

DIXIE TRANSPORTATION ADVISORY COMMITTEE
Meeting Minutes
October 3, 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
Dave Glenn, Ivins City, Public Works Director
Mike Shaw, Washington City, Public Works Director
Dana Meier, UDOT, Region Four
Kirk Thornock, UDOT, Region Four
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Arthur LeBaron, Hurricane City Engineer
Steve Call, FHWA, Planning 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
Pam Humphries, Hurricane City
Rick Snyder, Sunrise Engineering
Drake Howell, S2N Development

ABSENT

Monty Thurber, St. George City, Engineer Associate/Traffic Coordinator
Kelly Lund, FHWA, Planning Engineer
Ryan Marshall, St. George City, General Manager SunTran

Cameron Cutler, Vice-Chair, indicated that Jack Taylor, Chair, had not arrived. He opened the meeting and welcomed those in attendance.

1. MINUTES

- A. Approve August 1, 2012 Meeting Minutes:** Cameron Cutler indicated that a quorum was present for conduct of business and presented minutes of the September 5, 2012 Dixie Transportation Advisory Committee (DTAC) meeting for committee consideration.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY TODD EDWARDS, TO ACCEPT MINUTES OF THE SEPTEMBER 5, 2012 MEETING AS PRESENTED. MOTION CARRIED.

Myron Lee introduced Kirk Thornock, UDOT, who replaced Rick Torgerson. It was also noted that Dana Meier will serve as the DTAC voting member for UDOT. Others in attendance also provided an introduction.

2. LONG RANGE PLANNING

- A. **Need to Revise Long Rang Plan (LRP) Project List:** Myron Lee reported that since the I-15 and Bluff Street Environmental Assessments have been completed, the MPO will need to update the long rang plan phased project list to incorporate projects as well as adjust cost estimates. The list is broken out into three phases and some adjustments may be necessary in each of the phases. The I-15 project includes milepost 0-13 which will require a breakout of several smaller projects. Each of the projects included in the I-15 EA will need to be included on the LRP phased project list. He provided a copy of the LRP phased project list and asked that jurisdictions examine the list and provide updated information in terms of cost estimates, projects that are funded, etc. MPO staff will continue to work with UDOT to break out the I-15 projects. It was requested that jurisdictions provide updated information to the MPO at their earliest convenience. This will allow approval by DTAC and a recommendation to DTEC to be accomplished by January 2013. It was noted that funding assumptions will remain the same and it should be fairly simple for representatives to review and update the list. Myron mentioned that the MPO cannot pull projects into the TIP until the project is included on the LRP phased project list. Projects that appear in white on the list have either been funded or built.

Cameron Cutler acknowledged that Jack Taylor had arrived and relinquished the Chair responsibilities.

3. SHORT RANGE PLANNING

- A. **St. George Bicycle Master Plan:** Monty Thurber was not in attendance to cover this agenda item.

4. SERVICES

- A. **COG Priority List - Call for Projects:** Todd Edwards, Washington County, addressed issues regarding the County Council of Governments (COG) priority list for corridor preservation funds. He reported that the COG does not meet on a regular basis, but there is at least one meeting held each year. The last meeting was held in February 2012, and it is likely that the next meeting will be held in February 2013. During the February 2012 meeting, the COG established guidelines to accept projects once a year. This process calls for each of the following entities to compile and submit a list of corridor preservation projects to the COG: 1) Metropolitan Planning Organization; 2) Rural Planning Organization; 3) Washington County; and 4) UDOT. Todd indicated that he is in the process of revising the application that was originally used to call for projects. The COG is now asking that a subcommittee be formed with representatives of the above mentioned entities to review and prioritize these lists prior to the February 2013 COG meeting. The COG previously prioritized the list of projects, but this was changed in the guidelines of the COG. It was noted that once a project is included on the list it is eligible to receive funding no matter where it is prioritized. Larry Bulloch mentioned that the previous process that was utilized for prioritizing projects at the COG level worked well. Arthur LeBaron indicated that Hurricane City did run into a situation where there was a willing buyer and seller for a piece of property, but the corridor was not

included on the COG priority list. Utah State Code requires that the project be on the list before consideration to receive corridor preservation funds. Because the list can only be considered once each year by the COG, projects not included on the list must wait until the next year or look for other funding options. Todd Edwards indicated that he would provide an e-mail to committee members including a copy of Utah Code, COG bylaws, and the prioritized list from last year. It is important that entities make sure that all potential projects are included on the list. It was noted that the intent of this fund is for corridor preservation and not project construction. Curt Hutchings asked that the e-mail be provided to his attention and that he would forward information to RPO members. The COG would like to accept the prioritized list and forward it to the Washington County Commission for acceptance. Myron Lee noted that the MPO list should be compiled by the Dixie Transportation Advisory Committee (DTAC), but it will need to be ratified by the Dixie Transportation Executive Committee (DTEC). It would be good to consider the list during the December DTAC meeting and forward a recommendation to DTEC for action during the January 2013 meeting.

