

DIXIE TRANSPORTATION ADVISORY COMMITTEE
Meeting Minutes
January 5, 2011
Five County Association of Governments
Conference Room
St. George, UT

PRESENT

Dave Glenn, Ivins City, Public Works Director, Chair
Jack Taylor, Santa Clara 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
Monty Thurber, St. George City, City Engineer
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Rick Torgerson, UDOT, Region Four Program Manager
Ross Romero, Washington City
Chuck Gillette, Ivins City Engineer
Arthur LeBaron, Hurricane City Engineer
Myron Lee, MPO Planning Manager
Curt Hutchings, MPO, Transportation Manager, FCAOG
Diane Lamoreaux, Program Specialist, Five County AOG
Doni Pack, Program Specialist, Five County AOG
Bruce Fishburn, Stanley Consultants
Mike Heaps, Horrocks Engineering
Aron Baker, Horrocks Engineering
Dave Demas, Horrocks Engineering
Ronielle Howard, Parsons Brinkerhoff Engineering
Dana Meier, UDOT, Dixie Team
Frank Pisani, UDOT
Michael Fazio, UDOT
Jared Beard, UDOT

ABSENT

Elden Bingham, UDOT Planning
Steve Call, FHWA, Planning Engineer
Kelly Lund, FHWA, Planning Engineer
Kenneth Sizemore, Executive Director, Five County AOG (Excused)
Ryan Marshall, St. George City, General Manager SunTran
Lynne Scott, BLM/Dixie Regional Bike and Pedestrian Committee

Dave Glenn, Chair, called the meeting to order, welcomed those in attendance.

1. MINUTES NOVEMBER 3, 2010 MEETING

Dave Glenn noted that a quorum was present for conduct of business and presented minutes of the November 3, 2010 DTAC meeting for committee consideration.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY MONTY THURBER, TO ACCEPT MINUTES OF THE NOVEMBER 3, 2010 MEETING AS PRESENTED. MOTION CARRIED.

2. LONG RANGE PLANNING

- A. **LRP Update:** Myron Lee provided copies of the current Long Range Plan (LRP) Phased Project List with modifications for review and input. It was noted that Myron and Curt have been putting together chapters to go along with the LRP project list.

Chapters-- A handout of five chapters was provided in draft format for committee review and input. The plan will be coming together quickly from this point to be made available for public review and comment in February 2011. There are six additional chapters that MPO staff will be completing prior to February. Myron noted that Lowell Elmer did a good job of writing the Long Range Plan which can be built upon in completing additional versions.

CUBE Modeling Process-- Mike Heaps, Horrocks Engineering, will provide a presentation on the CUBE model conversion which is in final stages. The consultant, RSG, has finished up work on the model but is still in the process of fine tuning and editing. The model has now been turned over to Horrocks Engineering for input of the long range plan phased project list into the model. It is anticipated that the CUBE model will be much more reliable than the past QRSII model.

Bike/Ped Trail Plan Update-- Myron reported that a group of cyclists asked to participate in the update for this portion of the long range plan. The group is looking at existing and planned trails to map into the plan. Work will continue with this group to make sure that the latest available material is included in the plan. The next meeting is scheduled for Monday, January 10, 2011 at 10:00 a.m. in the AOG office. He asked that a representative from each city attend the meeting to provide input.

CUBE Modeling Presentation-- Myron reported that all of the socioeconomic data obtained from city master plans and existing roads for the base year 2009 have been input into the CUBE model. Three maps have been produced for the years 2020, 2030 and 2040 depicting bottlenecks. Staff is requesting additional projects be added to the long rang plan phased project list in order to be as aggressive as possible. Cities need to be thinking about what projects should be added to the list. All projects funded on the TIP must come from this project List. This has not been happening in some instances and it must be corrected. The LRP is updated every four years, but MPO staff is proposing a process whereby DTAC would review the plan on an annual basis and provide amendments as appropriate. This will be a topic of further discussion during the February DTAC meeting. Initial input from committee members depicts a consensus of support for this process.

