

DIXIE TRANSPORTATION ADVISORY COMMITTEE

Meeting Minutes January 6, 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
Larry Bulloch, St. George City, Public Works Director
Cameron Cutler, St. George City, Traffic Engineer
Ross Romero for Mike Shaw, Washington City, Public Works Director
Rick Torgerson, UDOT Region Four, Program Manager
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Elden Bingham, UDOT Planning
Kelly Lund, FHWA, Planning Engineer
Arthur LeBaron, Hurricane City Engineer
Chuck Gillette, Ivins City Engineer
Lowell Elmer, Director, Dixie MPO
Curt Hutchings, MPO, Transportation Manager, FCAOG
Diane Lamoreaux, Program Specialist, Five County AOG
Doni Pack, Program Specialist, Five County AOG
Monty Thurber, St. George City
Darren Cottam, Toquerville City
Kyle Gubler, LaVerkin City
Drake Howell, Leeds Town
Vern Keesler, InterPlan
Mike Heaps, Horrocks Engineers
Bob Lamoreaux, Stanley Consultants
Tyler Hoskins, PB Americas (Parsons Brinkerhoff)

ABSENT

Steve Call, FHWA, Planning Engineer
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 are not available for discussion and item is tabled until the February 2010 meeting.

Lowell Elmer introduced Ken Sizemore, Director of the Five County Association of Governments, and asked that he provide a brief discussion of upcoming changes which will be occurring at the Dixie MPO. Mr. Sizemore reported that Lowell Elmer will be retiring on June 30, 2010. The Dixie Transportation Executive Committee (DTEC) has been informed of this and discussion with this group has occurred. He acknowledged that the MPO has been fortunate to have Lowell for the past eight years at a critical time in getting the Dixie MPO organized and operational. Lowell's knowledge has been a major reason for the success of the organization. The strategy in moving forward from this point in this transition is consistent with other MPO's in the state of Utah, where the AOG Executive Director fills the role of Chief Executive Officer for the MPO. Responsibilities will be divided into thirds: **1) Executive Director**-- Ken Sizemore will assume the administrative oversight of the MPO focusing 25 percent of his time in this effort; **2) Regional Transportation**

Planning-- Curt Hutchings is currently filling this role and will continue in this regard. This includes the area outside of the MPO, including the Cedar City emerging area transit, the RPO in Eastern Washington County, etc.; **3) Senior Level Transportation Planner--** Recruitment of a transportation level professional will be accomplished in the February time frame. This individual will assume the day-to-day operations of the MPO. It is anticipated that the new employee will begin work by April 1st to overlap with Lowell's departure. It was noted that the MPO is part of the Five County Association of Governments and all MPO funding flows through this organization via contracts with the Association of Governments. Jack Taylor questioned what impacts this would have on the budget. Mr. Sizemore explained that Lowell has been working as a contract employee with no benefits. The total cost of hiring the new transportation planner will depend on the type of applicants, but it will not likely be someone with the extensive experience that Lowell brought to the table. The budget is adequate to pick up funding for Ken and to hire a senior level transportation planner.

CORRIDOR PRESERVATION (Combined MPO/RPO Discussion)

Curt Hutchings explained that with the expanded traffic model including areas in the Rural Planning Organization (RPO) area, it was felt that a combined discussion of these groups was appropriate. The County Council of Governments (COG) has requested that the MPO and RPO develop a list of projects which can be considered for corridor preservation funds. Curt Hutchings reported that the RPO has already put together a list of projects for submission to the COG, but this list could be changed based on today's presentation and discussion. Lowell Elmer indicated that the MPO is proposing to utilize the long range plan project list to determine which corridors will require right-of-way in the future to assist the COG in determining where to program corridor preservation funds. Mike Heaps, Horrocks Engineering, reviewed the Dixie MPO Travel Demand Model Measurement of Effectiveness Analysis. This analysis includes projects in MPO and RPO areas and how projects would impact the transportation system in terms of cost, time saved (hours/day) and cost/hours saved. The analysis is broken down into Phase I (2015), Phase II (2025), Phase II (2035), Unfunded projects (2035) and RPO projects (2035). In reviewing each analysis, it was noted that some projects may not save a large amount of time but may provide cost savings. Projects on the Phase I list are sorted by the most time saved by project as follows: **1) I-15 Corridor--** MP 0 to MP 13; **2) Mall Drive--** Riverside Drive to 3000 East; **3) Southern Parkway--** Airport to Washington Dam Road; **4) Washington Fields Road--** Virgin River to 3650 South; **5) SR-18--** St. George Boulevard to Red Hills Parkway; **6) Washington Fields Road--** 3390 South to Airport Access; **7) Southern Parkway Phase V--** SR-9 to 3.5 miles south; **8) SR-18--** Grade separated interchange with Red Hills Parkway; **9) SR-18--** Southbound Flyover at Sunset Boulevard; and **10) Washington Dam Road--** 1900 East to Southern Parkway Interchange.

