

**DIXIE TRANSPORTATION ADVISORY COMMITTEE**  
**Meeting Minutes**  
**March 2, 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  
Todd Edwards for Ron Whitehead, Washington County, Public Works Director  
Rick Torgerson, UDOT, Region Four Program Manager  
Ross Romero, Washington City  
Arthur LeBaron, Hurricane City Engineer  
Myron Lee, MPO Planning Manager, FCAOG  
Curt Hutchings, MPO, Transportation Manager, FCAOG  
Diane Lamoreaux, Program Specialist, Five County AOG (via telephone)  
Gary Zabriskie, Community & Economic Development Planning Manager, Five County AOG  
Doni Pack, Program Specialist, Five County AOG  
Bruce Fishburn, Stanley Consultants  
Mike Heaps, Horrocks Engineering  
Aron Baker, Horrocks Engineering  
Ronielle Howard, Parsons Brinkerhoff Engineering  
Jerry Amundsen, Lochner Engineering  
Rick Snyder, Sunrise Engineering  
John MacInnis, Jacobs Engineering  
Monte Aldridge, UDOT  
Dana Meier, UDOT, Dixie Team

**ABSENT**

Monty Thurber, St. George City, City Engineer  
Elden Bingham, UDOT Planning  
Steve Call, FHWA, Planning Engineer (Excused)  
Kelly Lund, FHWA, Planning Engineer  
Chuck Gillette, Ivins City 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 FEBRUARY 2, 2011 MEETING**

Dave Glenn noted that a quorum was present for conduct of business and presented minutes of the February 2, 2011 DTAC meeting for committee consideration.

Todd Edwards clarified statements on page 4 in reference to the Great Northern Corridor. The Washington County Land and Conservation Act references this is a northern

transportation route. Rick Torgerson pointed out that all discussion was relative to the model and should be replaced with a short statement.

**MOTION WAS MADE BY LARRY BULLOCH TO REPLACE DETAILED DISCUSSION ON PAGES 4 AND 5 WITH THE FOLLOWING STATEMENT: DISCUSSION OCCURRED RELATED TO THE NORTHERN CORRIDOR RELATIVE TO THE LATEST TRANSPORTATION MODELING AND THE MPO WILL CONSIDER FUNDING A STUDY IN THE FUTURE. A CORRECTION TO THE LAST PARAGRAPH ON PAGE 6, SHOULD READ: “....SOUTHERN PARKWAY SEGMENT 5....”. MOTION WAS SECONDED BY RICK TORGERSON. MOTION CARRIED.**

## **2. LONG RANGE PLANNING**

**A. Consider Projects and Phasing List:** Myron Lee referenced draft copies of the project phasing list and noted that copies were e-mailed to committee members for review and comment. The list includes Phase I, Phase II, Phase III, funded projects as well as on-going projects of interest. Recommended changes have been included in the updated list. This list will be incorporated into the Long Range Transportation Plan. He explained that each phase of the list is financially constrained based on the funding assumptions passed by DTEC and the State Unified Plan Group. However, the MPO is allowed to exceed funding assumptions by no more than 10%. This will come up in later discussion on today's agenda. Currently Phase I is over programmed by \$32 million, Phase II is over programmed by \$15 million and Phase III has a balance remaining of \$368 million.

**B. Release Long-Range Transportation Plan for Public Comment as of March 1:** Myron explained that DTEC approved the phased project list and release of the Long-Range Transportation Plan for public comment as of March 1<sup>st</sup>. A formal motion of this committee is also required.

**MOTION WAS MADE BY TODD EDWARDS, SECONDED BY MIKE SHAW, TO RATIFY THE RELEASE OF THE LONG-RANGE TRANSPORTATION PLAN FOR PUBLIC COMMENT AS OF MARCH 1. MOTION CARRIED.**

**C. Consider moving Great Northern Corridor from Phase II to Phase I:** Myron mentioned that the Dixie Executive Transportation Committee (DTEC) asked that this committee consider moving the Great Northern Corridor construction from Phase II into Phase I. Horrocks Engineering has examined projects to determine how shifting could occur to accommodate this request based on what the model depicts in terms of benefit to the long-range plan. A handout depicting traffic changes was provided for review and discussion. Construction of the Great Northern Corridor would have benefit by removing traffic from St. George Boulevard, River Road, Bluff Street south of Diagonal Road. However, it would increase traffic on Bluff Street north of Diagonal Road as well as Washington Parkway from Exit 13 to Telegraph. It would also add traffic to Red Hills Parkway on the west end segment and Snow Canyon Parkway. Cameron Cutler commented that using percentages makes it difficult to actually evaluate traffic volume changes because a small percentage decrease on some roads may contain larger volumes of traffic in comparison to larger percentage increases on some roads.