- B. MPO Boundary Review Report:** Myron Lee reported that MPO staff has researched the various issues raised during the September DTAC meeting. The first major issue discussed was the MS4 impact to outlying cities if they were to come into the MPO. Staff has learned that the MS4 rule is only applicable to urbanized areas as defined by the United States Census Bureau. The MPO looks at urban areas to set its boundary for planning purposes. The same area and the same Census data sets are considered, but the MPO boundary process is not associated with the MS4 rule. The MS4 rule is applied to urbanized areas only, whereas the transportation perspective looks at growth that may occur over the next 20 years. Curt Hutchings provided a presentation outlining urbanized areas versus urbanized clusters from the 2000 Census and compared those maps to the 2010 Census. Hurricane and LaVerkin areas were an urbanized cluster in the 2000 Census. He noted that the Eastern Washington County RPO was organized after the MPO designation. Maps depict that the urban cluster area has grown quite extensively in the 2010 Census. The MPO urbanized area has also grown, but not as much as the urbanized cluster area.

Myron Lee introduced the voting and membership discussion and provided a handout containing the organizational structure of other Utah MPO's as well as the Flagstaff, Arizona MPO. The Dixie MPO has eight voting members as compared to the Cache MPO which has 14 voting members. The number of voting members for other MPO's is as follows: **1) Wasatch Front Regional Council (WFRC)-- 18;** **2) Mountainlands (MAG)-- 30;** and **3) Flagstaff-- Six.** The City of Flagstaff has three voting members because it is the only city included in the MPO. MAG also has 17 ex-officio non-voting members and each of the 24 cities is a voting member. He reviewed voting members of each of the MPO's listed on the handout and noted that MAP 21 legislation requires representation from UDOT and a member representing the transit agency. Steve Call explained that this requirement is for areas exceeding 200,000 in population. However, this is a good model to follow even if the MPO is not required to address the issue at this time. Another handout was provided that outlines MPO composition on a national level.

The next handout provided vote share information for the current Dixie MPO, future program, and a population based program. It also included vote share program information options that would take into account an expansion of the MPO's size to include Hurricane, LaVerkin, Toquerville and Leeds. Myron Lee indicated that this committee needs to engage in discussion regarding how to move forward with structure of the MPO to consider incorporation of the RPO communities. Staff would like to provide a recommendation to DTEC in terms of how to structure a larger MPO.

Arthur LeBaron explained that all of the RPO communities have expressed interest in joining the Dixie MPO. Previous discussion at the September DTAC meeting included the amount of federal aid that would be attached to the MPO with the addition of these communities. He reported that LaVerkin, Leeds and Toquerville have never undertaken a federal aid project, and there are few roads in these jurisdictions that could qualify for this type of project. Because of this fact, it bodes well to capture those funds into the Dixie MPO. All of the communities realize the benefit of expanding the regional planning aspect. He also pointed out that the economy of Hurricane is very connected with the western portion of Washington County. A presentation has been made to the Hurricane City Council and the council understands the process. All of the RPO communities are willing to accept the invitation, providing that an equitable vote share can be established. The RPO would like to see the participation based on per capita population. All of the cities would like to have a vote and are willing to pay their fair share.

Larry Bulloch acknowledged that the four communities have expressed interest in joining the MPO and this will accomplish better regional transportation planning. However the smaller communities (LaVerkin, Toquerville, and Leeds) cannot afford to bring much to the table in terms of funding. He suggested that Hurricane contribute financially and become a voting member and that the other three communities join as ex-officio members to participate in transportation planning. These three communities would not have a financial burden but would be included in the planning boundary. Projects within these jurisdictions would still be eligible for funding consideration. Myron Lee pointed out that the population of these cities would be included in the MPO which would provide some increase in funds. It was noted that a vote is provided to all of the cities in other MPO's.

