

**DIXIE TRANSPORTATION ADVISORY COMMITTEE**  
**Meeting Minutes**  
**September 5, 2012**  
**Five County Association of Governments**  
**Conference Room**  
**St. George, UT**

**PRESENT**

Jack Taylor, Santa Clara City, Public Works Director, Chair  
Cameron Cutler, St. George City, Transportation Service Manager, Vice-Chair  
Larry Bulloch, St. George City, Public Works Director  
Monty Thurber, St. George City, Engineer Associate/Traffic Coordinator  
Mike Shaw, Washington City, Public Works Director  
Dana Meier for Rick Torgerson, UDOT, Region Four  
Todd Edwards for Ron Whitehead, Washington County, Public Works Director  
Arthur LeBaron, Hurricane City Engineer  
Myron Lee, MPO Planning Manager, Five County AOG  
Ken Sizemore, Executive Director, Five County AOG  
Curt Hutchings, Transportation Planning Manager, FCAOG  
Diane Lamoreaux, Five County AOG  
Mike Venrcimck, Hurricane City Public Works Director  
Darren Cottam, Toquerville City Council  
Aron Baker, Horrocks Engineering  
Bruce Fishburn, Stanley Consultants  
Reed Scow, Civil Engineer  
Chris White, Self

**ABSENT**

Dave Glenn, Ivins City, Public Works Director (Excused)  
Kelly Lund, FHWA, Planning Engineer  
Steve Call, FHWA, Planning Engineer  
Rick Torgerson, UDOT Region Four (Excused)  
Ryan Marshall, St. George City, General Manager SunTran

Jack Taylor, Chair, welcomed those in attendance and noted that Dave Glenn, Ivins City, asked to be excused.

**1. MINUTES**

- A. Approve August 1, 2012 Meeting Minutes:** Jack Taylor indicated that a quorum was present for conduct of business. He presented minutes of the August 1, 2012 Dixie Transportation Advisory Committee (DTAC) meeting for committee consideration.

**MOTION WAS MADE BY MIKE SHAW, SECONDED BY MONTY THURBER, TO ACCEPT MINUTES OF THE AUGUST 1, 2012 MEETING AS PRESENTED. MOTION CARRIED.**

## 2. SHORT RANGE PLANNING

- A. **ITS Communications Plan / Progress:** Monty Thurber provided information regarding ITS projects. It was noted that UDOT is currently in the process of moving to World Class Signal Operation to help reduce congestion as well as to address traffic flow. This system touches all aspects of a network based signal operation and allows signal adjustment to accommodate special events. A list of signals in the MPO was reviewed. St. George holds the brunt of signals, many of which do not have cameras. A statewide effort is in progress to eventually have all signals throughout the state on a central signal system that can be managed by UDOT. He announced that a new UDOT application is available for android phones. An example of commuter-link was reviewed as well as the availability of weather information that can be relayed to the public via the website or the android app. It was noted that the Southern Parkway signal system is on battery backup through the use of solar panels. A list of signals with wireless capability and/or no communications was also reviewed. He reported that the MPO partners with Interlinx in St. George, Washington, Ivins and Santa Clara to piggy back on their fiber optics. A map was displayed that depicts existing fiber optic networks in the area. New projects include fiber optics, or at the least, conduit is installed. A future fiber optics plan for the Dixie MPO includes the following projects: 1) Airport Parkway; 2) River Road; 3) Sunset Boulevard/Santa Clara Drive; 3) Dixie Drive; 4) Riverside Drive; 5) Telegraph Street; 6) 100 South; and 7) 700 South. Total cost of these projects is approximately \$5 million, and the next priority would be Dixie Drive. The total cost of projects is dependent upon whether conduit has been installed and if other parties want to participate in sharing the cost. Whenever possible, trading with Interlinx has become a huge asset to projects. Myron Lee explained that information is being provided to help members better understand the need to continue programming ITS funds each year in the TIP. Monty Thurber indicated that most of the ITS network in the area has been funded and installed by UDOT over the past few years, and it is also maintained by UDOT.