Each phase was compared separately with Phase II projects as follows: **1) Southern Parkway--** Intersection with SR-9 to I-15; **2) Western Corridor--** MP 2 to Old Highway 91; **3) I-15 Corridor--** Milepost 13 to Milepost 16; **4) I-15--** Brigham Road eastbound flyover; **5) Southern Parkway, Phase II--** River Road to Airport; **6) SR-18--** Red Hills Parkway to Winchester Hills; **7) Riverside Drive--** Convention Center Drive to 3050 East; **8) Southern Parkway, Phase III--** Airport to Washington Dam Road; **9) 400 East--** Underpass at I-15; **10) Western Corridor--** Old Highway 91 to Snow Canyon Parkway; **11) 300 East--** 700 South to 2450 South; and **12) Red Hills Parkway--** Green Springs to St. George City limits.

Phase III project analysis is as follows: **1) Southern Parkway, Phase V--** Washington Dam Road to 3.5 miles south of SR-9; **2) Southern Parkway--** Eastbound flyover at MP 2; **3) SR-18--** St. George Boulevard to Main Street; and **4) Southern Parkway, Phase V--** SR-9 to 3.5 miles south. Unfunded projects for 2035 included two projects as follows: **1) Great Northern Corridor--** Red

Hills Parkway to MP 13; and **2) Great Northern Corridor--** Ledges to Great Northern Corridor. Both of these projects save significant amounts of time.

The analysis of RPO projects for 2035 does not include cost estimates but depicts time saved as follows: **1) Purgatory Road--** SR-9 south through Purgatory to Washington Dam Road and Southern Parkway; **2) East-West Corridor North of SR-9--** East-West Corridor study, north of SR-9. Connect Toquerville/LaVerkin to Leeds/I-15; **3) Hurricane/Leeds/I-15--** Study best connection between Hurricane Valley and Leeds/I-15; **4) Toquerville Bypass--** Toquerville/SR-17 bypass; **5) Hurricane Cliffs Bypass--** R-59 to SR-9 bypass; **6) 9-P--** Relocate/reconstruct Kolob Reservoir Road, MP 18.7, both directions; and **7) SR-9 and SR-9--** Study possible future connection of SR-9 and SR-59 through the existing Sheep Bridge Road and Rockville bypass.

Mr. Heaps explained that all projects were reviewed at a high level analysis and some limitations exist with the model. At this point RPO members broke out into a separate meeting.

Lowell Elmer reported that the COG is in the beginning stages of developing a structure for allocation of corridor preservation funds being collected through the \$10.00 vehicle registration fee. The MPO is requesting that the COG take into consideration the Dixie Long Range Transportation Plan in this allocation process. It is anticipated that approximately \$1 million will be collected on an annual basis which will be available for allocation. It is suggested that cities put pressure on the COG to also establish a 1/4 cent sales tax in the near future to assist in addressing corridor preservation in the area. Lowell suggested that this committee review projects in the Phase I list to determine which projects would require funding for corridor preservation prior to 2015. The RPO has already developed a prioritized list for submission to the COG. Larry Bulloch mentioned that cities have already provided their prioritization for projects to the COG. St. George City's highest priority corridor is widening of Bluff Street from Red Hills Parkway to St. George Boulevard. Dave Glenn reported that Ivins City has already acquired all of the right-of-way for the 200 East project. Jack Taylor indicated that Santa Clara City does not have projects in the Phase I list for consideration and the Western Corridor project is further out. Ross Romero was uncertain if Mike Shaw had provided information to the COG. Lowell asked that Ross contact Mike to see if a project needs to be added for Washington City.