Todd Edwards expressed interest from a county standpoint in seeing the MPO and RPO combined because it brings everyone together for coordination and/or planning purposes, and he does not see a problem with each jurisdiction having a vote. He pointed out that the majority of votes at the MPO and RPO level have been unanimous. However, his preference would be to retain a small committee.

Mike Shaw indicated that he is very much in favor of bringing the four communities into the MPO. He feels that each community should have a vote, but he is undecided in terms of what fee structure should be applied.

Dana Meier mentioned that all of the communities participating in the RPO have made an effort to attend meetings as much as possible. The MPO and RPO have an opportunity to work together through cooperation and sharing. There has typically been a lot of discussion at the RPO level, but the group has always

reached consensus on issues. He feels that all jurisdictions should have a vote and there needs to be an equitable payment solution to make this happen. Participation in the regional planning process would be a great benefit for these communities.

Dave Glenn asked about the cost per vote share and monies that have been kept in a reserve account. Myron Lee indicated that when the MPO was originally established it was determined that a portion of the match money from the vote shares would be directed into a reserve account that would be available in the event that transportation funding to the MPO was eliminated. The reserve account is now fully funded and no additional funds need to be provided. Because of this, the vote share structure for future years would decrease from \$7,000 per vote to \$5,500 per vote. Required match has been \$42,000 but that amount will decrease to \$33,000 in future funding years. Adding the four communities into the MPO would increase the amount of required match funds to \$44,000. Dave Glen indicated that he would like to see all of the communities have a vote based on population.

Jack Taylor voiced his opinion that all cities should have a vote based on population. However, he is not opposed to St. George, Washington and Hurricane having more than one vote. It was suggested that perhaps some type of modified population based rate could be established. Smaller communities should not be required to pay more for their vote share. It was pointed out that if the MPO does not expand to include the RPO, vote share rates would be lower.

Myron Lee reviewed the three options included on the handout depicting how match funding could be provided. Option A sets the cost per vote share at \$4,400; option B would cost \$4,889 per vote share, with a reduced amount of Toquerville and Leeds who would share the cost of one total vote. The population based option would cost each entity \$0.35 based on population, and the cost for St. George would be much higher than the cost for smaller communities.

Curt outlined costs for next year that will be charged to communities participating in the RPO as follows: **1) Hurricane-- \$16,000; 2) LaVerkin-- \$8,000; 3) Toquerville-- \$4,000; and 4) Leeds-- \$4,000.** It was noted that UDOT has provided a large portion of the funding for the RPO over the past five years, but UDOT will not participate in this funding next year. This was an agreement that was negotiated when the Eastern Washington County RPO was established. Arthur LeBaron mentioned that increased costs to the communities would require negotiation with Five County in terms of what services could be provided at a lesser rate. Myron Lee pointed out that the inclusion of RPO communities would bring an additional \$20,000 in planning funds into the MPO.

Further discussion included a ½ vote share or community shared vote, the number that would be required to constitute a quorum, and whether each community should have a vote. It was pointed out that UDOT and Washington County are currently voting members but neither entity contributes funding. Larry Bulloch explained that it would be difficult to justify a community of 700 having a vote share while St. George only has three votes and a population of over 70,000. This seems very disproportionate. He also pointed out that in the future the complexion of the DTAC and DTEC committees will change as individuals retire from office or employment with jurisdictions. The MPO was established the way it was for a reason. Members

asked for Option B to be modified to \$5,507 per vote share, with a reduced amount for LaVerkin, Toquerville and Leeds who would share one vote that rotates between the communities.

MOTION WAS MADE BY LARRY BULLOCH TO RECOMMEND OPTION B, AS MODIFIED, TO THE DIXIE TRANSPORTATION EXECUTIVE COMMITTEE, TO REFLECT \$5,507 PER VOTE SHARE, WITH A REDUCED AMOUNT OF \$1,817 FOR EACH OF THE JURISDICTIONS OF LAVERKIN, TOQUERVILLE AND LEEDS, WHO WOULD SHARE ONE VOTE THAT ROTATES BETWEEN THE COMMUNITIES. MOTION WAS SECONDED BY TODD EDWARDS. MOTION CARRIED WITH TWO OPPOSED VOTES.

Mike Shaw indicated that he would have favored a modified Option B that would have provided LaVerkin with one vote and a shared vote between Toquerville and Leeds. Jack Taylor commented that vote costs should be determined using per capita population. Mike Glen pointed out that the population of those three communities is equal to that of Ivins and therefore a shared vote appears to be an appropriate solution. Members asked that in presenting this option to DTEC, it should be pointed out that this was recommendation did not have a unanimous vote.