Mike Heaps reviewed mapping for each of the three years indicating that green indicates projects at or below 70% capacity, yellow depicts projects 70-100% capacity, red depicts projects at 100% capacity and black is for projects over 100% capacity. He noted that the model overall is fairly raw serving as a base model that has been calibrated to create a draft future network. The 2020 map includes a number of projects that have been input into the model but a lot of work remains in terms of input on future projects. The map includes addition of the Northern Corridor, the South Block area, etc. Various areas will require that a backbone roadway network be developed. He reviewed road networks beginning in Ivins with Snow Canyon Parkway; Sunset Boulevard/Bluff Street issues where the roadway

exceeds capacity; Bluff Street up to seven lanes from Sunset Boulevard to the Boulevard; Diagonal Street; Exit 8 and Exit 10 issues which may change with addition of an underpass on I-15 at Mall Drive, etc. It is important that cities meet with MPO staff and UDOT to determine which projects need to be brought onto the phased project list in order to alleviate some of these bottlenecks. Larry Bulloch suggested that Horrocks Engineering provide a list of recommended projects for cities to discuss and take into consideration. Mike Heaps indicated that this would be something that their staff would be happy to provide.

A review of the 2030 map beginning in Washington City depicts heavy traffic numbers on Washington Fields Road, 200 South, Washington Dam Road but Exit 13 is still within capacity. It was pointed out that the map is missing the connection on the northern side of the interchange connecting to Buena Vista. It was also noted that the Washington Dam Road will continue on and tie into Turfside Road. Phasing for the Southern Parkway may shift in some instances.

The 2040 map shows that the Northern Corridor would take a lot of congestion off Red Hills Parkway, but Bluff Street shows upwards of 60,000; quite a lot of congestion at Exit 8; Telegraph Street upwards of 40,000 exceeding capacity. I-15 was modeled as a 6 lane facility.

Myron Lee indicated that he would be contacting each city to schedule an appropriate time next week or the week of January 18-21 for discussion of the model and the phased project list. These meetings will include examination of the city general plans, transportation plans, etc. The CUBE model will be retained at the MPO offices but jurisdictions will be afforded the opportunity to hire consultants to model individual projects as necessary. Any official changes to the model will ultimately be approved by DTAC and DTEC.

Frank Pisani, UDOT, reported that state staff is working on the rural portion of the state of Utah's Long Range Plan. This plan is going out for public comment on January 15th. Copies were provided to committee members for review and comment. The last page of the handout contains a list of projects outside the MPO boundary for Region 4 in rural Utah. The majority of projects are located in Washington County. It was noted that the statewide travel demand model was utilized to develop this list of projects. Committee members indicated that some of the projects cross boundaries into the MPO and suggested that project names should be similar. Rick Torgerson explained that the list of state routes was generated over a 3-4 month period utilizing the state CUBE model. Some projects such as SR-9 are split into separate phases. Each phase is financially constrained and work has been closely coordinated with the Unified Planning Group for consistency.

Rick Torgerson mentioned that UDOT staff would like a booth for the State Long Range Plan at the Transportation Expo which is scheduled for March 8th. He noted that the comment period should extend through the Expo. This should not be a problem because the plan is not due until June 2011. Myron reported that staff is hoping to flush out the list of phased projects for the MPO Long Range Plan for presentation to DTAC and DTEC in February with the comment period beginning as early as February 15th.

3. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- A. **Funding Level Report:** Myron Lee reported that in talking with Bill Lawrence and Kathy Stark, UDOT, it was determined that the Dixie MPO would receive \$650,000 in STP funds and \$1,150,000 in Small Urban funds which could be programmed for 2015. He explained that SAFETEA-LU expired in 2009 and transportation funding from the federal level has been provided through continuing resolutions since that time with funding remaining flat. Some issues in Washington, D.C. could affect funding levels with an effort by Republicans to cut back on spending. There is currently a lot of political maneuvering in D.C. and it is very difficult to predict what funding will look like in 2015. State staff is recommending that the MPO program funds, but note that adjustments are likely.
- B. **Concept Reports and Scoring:** Diane Lamoreaux provided copies of the FY 2012-2016 concept report scoring of projects. A copy of the final 2011 TIP and fund programming for 2011 were also provided for reference purposes. Scoring of projects was reviewed. Total project costs were provided for the top six projects for committee consideration in programming available funds. It was noted that a number of project concept reports indicated that projects were not on the Long Range Plan Phased Project List. Myron Lee explained that all projects should be on the LRP list prior to a concept report being submitted. Rick Torgerson noted that pavement preservation type projects are not required to be included in the LRP.