Lowell Elmer asked that the group skip to Long Range Planning Milepost 8 Study Results to accommodate Verk Keesler's schedule.

LONG RANGE PLANNING

Milepost 8 Study Results: Vern Keesler, InterPlan, reported that InterPlan and Lochner Engineering were contracted to conduct a study of Milepost 8 to address concerns of St. George City around the interchange in terms of pedestrian, truck traffic issues, future capacity and major drainage issues. Findings of the study were reviewed as follows: **1) Need for Bicycle/Pedestrian Accessibility--** This can be added to the structure as a temporary solution. Interchange modifications will be necessary by 2025 to address major capacity issues; **2) Future Bicycle/Pedestrian Tunnel at 400 South to Serve Dixie State College--** This could be accommodated when major construction or reconstruction to I-15 occurs to provide access to college related medical facilities and housing; **3) Low Truck Volume--** Direct access to Industrial Road was studied and the low volume in truck traffic in this location (less than 2%) does not support modifications for truck access; **4) Multiple Options for Capacity Improvements--** Several options have been identified in terms of capacity improvements for consideration of more in-depth review in the conjunction with the I-15 environmental assessment; **5) Mall Drive Connection--** This is the most important connection and is critical in reducing capacity challenges at St. George Boulevard.

Consultants were able to examine real time video of pedestrian/bicycle traffic in the area. Most of volume of pedestrian/bicycle traffic is on the north side of the interchange which may be a direct result of obtaining access to 100 South. Bicycle/pedestrian traffic is significant enough to justify some type of pedestrian accessibility for safety reasons.

Mr. Keesler reviewed existing levels of service for various areas including 700 East, 1000 East, 700 South, Red Hills Parkway, River Road, Northbound and Southbound ramps, etc. Study results indicate that by 2025 there will be major capacity issues at this interchange that will create congestion on St. George Boulevard at 1000 East and traffic queues will spill back onto I-15. Even with changes at River Road, signal timing, etc. there will be significant congestion problems at this interchange. Necessary improvements at this interchange will be costly. Five different options were studied for the Mall Drive connection under I-15. This is included on St. George City's Master Plan and is important that the connection to Mall Drive be included on future traffic models. Larry Bulloch asked if this would involve some type of interchange or tunnel under I-15 to provide connection to Red Hills Parkway. Mr. Keesler responded that it is anticipated that a tunnel would be constructed under I-15 to provide this connection. This has a significant impact on decreasing volumes at the interchange. These modifications will involve major property issues on the west side of I-15 to accommodate a T-type intersection in this location. Of all options studied, number four was determined to be the best option to raise I-15 due to impacts on Red Hills Parkway and 1800 East. Frontage roads would remain in the same locations, elevations would change and properties that front those roads would be significantly impacted.

Six different alternatives were studied in terms of interchange capacity, including a half interchange at Red Hills Parkway, one leg couplets, etc. Option number three was determined to be the preferred alternative that would work best. However, UDOT is encouraged to undertake a more in-depth analysis for inclusion in the environmental assessment for I-15. All options studied include the Mall Drive connection, maximized signal timing, obtaining property at River Road and other intersections to provide double left turn lanes, etc. In conclusion, this interchange will be experiencing failure by 2025 which requires modifications by the end of Phase II. Growth rates were obtained from the Governor's Office of Planning and Budget (GOPB). Projected growth rates are high over a long period of time which is a cause for concern. The consultant worked with UDOT and the MPO to bring those numbers down to a more realistic level. It is anticipated that there will be continued growth in Washington County but an average of three percent may be more realistic. Lowell pointed out that numbers from the GOPB will be conservative and have historically been undercounted in Washington County. It was pointed out that GOPB does not factor in growth for Dixie State College which is fairly significant. Given current enrollment increases, it is projected that the enrollment will double within the next five years to approximately 14,000. Larry Bulloch mentioned that 15 years out is not that far off and this provides a call for local officials to begin looking at finance options to undertake the necessary modifications at this interchange.