## 3. SERVICES

- A. **DTAC / DTEC Agenda Items:** Larry Bulloch suggested that a formal process be established to address issues that come before the Dixie Transportation Advisory Committee (DTAC) and the Dixie Transportation Executive Committee (DTEC). He noted that it is important that DTAC members be prepared to provide input and briefings to the Executive Committee. It is proper for issues to be vetted through DTAC prior to being presented to the DTEC. DTAC members are being asked to consider adopting a formal process for presentation of issues brought forth to the Dixie MPO. It was mentioned that it would also be helpful if one of the DTAC members, preferably the Chair and/or Vice-Chair, attends the DTEC meeting to answer questions or provide information as necessary. It is appropriate for agenda items to come before the DTAC to facilitate discussion of pros and cons before issues are presented to DTEC. Myron Lee explained that three major items are typically addressed by this group prior to consideration of DTEC as follows: **1) TIP--** DTAC approves projects on the TIP during December and forwards their recommendation to DTEC for formal approval; **2) TIP, Public Comment Period--** Midway through the year, DTAC forwards the TIP to DTEC recommending release

for the 30-day public comment period; **3) TIP, Self-Certification--** DTAC takes action on the self-certification resolution and recommends to DTEC for formal action.

**MOTION WAS MADE BY LARRY BULLOCH, SECONDED BY MIKE SHAW, TO ESTABLISH A FORMAL POLICY THAT AGENDA ITEMS ARE TO BE VETTED THROUGH DTAC PRIOR TO RECOMMENDATION AND/OR DISCUSSION OF ITEMS AT DTEC MEETINGS. IN ADDITION, IT IS REQUESTED THAT ONE OF THE OFFICERS OF DTAC ATTEND DTEC MEETINGS TO PROVIDE INPUT AND/OR INFORMATION AS APPROPRIATE. MOTION CARRIED UNANIMOUSLY.**

Board members mentioned that emergency DTAC meetings could be scheduled to accommodate items which may surface in between scheduled meeting dates. Myron indicated that agendas are generally set and posted one week prior to meetings. DTEC meets on the third Wednesday of each month.

- B. MPO Boundary Review:** Myron Lee acknowledged members of the Eastern Washington County Rural Planning Organization (RPO) in attendance from Hurricane and Toquerville. Jurisdictions participating in the RPO were invited today to discuss the MPO boundary and the need to work together to accomplish any potential expansion of the MPO. Expansion of the MPO to include other jurisdictions would necessitate an amendment to the Bylaws. Dave Demas has worked to access the Bylaws and also has more history with the MPO than Myron because he previously worked as the St. George City Engineer and participated as a member of the DTAC. Staff has worked to highlight areas that would require revisions as well as included some recommendations for the group's consideration. Inclusion of the Eastern Washington County RPO would incorporate the following jurisdictions: Hurricane City, LaVerkin City, Toquerville City and Leeds. It was noted that the RPO has very similar Bylaws in comparison to the MPO.

Myron indicated that various things would need to be addressed prior to any changes and timing is the first big issue. Federal funding becomes available October 1<sup>st</sup> through the TIP. It will be important to include a provision to hold RPO funding that comes through the Joint Highway Committee and MPO projects that are programmed harmless in the TIP and/or STIP. Because it would be difficult to make necessary changes by October 1, 2012, staff is suggesting that a July 1, 2013 date would be more appropriate. This would also fit into the budgeting process for cities and give the MPO and RPO committees time to work out any issues.

Larry Bulloch asked that the group discuss details of possible changes to the MPO boundary prior to discussion of implementation. It may not be to the benefit of some of these communities to join the Dixie MPO because they would immediately compete against urban problems. Arthur LeBaron mentioned that the Eastern Washington County RPO communities have met and discussed various issues that would be associated with this change. He explained that very few of the communities who are members of the RPO actually benefit now from funding through the Joint Highway non-urban funds allocated to communities. The RPO does not automatically receive an allocation of small urban funds. Hurricane is the

only community that has been able to use these funds because it is very difficult for smaller jurisdictions to provide the required match amounts. Member communities of the Eastern Washington County RPO contribute funds to participate in the organization. The MPO would receive additional funds for programming because of the increased population that would be included in the MPO. He also explained that the RPO does not have funds available for studies or planning efforts and it would likely be cheaper for communities to buy a vote share in the MPO than to continue functioning as an RPO. The smaller communities would not typically need federal projects for years to come. Darren Cottam, Toquerville, commented that the communities see a real value in the benefit of planning and partnering in the development of a regional transportation network. Several committee members cautioned the smaller communities about MS4 rules that may come along with joining the MPO and the need to make sure this does not occur. Arthur LeBaron indicated that he has researched this issue and cannot find language in the law that would bring MS4 rules to the smaller jurisdictions.