Information for each of the top six projects was provided by city representatives as follows: **1) 200 East Ivins--** Dave Glenn reported that this is the main corridor into Ivins off Highway 91. Widening and rehabilitation is proposed between Highway 91 and Center Street. Total estimated cost is \$2,777,000; **2) Red Hills Parkway--** Larry Bulloch explained that St. George City is working with UDOT to complete the design for this interchange and road widening project. Total estimated cost for the interchange is \$20 million. Other funds are in place for the widening of Red Hills Parkway but at this point the interchange has only a small portion of DMPO dollars programmed; **3) Mathis Bridge--** Project includes widening of the bridge from two lanes to five. Total cost is estimated at \$2 million; **4) Pioneer Parkway--** Jack Taylor reported that this project includes widening of a section between Red Mountain Drive and Rachael Drive. This road was damaged after the 2005 flooding by hauling of lava rock through this area. Work includes widening the shoulder as well as installing curb and gutter. Total estimated cost is \$936,000; **5) Green Springs Drive--** Mike Shaw explained that this project includes realignment of the northern side of Green Springs behind the service stations to address the stacking distance from Red Hills Parkway. The project would also require earmark funds. However, the city is proposing to use MPO funds as seed money to move the project ahead. Total project cost is \$7,630,000 million; **6) 1900 East Washington Dam Road to Southern Parkway Interchange--** Project includes the widening and reconstruction of Washington Dam Road to a five lane facility. Total project cost is \$1,270,000.

Rick Torgerson mentioned that using MPO funds as seed money for projects has typically been the practice of the DMPO. This sometimes presents a question in regard to the scope of the project when UDOT begins to initiate agreements and move to actual construction. Cities need to be specific in outlining what funding will cover. Cameron Cutler stated that this would not be possible because at the time Concept Reports are submitted the jurisdictions do not know that they will receive any funding. The entire project will eventually be delivered, but once funding is determined the project may be completed in phases. An example of using seed money from the MPO recently surfaced with the East Dixie Drive project. The concept report lists total project funding as \$3 million. St. George City is proposing to construct phase I using MPO and city matching funds (total \$716,000). Cameron Cutler reported that the City approached the Washington County COG and received \$250,000 for right-of-way acquisition for the East Dixie Drive project. The city is also funding the traffic signal at this location. Larry Bulloch indicated that eventually the project would be completed in its entirety with the city required to pick up the difference in funds. MPO funds have typically provided seed money for projects and cities are aware that unfunded portions of a project are their responsibility. MPO funds generally provide design of a project. Once concept reports are submitted and funding is attached to a particular project jurisdictions could discuss the scope of what would be provided with this money.

MOTION WAS MADE BY LARRY BULLOCH, SECONDED BY MIKE SHAW, THAT JURISDICTIONS DEFINE PROJECTS AS FUNDING IS ATTACHED AND CLEARLY OUTLINE WHAT THE MPO FUNDS WILL COVER AND THE AMOUNT OF THE PROJECT THAT IS UNFUNDED. MOTION CARRIED.

Myron Lee asked St. George City what could be done with Mathis Bridge if the MPO provided one-half of the available funding (\$900,000) for this project. Larry Bulloch indicated that the city would come up with additional funds to complete the project. He asked Washington City if the Washington Dam Road project was awarded one-half of the available funds (\$900,000) what could be done. Mike Shaw responded that the city would provide the remainder of funds required to move forward with the project. Ivins City representatives indicated that the city is currently working on an infrastructure project in the old township and would not be able to undertake additional projects at this time. Committee members asked that all projects submitted as concept reports this year be added to the LRP phased project list.

