

**DIXIE TRANSPORTATION EXECUTIVE COUNCIL (DTEC)
MINUTES
MARCH 16, 2016**

VOTING MEMBERS PRESENT

Zachary Renstrom, County Commission
Chairman Chris Hart, Ivins Mayor
Vice Chairman Jon Pike, St. George Mayor
John Bramall, Hurricane Mayor
Wayne Peterson, Leeds Mayor
Ken Sizemore, Santa Clara City Council
Bette Arial, St. George City Council, Senator Mike Lee's Office
Jeff Turek, Washington City Council

OTHERS PRESENT

Alan Gardner, County Commission Chair
Dean Cox, County Administrator
Bruce Densley, Virgin Mayor
Cameron Cutler, St. George City
Arthur Lebaron, Hurricane City
Rick Torgerson, UDOT Regional Director, Region 4
Myron Lee, Dixie MPO
Dave Demas, Dixie MPO
Jay Aguilar, Five County AOG
Curt Hutchings, Five County AOG
Bryan Thiriot, Five County AOG
Chuck Gillett, Ivins City
Adam Snow, Congressman Chris Stewart's Office
Susan Crook, Conserve Southwest Utah
Craig Shanklin, Southern Utah Bicycle Alliance
Diane Shanklin, Southern Utah Bicycle Alliance
Jason Green, Lochner Engineering
Jerry Amundsen, Lochner Engineering, Santa Clara City

EXCUSED

Darrin LeFevre, Toquerville Mayor
Naghi Zeenati, Utah Transportation Commission, Region 4

CALL TO ORDER

Chairman Chris Hart welcomed all in attendance and introductions were made. It was established that a quorum exists for voting on action items.

BUSINESS

A. Approval of Minutes from February 17, 2016 Meeting

MOTION: Motion by Mayor Bramall to Approve the Minutes from the February 17, 2016, DTEC meeting. Motion seconded by Bette Arial and carried by unanimous vote.

B. Nomination and Election of Chairman and Vice-Chairman

In January 2015, Mayor Hart was nominated as the Chairman to fill the remaining year of a vacated 2-year term. Due to the term now complete, the Committee has a duty to nominate a member to sit as Chairman for the next two (2)-years, as well as a Vice-Chairman.

Commissioner Renstrom commented that Mayor Hart has not been the Chairman for a full term and thus should be nominated again.

MOTION: Motion by Commissioner Renstrom to Nominate Mayor Chris Hart as Chairman of DTEC. Motion seconded by Bette Arial.

MOTION: Motion by Mayor Bramall to close nominations and elect Mayor Chris Hart as Chairman of DTEC by Acclamation. Motion seconded by Ken Sizemore and carried by unanimous vote.

MOTION: Motion by Mayor Bramall to Nominate Mayor Jon Pike as Vice-Chairman of DTEC by Acclamation. Motion seconded by Jeff Turek and carried by unanimous vote.

C. Consideration of TIP Amendment (St. George City funding consolidation)

Myron Lee explained that each year approximately \$2.2 million of federal funds are programmed by Dixie MPO in the Transportation Improvement Plan (TIP). Projects funded in the TIP must meet federal constraints such as: environmental and design constraints. Currently, St. George City has three projects on the TIP, which include the River Road project from Fort Pierce Drive to Brigham Road, the Mall Drive Underpass at I-15 and River Road from Riverside Drive to 1450 South. St. George City has requested funding be consolidated from the three projects into only one of the projects, thereby federalizing only one project. St. George City has committed that the other two remaining projects will be built using City funds and does not change the timing of the projects. The request was presented and accepted by the Dixie Transportation Advisory Committee (DTAC) which now recommends the measure for consideration by the Dixie Transportation Executive Committee (DTEC). It was also mentioned that the Mall Drive Underpass is not a good candidate to federalize due to that project being done in conjunction with the I-15 widening project that is being funded through the state.

MOTION: Motion by Mayor Bramall to Approve the TIP Amendment. Motion seconded by Bette Arial and carried by unanimous vote.