Ms. Keesler reported that Lochner Engineering spent a lot of time analyzing drainage issues from past flooding to provide drainage recommendations which include improvements to infrastructure, maintenance and construction of a new ditch. A presentation will be made to the Dixie Transportation Executive Council on January 20th.

SHORT RANGE PLANNING UPDATE

Current ARRA Funding - Virgin River Bridge: Lowell Elmer explained a small amount of ARRA funding was unobligated and action was taken to allocate that amount to the Washington Fields Road/Virgin River project. It is anticipated that an additional amount of funds will be left over from the Black Ridge/Hilton Drive. Any unobligated MPO ARRA funds need to be re-allocated to the Washington Fields Road (Virgin River Bridge) project as soon as possible. Cameron Cutler

indicated that final numbers for this project are not yet available and it is anticipated that close out will occur by the end of January. The contractor has a punch list and will be moving toward completion. Lowell pointed out that it is critical to get these numbers as soon as possible. Rick Torgerson reviewed important ARRA dates and rules outlining when funds must be obligated. Available funds can be used for new and existing projects prior to March 1st. On March 2nd, any unobligated funds will be withdrawn from the state and redistributed. One hundred percent of ARRA funds must be obligated prior to March 1st or they will be lost. UDOT is requesting information by mid January to ensure that 100% of ARRA funds have been obligated. Once the job is closed, ARRA funds become unobligated and would have to be re-obligated prior to March 2nd. It was explained that the Washington City project has gone out to bid and the bid opening will be January 26th. It is important that funds are transferred to the Washington City project. Rick Torgerson explained that ARRA funds can be transferred between projects but funds cannot be obligated to a new project without Transportation Commission approval. UDOT is recommending that all MPO ARRA funds going to the Washington City project be spent first in order to meet ARRA requirements. St. George City staff indicated that the amount is somewhere in the range of \$100,000. It is possible that some of the things which were removed from the bid could be re-advertised for the earmark portion of the project. Lowell indicated that the DTAC and DTEC have already taken action to move any remaining Black Ridge/Hilton Drive ARRA funds to the Washington Fields Road (Virgin River Bridge) project.

The MPO is assuming that a second stimulus package is going to be acted on and released. Direction has been provided that the regulations will be somewhat tighter with a 90-day window for these projects, 60 days to get the project advertised, and 30 days to get the project awarded under contract. UDOT's goal is to show that no funds were left on the table from the first stimulus award and this is hoped to enhance the chances of getting funding that was left over from other states. Kelly Lund reported that 75% of the first round of ARRA funds have been obligated and projects are moving ahead much faster than originally anticipated. Lowell indicated that his understanding of stimulus one is that if there were extenuating circumstances a petition could be submitted requesting an extension. Kelly Lund explained that FHWA staff have been instructed that the second round of stimulus funds will be the same amount as the first round. It has been requested that MPO's assume that the same regulations will be in place for the TIP, environmental process, etc. Rick Torgerson indicated that UDOT will likely request some short FHWA advertising windows for projects because of the shortened time frame. Lowell Elmer mentioned pavement preservation projects will work better in the proposed shorter window. These projects would need to be added to the TIP. Rick Torgerson commented that proposed pavement projects will be presented to the Transportation Commission next week. Washington County provided concept reports for several projects but the projects are outside the MPO boundary. County projects would have to be considered by the Joint Highway Committee and projects must be on a major collector or above to receive federal aid.

It is anticipated that this legislation could be signed in January prior to the State of the Union Address. Committee members determined that projects should be prioritized with each city getting one project. Ivins and Santa Clara city representatives determined that their project on Old Highway 91 should be combined into one project with Ivins City acting as the sponsor. This would be the best way to handle this particular project in light of the fact that stimulus funds do not require match participation. DTAC members prioritized projects in the MPO as follows: **1) Ivins/Santa Clara--** Double chip seal on Old Highway 91, Swiss Village to Shivwits Indian Reservation (4.5 miles, \$533,000); **2) Washington City--** Mill and fill on Telegraph Road, 300 East to SR-9 (2.5 miles, \$1.2 million); **3) St. George City--** Recycle on Dixie Downs/Dixie Drive, Valley View Drive to Snow Canyon Parkway (3.0 miles, \$1.6 million); **4) St. George City--** Overlay on Diagonal Street,