MOTION WAS MADE BY JACK TAYLOR, SECONDED BY CAMERON CUTLER, TO ALLOCATE 2015 STP AND SMALL URBAN FUNDS TO THE FOLLOWING PROJECTS: 1) MATHIS BRIDGE (\$900,000) AND 2) WASHINGTON DAM ROAD (\$900,000). MOTION CARRIED.

Larry Bulloch explained that rather than having three projects with federal funding, St. George City would like to propose shifting funds from the Dixie Drive Widening project (approved last year in the amount of \$550,000 plus \$39,939 match funds) and funds approved today for the Mathis Bridge (\$900,000) to the East Dixie Drive. That way the city could complete the East Dixie Drive project

in its entirety, and the city would complete the other two projects without MPO funds. Rick Torgerson indicated that the city would be required to cash flow the project and get reimbursed later. This does not go without risk of future funding cuts. Also, this item would require Transportation Commission action on shifting the Dixie Drive Widening project funds. It would be more difficult to transfer 2015 funds because the TIP is not final until October and this would have to occur after that time. This is something that would need to be discussed with UDOT staff.

MOTION WAS MADE BY LARRY BULLOCH, SECONDED BY JACK TAYLOR, APPROVING THE TRANSFER OF FUNDS FROM PIN #8561DIXIE DRIVE PROJECT (\$550,000 PLUS MATCH \$39,939) AND THE MATHIS BRIDGE PROJECT (\$900,000 PLUS MATCH) TO PIN #8413 EAST DIXIE DRIVE, CONTINGENT TO UDOT WORKING ON ISSUES ASSOCIATED WITH 2015 FUNDING. MOTION CARRIED.

4. SHORT RANGE PLANNING

- A. **TIP Project Funding Ground Rules:** Discussion covered above in regard to the need for projects to be on the LRP phased project list prior to being brought onto the TIP.
- B. **East Dixie Drive:** Covered above in discussion.

5. PUBLIC INVOLVEMENT

- A. **2011 Transportation Expo:** The 2011 Transportation Expo is scheduled for March 8, 2011 at the Dixie Center. Booth registration can be secured by contacting Miriam Palma, St. George City. Monty Thurber asked consultants to provide any new graphic information for posting on the city website.

6. LOCAL PROJECTS UPDATE

- A. **Ivins City:** Dave Glenn reported that Ivins City is undertaking a project in the old township and has also contracted with Horrocks Engineering for design of the roundabout.
- B. **St. George City:** Cameron Cutler indicated that the Dixie Drive East Widening 50% review meeting was held recently. Construction of this project could be undertaken during this year. Environmental reviews for both I-15 and Bluff Street are still on hold awaiting the CUBE model. The new airport grand opening is scheduled for January 12, 2011.
- C. **Santa Clara City:** Jack Taylor reported that the safe route to schools project has slowed due to inclement weather.
- D. **Washington City:** Mike Shaw indicated that the 300 East project has seen a lot of slowdown because of weather but the project is still on schedule.

- E. **Washington County:** Todd Edwards reported that Washington County is in the process of assessing flood damage throughout the county. Representatives are meeting on site this week and next to determine if damages will qualify for federal funds. Highway 91 is still closed over Utah Hill, a lot of debris remains in culverts and there were a lot of problems with eroding footings on the bridge by Gunlock.

7. **STATE AND FEDERAL UPDATE**

- A. **Program Development - UDOT:** Rick Torgerson reported that UDOT is in the process of finalizing right-of-way and utility agreements for Telegraph. Advertisement is anticipated within the next two weeks. The Black Ridge project is underway with fencing and guard rail installation. The contractor is trying to keep on top of potholes in this area because the top section of the roadway is in bad shape. Dana Meier reported that UDOT is moving forward with Army Corps of Engineers issues on the Southern Parkway washes. The new Dixie Drive Interchange project experienced some flooding issues, but package D was awarded.

- B. **Federal Oversight:** None.

8. **ITEMS FOR NEXT MEETING (FEBRUARY 2, 2011)**

The next meeting is scheduled for Wednesday, February 2, 2011 at the Five County AOG office beginning at 1:00 p.m.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY RICK TORGERSON, TO ADJOURN. MOTION CARRIED.

Meeting adjourned at 3:25 p.m.