Myron Lee provided a draft working copy of the MPO Bylaws with areas highlighted that would require change should the boundaries be expanded to include other jurisdictions. Committee members asked that further discussion occur regarding the pros and cons of any change to the MPO. It was noted that additional funding would become available to the MPO for programming but it is very difficult to obtain a definite amount because MAP 21 is a moving target. Preliminary analysis conducted by UDOT staff indicates that approximately \$398,000 of additional funds would become available to the MPO from Small Urban and STP Flex allocations. This amount includes about \$20,000 in planning funds, leaving \$378,000 for programming to projects. Transit funding would not be impacted by this proposed merger and no additional funds would be attached. Arthur LeBaron indicated that Hurricane City obtained \$1 million in Small Urban funds in 2009 and anticipates receiving \$1 million in 2014 for a project. A bridge project was also funded in the 1990's. However, there is typically about five years between projects to allow the city to accumulate the required match amounts. Averaged over a five year period, it would be about \$200,000 annually to Hurricane City. The jurisdictions realize that they would be competing for funds allocated through the MPO TIP process. Larry Bulloch voiced concern that funding to the MPO would actually be diluted because four more jurisdictions would be added to the mix. Committee members acknowledged that the MPO has been very successful in working together to discuss the highest priorities and best uses of transportation funding. Various projects have been funded in part with MPO dollars to encourage participation of UDOT. Some examples include the Bluff Street EA, I-15 EA, Exit 2, Exit 8, etc. The MPO typically provides initial funding into a project to gather the attention of the UDOT Transportation Commission. The group was in consensus that the strongest pro is the ability to foster cooperation between all of the jurisdictions in planning a stronger transportation network on a regional basis. It was also pointed out that the MPO and RPO share common interest in SR-9, I-15, Babylon Road, Purgatory Road, SR-6, SR-7 and other connections such as the Washington Dam Road. All of these roadways contribute to the regional transportation network.

The next topic of discussion included votes, financial contributions, and staffing. It was noted that the RPO communities contribute \$32,000 to the AOG to provide funding for administrative needs, and the MPO communities provide \$42,000 to

support administrative needs of the MPO. Myron Lee explained that the MPO receives \$140,000 in federal funds on an annual basis for planning/administration and the addition of these communities would provide an additional \$20,000. Staff responsibilities would shift because there would only be one set of meetings rather than two. Vote share funding for the MPO is currently \$7,000 per vote share. Ivins, Santa Clara and Washington have one vote, while St. George has three votes. A total of \$42,000 in funding is provided to Five County by these jurisdictions. Funding for the RPO is derived from the four communities, Washington County and UDOT. However, funding from UDOT to the RPO is decreasing and will eventually end. Myron outlined funding for 2014 for the MPO and RPO as well as an example of what might be a consideration for inclusion of additional communities. It was noted that the two smaller communities would not be able to provide as much monetary contribution as larger jurisdictions. Discussion continued in terms of funding amounts, votes, size of the committee, and how other MPO's have handled smaller communities. Committee members instructed staff to research these questions by consulting with other MPO's in the state of Utah, and possibly MPO's of similar size in Arizona, Nevada or California. Further information is required to determine the number of votes each jurisdiction would receive and the amount of contribution required from each community. Myron Lee clarified that federal guidance requires the MPO to examine the boundaries to include areas that will urbanize in the next 20 years. The MPO will be required to submit this analysis to FHWA by a certain date. Curt Hutchings mentioned that the east boundary of the MPO is urbanizing to include a large portion of Hurricane, LaVerkin and a sliver of Toquerville.

Myron Lee reported that this agenda item has been included on the DTEC meeting agenda for September 19, 2012. Committee members expressed concern that this discussion may be premature for DTEC at this point. Ken Sizemore mentioned that it could be beneficial for the elected officials to have a similar discussion. It was Board consensus that information presented to DTEC include: **1) Timing--** Any changes to MPO boundaries proposed to occur July 1, 2013; **2) Bylaws--** DTAC is in the process of reviewing the Bylaws and analyzing any changes that would be required; **3) Voting--** Staff has been instructed to research this issue to gather additional information for further review; **4) Staffing--** No additional staffing is anticipated unless the area reaches attainment in terms of air quality issues; and **5) Vote Share Cost--** Staff has been instructed to gather additional information for further discussion at a future DTAC meeting.