Another handout provided for review depicts moving the Great Northern Corridor from Phase II to Phase I. In Phase II the cost of the Great Northern Corridor would be \$141 million as opposed to a cost of \$97 million in Phase I. A 4% inflation rate has been factored in over a 10-year time frame. Cost estimates have been reduced for the top three projects highlighted in green to better reflect what UDOT is thinking will transpire on those projects. With these reductions, there is an overage in the cost assumptions of \$60 million which needs to be brought down by about \$14 million. Based on Horrocks analysis, the most logical way for this to occur is to move Indian Hills Drive and the 2000 South projects to Phase II. This makes sense both fiscally and traffic wise. In order to shift projects and reduce project costs, this committee must take action which will then be forwarded to DTEC. The model depicts significant traffic reductions on key road networks with construction of the Great Northern Corridor in Phase I rather than Phase II. If this does not occur in Phase I, it is absolutely necessary in Phase II. Larry Bulloch commented that having the Great Northern Corridor as opposed to Indian Hills drive makes sense. Mike Shaw agreed that swapping the 2000 South project with the Northern Corridor is good. Myron Lee indicated that he would need to work with federal highways to determine if these revisions would require extending the 30-day comment period.

**MOTION WAS MADE BY JACK TAYLOR TO AMEND THE PREVIOUS ACTION BY REDUCING COSTS OF THE THREE PROJECTS OUTLINED, TO MOVE INDIAN HILLS DRIVE AND 2000 SOUTH PROJECTS TO PHASE II, AND TO SHIFT THE GREAT NORTHERN CORRIDOR PROJECT INTO PHASE I. MOTION WAS SECONDED BY CAMERON CUTLER. MOTION CARRIED.**

### **3. SHORT RANGE PLANNING**

- A. Consider Transit Portion of TIP Funding:** Myron Lee explained that when the TIP was approved in January two items were overlooked. One item is the transit portion of the TIP. Copies of the Transit portion of the FY 2012-16 TIP, as provided by Ryan Marshall, were presented for committee consideration. The table contains some very typical numbers year after year for various funding sources. Until funds actually become available, they are not certain which programs will be used. All of the fund amounts listed in the table may not necessarily be used for transit services and are merely place holder items for when funding actually becomes available.

**MOTION WAS MADE BY LARRY BULLOCH, SECONDED BY MIKE SHAW, TO APPROVE TRANSIT TIP FUNDING AS PRESENTED. MOTION CARRIED.**

Myron asked to move to agenda item 1-C to cover the other TIP item.

**C. Program 2015 ITS Funding:**

Myron indicated that a second item was overlooked to program funds for ITS. Through discussion with UDOT representatives at the state level, it was determined that ITS funding was not included for 2014 or 2015. He recapped fund programming which occurred in January that included switching funds from Dixie Drive to the East Dixie Drive project and programming \$900,000 to East Dixie Drive and \$900,000 to the Washington Dam Road. The handout contains the other item that was missing

from the TIP programming in January, TIP funding for 2014 in the amount of \$160,892 and 2015 in the amount of \$160,892. He mentioned the SAFTELU program is operating on continuing resolutions, but funding will hopefully become more solidified over the next few months. Staff is requesting a motion to bring the ITS funding outlined above as well as planning funds for 2013, 2014, and 2015 at the top of the table into the TIP. Funding amounts for planning and ITS had already been subtracted from the amount of funds available for programming to projects, but staff neglected to have the committee approve those amounts. Approval of these funds will not reduce the amounts programmed to East Dixie Drive and the Washington Dam Road. Mike Shaw commented that funds were programmed in January for the Washington Dam Road, but Washington City would like to request that these funds be shifted to the Washington Fields Road because federal funds are already in this project. Washington City would in turn cover costs associated with completion of the Washington Dam Road with local funds.

**MOTION WAS MADE BY LARRY BULLOCH, SECONDED BY RICK TORGERSON, TO APPROVE THE 2012-16 TIP INCLUDING ITS FUNDING FOR 2014 AND 2015 AS PRESENTED; PLANNING FUND ALLOCATIONS FOR 2013, 2014, AND 2015 AS PRESENTED; AND SHIFTING \$900,000 FROM WASHINGTON DAM ROAD TO WASHINGTON FIELDS ROAD. MOTION CARRIED.**