Main Street to Bluff Street (1.14 miles, \$750,000); and **5) Washington City**-- Overlay on 2000 South, Washington Fields Road to Mall Drive Bridge (1.5 miles, \$800,000). All projects need to be added to the 2010 Dixie TIP. A copy of the proposed projects will be forwarded to Amhad as well as input into the ePM system. The MPO received \$3.2 million in the first round of ARRA funds and will request that amount in the second round of funding. It was also suggested that a few other projects also be included in case bids were to come in low for projects.

MOTION WAS MADE BY LARRY BULLOCH, SECONDED BY ROSS ROMERO, TO ADD THE FIVE PROJECTS TO THE 2010 DIXIE TIP WITH PROJECTS NUMBER 1 THROUGH 3 AS THE TOP PRIORITY, ADDING UP TO \$3 MILLION. PROJECTS #4 & #5 ARE CONTINGENCY IN CASE GOOD BIDS ARE RECEIVED AND ANY REMAINING FUNDS WOULD BE SPLIT EQUALLY BETWEEN THESE TWO PROJECTS. RECOMMENDATION TO BE FORWARDED TO DTEC FOR FORMAL APPROVAL. MOTION CARRIED UNANIMOUSLY.

Update on Interstate Signing and MPO Involvement: Lowell Elmer indicated that discussion in regard to interstate signing and involvement of the MPO was returned to DTEC for further discussion and guidance. DTEC determined that the MPO would not be involved on an on-going basis with signing issues but would respond by providing input upon receiving a request from UDOT. Signing issues will continue to flow through UDOT following their policies.

UDOT Functional Classification (Updating Opportunity)-- Lowell Elmer provided copies of UDOT's 2005 map version outlining functional classifications for federal aid. Discussion has continued over the years with the Functional Class Management Team at UDOT in regard to changes which have taken place in the Dixie MPO area. Policies are in place which dictate residential streets, collector streets and arterial streets. In reading these policies, it appears that there could be some exceptions made in areas such as the Dixie MPO where there are so many barriers and lack of unlimited corridors. It is proposed that the MPO work with UDOT in the next round of updating the functional classification map to see if exceptions can be considered in this area. He asked that committee members review the functional classification map to see if there are changes that could be recommended to UDOT. Elden Bingham indicated that he had spoken to Kevin Nichols in this regard and it was also his recommendation that the MPO begin looking at the map to bring forth recommendations of potential changes. The MPO needs to compile a list of potential roads for UDOT's consideration. The team will be making contact with the MPO possibly in February. It was also noted that recommendations would be based on federal highway guidelines to determine if adjustments could occur. The 2010 Census results are not anticipated to be received until 2012. Kelly Lund indicated that the MPO would have to look at infrastructure to make sure that anything recommended to move up would function together as a road network. Cities need to begin looking at the classifications so that a response can be provided to UDOT. The entire system as a whole needs to be examined to determine whether a current road can move from a collector to an arterial. This analysis needs to be based on current usage and not what the function will be in the future. Lowell indicated that this would be included as an agenda item beginning in February and will continue until the process is completed. Kelly Lund mentioned that it is important to look at how local roads function because roads need to be a collector status to receive federal funds. He also cautioned that there needs to be public involvement in the process in changing the status of roads.

LONG RANGE PLANNING

ITS News within the Industry: Lowell Elmer indicated that when the ITS Architecture Study was completed Diann Williams was the contact person for the Dixie MPO. However, she has retired from UDOT and Brian Chamberlain has been selected as her replacement. Monty Thurber reported

that the committee is currently working on ITS communications for River Road and the Southern Parkway. Lowell mentioned that since the MPO began programming funds for ITS and working in coordination with UDOT there have been big strides in terms of ITS deployment in the area. Monty Thurber invited committee members to visit the Traffic Control Center any time. He noted that seven new cameras will be on line next week.