5. TRANSPORTATION IMPROVEMENT PLAN

- A. Change/Status of TIP Program Funds:** Myron Lee reviewed a summary of estimated FY 2012 apportionments that would come to UDOT under MAP-21 legislation. Funding under MAP-21 to UDOT is broken out into 11 different categories and then split out to 13 sub categories. A chart also reviewed the FY 2013 apportionments under the draft conference report for moving ahead under MAP-21. Funding provided to the MPO under the new highway bill will decrease from \$2.2 million to \$1.6 million. UDOT has committed to the MPO that 2013 and 2014 funding provided to the MPO will include an additional \$500,000 to make funds programmed in the current TIP whole. After that time, funding to the MPO will decrease to \$1.6 million on an annual basis. This will need to be taken into consideration as funding is programmed to future projects. It was pointed out that four previously eligible activities are not included in MAP-21: 1) Pedestrian and bicycle safety and education; 2) Acquisition of scenic or historic easements and sites; 3) Scenic or historic highway programs (tourist & welcome centers); and 4) Transportation museums. Copies of the presentation will be provided to committee members via e-mail.

Myron Lee reviewed programming on the TIP spreadsheet and outlined where funding is over programmed and noted that adjustments will be required as funds are programmed in December. Some projects may be moved forward or programmed in 2017.

- B. Concept Reports, Due November 7th:** Diane Lamoreaux indicated that call for concept reports has been e-mailed to all voting members of DTAC and reports are due at the beginning of the November 7th DTAC meeting. Jurisdictions need to provide eight copies of each report submitted as well as a letter signed by the Mayor indicating that the city will provide match funding for the projects. It is important that

the letter is received for the MPO files. Committee members asked that the packets be delivered to voting members the day after DTAC (November 8th) for scoring. This will provide project information for use during the project tour.

- C. **Project Tour Date in November:** Committee members selected Tuesday, November 13th for the project tour. Participants will meet at the Five County office at 8:00 a.m. St. George City will try to arrange a bus for transport to the project sites. Myron will coordinate with St. George and Washington cities to make sure that sufficient seating is available to accommodate tour participants.

6. **LOCAL PROJECTS STATUS UPDATE**

- A. **Hurricane City:** Arthur LeBaron reported that the federal aid agreement for the 600 North project is nearing completion.
- B. **Ivins:** None.
- C. **Santa Clara City:** No project update. However, Jack Taylor thanked Ivins, St. George, and Washington cities for assistance provided after the recent flooding in Santa Clara. He also thanked UDOT for supplying concrete barriers. Larry Bulloch commended Santa Clara for their response in development of a channel through the city that will provide protection to homes if future flooding occurs.
- 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. He reported that two city council members traveled up north to tour the thru-turn project. This tour provided a better understanding of how the thru-turn option works, but there are still reservations about using this option. The thru-turn option will definitely be used on the north side of I-15 at Green Springs Drive and Red Cliffs Drive. It may be the only option on the south side of I-15 at Telegraph and Green Springs, short of moving the intersection to the south. Dana Meier stated that there will be a learning curve for drivers and access is always an issue with any option.
- E. **St. George City:** Cameron Cutler reported that Riverside Drive is still under construction. The project includes sewer line installation and road widening to 3050 East in St. George. Construction crews poured the deck on the Mathis Bridge last week and the project is moving ahead. The report on 1000 East River Road will be presented to the St. George City Council in the near future. Larry Bulloch noted that 1450 South will be paved in the next few weeks. Cameron also indicated that the East Dixie Drive and Red Hills Parkway projects have been completed.
- F. **Washington County:** None.
- G. **UDOT:** Dana Meier reported that UDOT will be moving ahead with the 3A segment of the Southern Parkway to provide connection to Phase 6 of the Washington Fields Road. The contractor for this project is Wadsworth Quality Constructors. Segment 4 of the Southern Parkway will be re-advertised in mid-December. UDOT is continuing work on the thru-turn lanes at Bluff Street and St. George Boulevard and working on right-of-way acquisition. UDOT is also working to complete the shoulder

widening project on SR-18 and is hoping that work will be finished before next year's Iron Man race. Work has been completed on the Highway 14 slide area and the road is open.

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, November 7, 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 DAVE GLENN AND SECONDED BY MIKE SHAW. MOTION CARRIED.

The meeting adjourned at 3:05 p.m.