#### **4. TRANSPORTATION IMPROVEMENT PLAN**

- A. Status of Program Funds in TIP:** Myron Lee indicated that Concept reports will be provided to DTAC voting members next week via e-mail. Reports will be due at the November DTAC meeting. Scoring packets will be delivered to voting members after the November meeting and programming of funds will occur during the December 2012 DTAC meeting. A tour of projects submitted on the concept reports will be scheduled for some time in November. Mike Shaw indicated that Washington City has a van that would be available to accommodate the tour.

## 5. LOCAL PROJECTS STATUS UPDATE

- A. **Hurricane City:** None.
- B. **Ivins:** Dave Glenn asked to be excused from today's meeting.
- C. **Santa Clara City:** None.
- D. **Washington City:** Mike Shaw reported that the Washington Fields Road widening project is out to bid. This includes a signal at Washington Dam Road. Design work is continuing on Phase 6.
- E. **St. George City:** Cameron Cutler reported that Riverside Drive is still under construction and the segment of road between River Road and Foremaster Drive remains closed. The closed segment is anticipated to open this weekend, but there will be some lane restrictions throughout the construction zone. Larry Bulloch commented that there have been two trenches cave in on this project, but luckily no one sustained injury. St. George City called Occupational Safety & Health Administration (OSHA) for assistance and learned some interesting lessons as a result. Because the project includes work on both old and new infrastructure, the city must train the contractor on city safety policies which are applicable for old infrastructure. Training must also be provided in terms of the contractor safety policies for the installation of new infrastructure. This changes the normal procedure for conducting the pre-construction conference on projects. The project has two standards that are applicable, one for old infrastructure and one for new infrastructure. Future specifications for projects will include a clause that the contractor must have a competent person, well trained in OSHA regulations, on the job site at all times to oversee construction. Cities will have to be careful in terms of who the contractor assigns to this task. Ultimately, the owner of the project has the liability. The city has to be in compliance with OSHA1910 regulations and the contractor must comply with OSHA 1926 regulations. Trenches on this job are very deep, but the regulations also apply to trenches that are four feet deep if a worker is bending down to accomplish work. Cameron Cutler indicated that some delays have been experienced on this project due to weather conditions and the depth of trenches.

Cameron indicated that a low key ribbon cutting ceremony is scheduled for September 22<sup>nd</sup> for the Red Hills Parkway project. The Mathis Bridge project is moving along and it is anticipated that the deck will be poured by the end of this month. The project has experienced some delays from flooding issues. The East Dixie Drive punch list has now been completed. The 1450 South project will be complete by the end of this month. The Main Street drainage project is also near completion. In addition, the federal aid agreement for the Red Hills Parkway Interchange will be presented to the City Council on September 20<sup>th</sup>.

- F. **Washington County:** Todd Edwards reported that Washington County has awarded the bid on the Old Highway 91 reconstruction project to Goran Construction out of Orem, Utah. However, work on this project will not commence until April 2013. This will allow motorists the opportunity to use the roadway as an alternative to I-15 during construction which is currently occurring in the Virgin River

Gorge. He also reported that Washington County has been hauling a lot of the milled material from the Arizona I-15 project.

- G. UDOT:** Dana Meier, UDOT, reported that UDOT is working on SR-18 to restore the bike lanes through use of enhancement project funding. This area was previously impacted by a safety project. The Southern Parkway Segment 3 project is scheduled for an October 4 bid opening date. The advertisement is with limitations to allow for the 30-day window for appeal. It is anticipated that a contract will be in place by November and it will take approximately one year to complete the project. Segment 4A of the Southern Parkway will be re-advertised on December 15<sup>th</sup>. It is anticipated that the bid opening will occur in January and work will proceed in February. UDOT is also working on the thru-turn lanes at Bluff Street and St. George Boulevard. Thru-turns at Green Springs Drive in Washington are now under consideration for both sides of the freeway. Mike Shaw reported that members of the Washington City Council will be touring the project in Draper on September 12<sup>th</sup>.

**7. STATE AND FEDERAL UPDATE**

**A. Program Development - UDOT:** None.

**B. Federal Oversight:** None

**8. ITEMS FOR NEXT MEETING**

The next meeting is scheduled for Wednesday, October 3, 2012 at the Five County AOG office beginning at 1:00 p.m.

**9. ADJOURNMENT**

Jack Taylor, Chair, entertained a motion to adjourn.

**MOTION TO ADJOURN WAS MADE BY MIKE SHAW AND SECONDED BY CAMERON CUTLER. MOTION CARRIED.**

The meeting adjourned at 2:55 p.m.