M have been allocated to this project. In order to maximize these funds, UDOT is seeking partners (cities, developers) who are willing to participate in funding interchanges. The ultimate build of the Southern Parkway will cost approximately \$475M. Those interested in partnering with UDOT need to submit proposals prior to June.

Lee Cabell reviewed interchange layouts as follows: **1) Airport Parkway**-- This traditional diamond interchange is under contract with an anticipated completion date of 2011; **2) Interchange #8**-- A diamond layout. At this point, there is nothing from a topographical standpoint indicating that another type of interchange would fit the land better. One problem with this interchange may be providing access to the first property owner. Scott Peterson responded that it is not an issue for his group at this point. However, he referenced Interchange #7 and indicated that the dramatic bend as the road hits the interchange ruins one piece of his property. Lee Cabell indicated that they will be working on those issues more next month as UDOT works on the Parkway alignment; **3) Interchange #9**-- Concerns have been raised from a topographic standpoint where the Southern Parkway drops off the cliff and there may be a better alignment for this area. These types of issues will be included in future analysis, and it is beneficial for property owners to provide input. Tamerha Maxwell mentioned that as design work begins more detail will evolve in regard to property lines and alignment of the facility. Gary Wood asked if the Phase 3 planning process would result in recommendations regarding potential re-alignment of the Southern Parkway diverging slightly from the EIS alignment. One specific area of concern is Interchange #9 where it is suggested that the reversing curve is shifted further to the east and around the Stucki Basin. Russell Youd indicated that Horrocks would like to examine alternate alignments for evaluation into that process. However, completion of this issue is beyond the scope of this particular study. Mr. Wood pointed out that preliminary studies indicate that consideration of a re-alignment in this area may be beneficial to all parties. Tamerha Maxwell commented that their first concern is anything that would be environmentally sensitive. If applicable, the alignment could possibly be adjusted with a re-evaluation. Lee Cabell indicated that their intent is to bring up those type of issues for further consideration in the next detailed design study; **4) Interchange #10**-- A traditional diamond layout is proposed. There are some constraints with poppy habitat in this particular area. Horrocks will make recommendations based on preliminary analysis of areas which need to be investigated in more detail.

Southern Parkway Alignment Analysis: Lee Cabell reviewed key factors for consideration as over the next month their efforts focus on the parkway alignment analysis as follows: 1) Environmental issues; 2) Topography; 3) Cost; and 4) Relationship to properties and adjacent roadway network. Options will be studied for Interchange #9 in terms of environmental and topography issues and impacts. Based on comments provided today, the same type of analysis will be provided for Interchange #8.

Conclusions: The June meeting will focus more on alignment issues and continued discussion in terms of interchanges.

Larry Bulloch referenced access along the airport and noted that people need to know where they can and cannot get access along the east side of Airport Parkway. Establishing access on the west side will impact what will happen on the east side. It may be beneficial to determine for instance that every other property line would have a shared driveway. This will allow property owners to plan appropriately. Horrocks consented to layout a more detailed access plan for Airport Parkway based on spacing and access management standards.

Tyler Hoskins mentioned that some discussion has occurred in regard to utilities and timing of some of the roadways. He questioned how property owners would tie utilities into the scope of this study as well as a determination of the focus of particular roadways and who pays costs, etc. How does this group get to that next level? It makes sense to address some of these issues while all stakeholders are gathered together. Discussion that would be beneficial includes: 1) Utility corridor identification, including how cities will work together to provide utilities to stakeholders; 2) Determine

which roads are a major focus to move people from point A to point B; 3) Access to the roadway connecting to the airport and developing priorities that would take precedence. Is it possible to engage this type of effort as part of the Phase 3 study. Russell Youd acknowledged that this could be a forum for those issues, but it is not really in the scope of this study. Mike Shaw commented that utilities are very vague in this area, generally including merely a line on a map. He noted that Washington City is working on water issues through the regional water pooling agreement and is in the process of determining the size of line to serve this area, including where the line will be placed. Lee Cabell mentioned that implementation of the Phase 3 study will be the next step which will occur as development of the area begins. At this point, developers will enter into individual development agreements for utilities, etc. Mike Shaw commented that he would prefer that developers come in as a group rather than individually. Washington City has a 16" existing water line at Warner Valley that may be an option for this area. Washington City is working with St. George City to develop a regional approach for tapping into utilities in this area to prevent duplicating services. Tyler Hoskins indicated that he would prefer that the property owners and city come together to work out these issues. This would allow pooling of resources to address the most critical issues and corridors. This type of coordination could be of real value to everyone. Mike Shaw reported that Washington City is currently in the process of updating their sewer master plan and the water master plan will come right behind. Planning for development in this area will require property owners, cities and UDOT working together to maximize available funding. It would be good to continue this established forum as the Southern Parkway project moves forward in terms of utilities and timing. Mike Shaw pointed out that this would be a separate effort but it may still be a part of the DTAC group.

Gary Wood referenced previous discussion which was based on the master plan they submitted in regard to the regional trail system which was depicted in their plan replacing the regional trail system required along the Southern Parkway. He asked if there would be any merit as this study moves forward to resurrecting that notion to determine if there would be a suitable parallel regional trail. Russell Youd responded that it is their intent to include that as part of this study. This will be included as an agenda item for the June meeting to at least present some preliminary information. Information provided previously by SITLA includes the trail system on Exhibit #3, similar to what was done in South Block to create a parallel regional trail. This would be more functional rather than a trail on the Southern Parkway.

Rick Torgerson suggested that developers and/or cities provide information via e-mail, in memo form or telephone in regard to proposals they would like UDOT to consider. It was noted that both SITLA and Washington City have something to propose.

Action Items:

- Horrocks Engineering will work on the layout provided by Curt Gordon to address the arterial coming off Interchange #8 by Airport Parkway.
- Horrocks Engineering will meet with the Land Barons to address issues with odd shaped parcels.
- Horrocks Engineering will examine access to airport as per discussion.
- Horrocks will make recommendations based on preliminary analysis of areas adjacent to Interchange #10 which need to be investigated in more detail.

- Based on today's discussion, Horrocks Engineering will provide an analysis of Interchanges #8 and #9 in terms of options environmental and topography issues.
- Information will be presented at the next meeting in regard to a possible trail system parallel to the Southern Parkway.
- Developers and cities to submit proposals to UDOT for partnership opportunities.

NEXT MEETING

The next meeting is scheduled for Wednesday, June 3, 2009 at the Five County Association of Governments Office, Conference Room. The DTAC meeting will be scheduled to begin at 12:00 Noon in order to allow ample time for the Southern Parkway Phase 3 Study discussion.

Meeting adjourned at 4:40 p.m.