Regional Transit Corridor Preservation Study - Eastern SR-9: Lowell reported that the eastern communities of Washington County have committed match funding for this study and are now waiting for UDOT to execute the contract. Once the contract is executed, AECOM will begin working in this area as well. The total contract cost is \$25,000 with \$5,000 being match from the communities.

Milepost I Study Results: Reviewed earlier to accommodate schedule of Vern Keesler.

DIXIE TIP

2011-15 TIP - Attach Funds to Prioritized Projects: Diane Lamoreaux provided copies of the final 2010 TIP which is in the ePM system and copies of the revised 2011 project scoring eliminating the cost benefit ratio from the matrix. It was noted that the ITS project was pulled and this project should be eliminated. Jack Taylor indicated that the Ivins/Santa Clara project for Old Highway 91 should once again be combined into one project under the Ivins scoring. This would be an addition of 3/4 mile of road to that project. Copies depicting the amount of small urban funds (\$752,000) available for programming were also provided. However, the table does not indicate how much funds are available by year for programming. The STP flex money is committed to projects and cannot be shifted around with the exception of 2013 where the only amount programmed was \$150,000 for ITS. Lowell reported that the MPO receives approximately \$800,000 each year for STP flex and the about the same amount for small urban for programming. Rick Torgerson pointed out that based on the table only \$160,000 was programmed in 2011 for the Snow Canyon Roundabout. Based on the numbers reviewed by Lowell, there should be additional funds available that year for programming. It was noted that the MPO did not program small urban funds until a couple of years ago. If a set amount is allocated each year for small urban, it appears that some funds can be allocated in earlier years than 2014. It was also pointed out that some of the small urban funds were moved from Red Hills Parkway to cover costs on the Black Ridge/Hilton project. Jack Taylor commented that each year when funds are to be programmed it seems like a struggle to determine how much is available for programming. There needs to be some type of process developed to better determine what is available for programming. Rick Torgerson agreed that it appears that additional small urban funds are available in earlier years. A total reconciliation needs to be undertaken with UDOT to make sure that funds can be programmed as early as possible into projects. Each year UDOT provides tables to Lowell which depict the amount of funds available in STP flex and small urban.

In reality, the MPO could accumulate these funds until there was enough to complete a specific project as long as they meet federal regulations for spending in the outlined time frame. Because of these spending limitations, it is best to program funds and for spending as quickly as possible. Projects funded with MPO funds typically provide seed money for projects with all MPO funds being expended. The table depicting DMPO Small Urban programming also includes match funding which may result in some additional funds which could be programmed. Lowell indicated that UDOT would like to have the programming of funds available for the April Transportation Commission Workshop. Lowell noted that it is not easy to resolve questions and determine what is available for programming. He suggested that he and Diane examine both STP flex and Small Urban programming to determine prior to the February meeting and provide additional information

before the group acts on programming. The Transportation Commission will take action on items input into ePM. Minimum match is shown but oftentimes overmatch is committed by the local government and is shown as other. Members asked that an updated table be e-mailed prior to the next meeting for review. Rick Torgerson indicated that they are trying to get a table in ePM that will show funding for each year that has been committed.

MOTION WAS MADE BY JACK TAYLOR, SECONDED BY RICK TORGERSON, TO TABLE THIS ITEM UNTIL THE FEBRUARY MEETING, AT WHICH TIME MPO STAFF WILL PROVIDE ADDITIONAL INFORMATION ON AVAILABILITY OF FUNDS FOR PROGRAMMING. MOTION CARRIED.

STATE AND FEDERAL ACTIONS

Program Development - UDOT: Rick Torgerson announced that the Dixie Transportation Expo is scheduled for Tuesday, February 2nd at the Dixie Center. Information is available on the St. George City website.

Federal Oversight: No additional information.

NEXT MEETING

Items for the next meeting will include TIP funding allocation, ARRA funding and functional classification process. The next meeting is scheduled for Wednesday, February 3, 2010 at the Five County Association of Governments Office, Conference Room beginning at 1:00 p.m.

MOTION TO ADJOURN WAS MADE BY JACK TAYLOR. MOTION WAS SECONDED BY RICK TORGERSON. MOTION CARRIED

Meeting adjourned at 3:40 p.m.