D. Consider Long Range Plan Amendment (Move Exit 16 Improvements from Phase 2 to Phase 1)

Mr. Lee distributed the Long Range Plan spreadsheet, which was divided into three (3) fiscally constrained phases. When the plan was put together last year the Dixie Metropolitan Planning Organization (MPO) inadvertently put the SR-9 Interchange Modifications into Phase 2 rather than Phase 1, as indicated in an environmental assessment (EA) done three years ago on I-15 mile post 0 to 16. Currently, there is room in the Phase 1 fiscal constraints to make a modification and amend the Long Range Plan to add the SR-9 modifications into Phase 1. Mr. Lee sought DTEC support to correct the earlier error through an amendment to the Long Range Plan and to set a public comment for a period of 30 days; at which point it will come before the Committee again for final approval.

Rick Torgerson mentioned that the concept for SR-9 Interchange Modification is a full reconstruction of the interchange including new bridges, modifications to the ramp, an extension of the westbound lane and eastbound merge.

MOTION: Motion by Commissioner Renstrom to Move SR-9 Interchange Modification (Item 34 on the Long Range Plan) from Phase 2 to Phase 1 after a 30-day public comment period. Motion seconded by Mayor Pike and carried by unanimous vote.

REPORTS / DISCUSSIONS

A. Complete Streets presentation

Jason Green from Lochner Engineering gave a presentation on Complete Streets, which is an umbrella for decisions made within public space and making Active Transportation a subset of Complete Streets. The primary objective of Complete Streets is to consider all users with every street in the city including trails, sidewalks and signage. Streets take up to 30% of our urban spaces and were a tax expenditure of nearly \$1,000 dollars per person in 2014. With good planning, Complete Streets ties in capital improvement plans, transportation planning, maintenance planning and land use planning. The benefits of Complete Streets include: saving lives, bringing value, allowing more cost effective city services, making active & involved communities, producing air quality improvements, establishing a greater well-being, and creating attractive neighborhoods.

At times there is disconnect between long range planning, maintenance, and capital

improvement. A Complete Streets policy ensures that all processes are considered while making transportation decisions. Adopting a policy can be a valuable tool in changing transportation priorities, establishing new ideas for street functions, as well as communicating to the public that active transportation is supported and community goals are considered with each street decision.

(See PowerPoint presentation attached)

B. JPAC Report

Ken Sizemore stated that JPAC met on March 3rd at the Capitol and the main discussion was in regards to the legislation cutting the transportation funding to allow for a new water infrastructure fund to grow, accommodating the needs of water infrastructure in the state.

A noise ordinance proposed at the legislative session was also discussed, allowing crews to work in downtown areas through the night without a separate permit for each project, as long as coordination took place with the surrounding businesses.

It was also mentioned that the legislature failed the amendment to HB362 that would have allowed the counties to divide the transit portion, of the quarter of one percent on the Local Option Sales Tax, amongst the cities rather than it being dedicated to transit.

The next JPAC meeting will be held in May in Utah County.

C. Transportation Expo Presentation

Mr. Lee gave a PowerPoint presentation on the Transportation Expo. The purpose of the Expo each year is to allow the public to gain an understanding of projects being constructed and to allow the public input on future projects. Approximately 615 individuals attended the Expo although there were several who came but did not sign in so it is unclear as to the actual number of participants. A survey was offered to the visitors and important information and statistics were obtained from those that responded to the survey. Of those that took the survey, 71% indicated that they were local residents traveling between 11 and 25 miles a day and the highest priority for transportation and number one concern was safety and then congestion. Over half of the individuals that took the survey stated that the top project of interest was Bluff Street improvements between St. George Boulevard and Sunset.

Sixty percent of the people that attended the Transportation Expo were 65 years and older. The comment was made that the Expo draws an older crowd because they generally have more time during business hours. Although the Expo extended the hours to 6:00 PM to allow for those that work to still attend, only 15 visitors came in after 5 p.m. It was suggested that advertising through social media may be helpful in the future as well as inviting the Community Education Channel to video next year's Expo.