- B. Consider Reprogramming \$255,946 from I-15 MP8 Study to Great Northern Corridor:** Myron Lee indicated that discussion today pertains to reprogramming monies left over from the I-15 MP8 Study to a Great Northern Corridor study. There is \$255,946 in funds remaining from this project that could possibly be moved over to a feasibility study for the Great Northern Corridor. He explained that a portion of this amount is match funds which would have to be covered by someone. Match amounts for the MP8 study were paid by St. George City, but the Great Northern Corridor study would involve additional jurisdictions. Required match funds for this project would be around \$15,000. Larry Bulloch suggested that perhaps the match amount could be split between Washington County, St. George City, Washington City and UDOT, with the MPO taking ownership of the study. It was pointed out that the Great Northern Corridor study is included in Phase I of the phased project list and it would be moved to funded projects if approved thereby providing some more funding latitude in Phase I. It was suggested that this staff pursue further discussions between the above mentioned parties and return to this group with a formal request in April. It was the consensus of the committee for staff to schedule meetings with the abovementioned jurisdictions to discuss the study scope, match requirements and cost estimates for a study of this corridor.

#### **4. PUBLIC INVOLVEMENT**

- A. 2011 Transportation Expo:** Myron reminded committee members that the Transportation Expo is scheduled for March 8<sup>th</sup> at the Dixie Center. A copy of information to be displayed by the MPO is at the back of the room. MPO staff has heard from members of the public that a number of bicycle enthusiasts will be attending the Expo to push for trails and facilities. Others from retirement communities will be attending to seek information about various projects.

## 5. LOCAL PROJECTS UPDATE

- A. **UDOT:** Dana Meier reported that the Southern Parkway project is moving forward with planning for segments 3 and 4. Advertisement is anticipated sometime later this year. Staff is still working to clear issues with the Army Corps of Engineers. It is anticipated that a decision from the hearing will be provided within 3-4 weeks. It is hoped that the issue will be remanded to the District office of the Army Corps of Engineers giving them an opportunity to revise their jurisdictional determination. If the decision comes back non-jurisdictional, work can proceed. The last package was advertised for the Dixie Drive Interchange project and completion is anticipated in the summer of 2012. Rick Torgerson reported that bids were opened on Telegraph Road and the contract has been issued to Interstate Rock for project completion in 150 days. It is anticipated that construction will proceed within the next 3-4 weeks. The I-15 EA is back up and running but information on alternatives will not be available for the Expo.

Rick Torgerson announced that the State Transportation Commission will be meeting in St. George on March 23<sup>rd</sup> and 24<sup>th</sup>. A tour will be conducted throughout Washington County on the 23<sup>rd</sup> including the Black Ridge project, Hurricane area, and the new St. George Airport. The tour begins at 1:30 p.m. from Abby Inn. Further details and an itinerary will be provided.

He also reported that data and analysis has been collected for submission to Washington, D.C. requesting emergency transportation relief funds for damage from the December 2010 flooding. It appears that a number of things are eligible for funding. It is anticipated that notice will be provided within 2-3 weeks.

- B. **Ivins City:** Dave Glenn reported that Ivins City is continuing work in the old township special improvement area, but weather related delays have slowed paving on this project.
- C. **St. George City:** Larry Bulloch indicated that Red Hills Parkway is about 60% designed. The project should be bid out in the spring and construction is anticipated to begin the last half of the year with completion in the spring of the following year. The East Dixie Drive is being re-scoped and contracts are being prepared to move ahead with this project. He also noted that St. George City is also moving ahead with their obligation on the Mathis Bridge and Dixie Drive widening project as previously committed.
- C. **Santa Clara City:** None.
- E. **Washington City:** Mike Shaw indicated that the 300 East, Virgin River Bridge project is winding down with about three weeks to completion.
- F. **Washington County:** Todd Edwards reported that Washington County anticipates receiving funds for Highway 91 from the Federal Highway Administration. A fall back loan application has been also submitted to restore and chip seal the road. The county has also been approved for 2015-16 joint highway funds totaling \$2 million for culvert safety, signage improvements and to repair flood damaged

portions of the road. FEMA funding is looking positive for flood damage repair in outlying areas of the county.

**6. STATE AND FEDERAL UPDATE**

**A. Program Development - UDOT:** Rick Torgerson reported that federal funding has been extended for another two weeks through a continuing resolution.

**B. Federal Oversight:** None.

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

Agenda items for next meeting include possible programming of leftover funds from the MP8 study to a Great Northern Corridor study.

The next meeting is scheduled for Wednesday, April 6, 2011 at the Five County AOG office beginning at 1:00 p.m.

**MOTION WAS MADE BY TODD EDWARDS, SECONDED BY JACK TAYLOR, TO ADJOURN.  
MOTION CARRIED.**

Meeting adjourned at 2:00 p.m.