This would allow rebroadcasting as well as the opportunity to include it on the County's and cities' websites. It was also suggested that the survey be linked to those websites to make the survey more accessible to those unable to attend the Expo.

(See PowerPoint presentation attached)

D. COG Report

The COG met briefly on March 1, 2016 to discuss new requests to the 2016 Priority List as well as review the Corridor Preservation Funds/Financials.

UDOT/FHWA BUSINESS UPDATES

A. UDOT Updates

Rick Torgerson stated that the noise ordinance passed at the legislature and UDOT will be working on an internal policy, trying to balance the overall impacts of traffic delays during the day versus the noise at night.

The funding was adjusted for the water improvements but won't delay any current projects. However, due to the funding adjustment, some transportation projects might be delayed in the future.

Another bill that was approved will now allow UDOT the ability to capture data for travel time information. This will come from a third party source so no personal data is obtained.

Mr. Torgerson also noted that the Transportation Commission meeting will be held in Moab March 17th and 18th and the Joint Highway Committee (JHC) will be held in St. George on April 22nd.

The Welcome Center received \$1.5 million dollars from the legislature. With UDOT contributing \$400,000, as well as the land, the new Welcome Center will have approximately \$1.9 million dollars to construct a new building. Once the building has been constructed, the Welcome Center will relocate from the Dixie Center to the new building near Exit 2.

UDOT Transportation Alternatives Funding (TAP) is currently available and cities are encouraged to look where there are gaps and connection problems on bike paths and sidewalks in the community. The TAP funding can help to fill in those gaps making the systems more readily available to the user. There is also funding available for the Safe Route to Schools program that will allow new sidewalks for routes to schools that do not have existing sidewalks.

Restoring the Grafton/Rockville Bridge was briefly discussed and UDOT is relying on JHC to bring the bridge up to current standards, although, the bridge is 100 years old and will be very difficult to bring to current standards without restrictions.

B. Federal Updates

i. Federal Transportation Reauthorization

Bette Arial expressed how impressive it is to see the cities' involvement with transportation and water planning. The water conference was held earlier in the week, had over 1,000 attendees, and great attention was placed on Southern Utah needs.

Adam Snow explained that Congressman Stewart was in St. George for two days last week and expressed a general desire to work towards turning more money back to the states to speed up processes, thus, slowing down federal hang-ups.

OTHER BUSINESS

Chairman Hart started a discussion on the opportunity to have the Local Option Tax on the ballot this year since it will be more affordable due to it being an election year in the County.

Commissioner Renstrom stated that the biggest challenge is educating the public. In talking to the public, Commissioner Renstrom worries that if it is put on the ballot it will not pass as a result of the Recreation, Arts, and Parks (RAP) tax that just recently passed by a narrow margin. In addition, the feedback from the public is that the 5% gas tax that the legislature raised in January for transportation is enough.

Mayor Pike explained that last year the Commissioners led the mayors to believe that they would put it on the ballot this year due to it being an election year in the County. Mayor Pike encouraged the Commissioners to honor that and let the people decide if they want the tax increase to support transportation needs. Mayor Pike continued by stating that it is up to the cities to inform the public on how the additional revenue would be spent and what projects it would fund if the Local Option Tax passed. Giving them the knowledge needed will help them in determining what the correct decision is for them. He went on to state that Commissioner Gardner would like the cities to adopt another resolution stating that they are in favor of the increase. Mayor Pike encouraged the mayors to put this item on a future city council meeting.

Ken Sizemore stated that the Air Quality Task Force meeting did not take place due to Bill Swenson retiring. Bill was the individual who read the monitors and provided the information. St. George City has hired internally and Brandon Wright will take Mr. Swenson's place but is currently wearing two hats until another individual is hired to fill his previous position.

NEXT MEETING

Next Scheduled DTEC meeting: April 20, 2016

ADJOURN

Having no other business, Chairman Hart adjourned the meeting at 1:34 p.m.

Minutes prepared by Nicholle Felshaw