

DIXIE TRANSPORTATION ADVISORY COMMITTEE
Meeting Minutes
November 7, 2012
Five County Association of Governments
Conference Room
St. George, UT

PRESENT

Cameron Cutler, St. George City, Transportation Service Manager, Vice-Chair
Monty Thurber, St. George City, Engineer Associate/Traffic Coordinator
Dave Glenn, Ivins City, Public Works Director
Mike Shaw, Washington City, Public Works Director
Dana Meier, UDOT, Region Four
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Arthur LeBaron, Hurricane City Engineer
Kelly Lund, FHWA, Planning Engineer
Myron Lee, MPO Planning Manager, Five County AOG
Diane Lamoreaux, Five County AOG
Derek Imlay, LaVerkin City
Darren Cottam, Toquerville City
Mayor Alan Roberts, Leeds Town
Abdul Wakil, UDOT
Jerad Beard, UDOT
Matt Rifkin, InterPlan
Dustin Shaffer, Sunrise Engineering
Bob Lamoreaux, Stanley
Bruce Fishburn, Stanley
Aron Baker, Horrocks
Ronielle Howard, PB
Tyler Hoskins, Hoskins Engineering

ABSENT

Jack Taylor, Santa Clara City, Public Works Director, Chair (Excused)
Larry Bulloch, St. George City, Public Works Director
Steve Call, FHWA, Planning Engineer
Ryan Marshall, St. George City, General Manager SunTran

Cameron Cutler, Vice-Chair, indicated that Jack Taylor, Chair asked to be excused. He opened the meeting, welcomed those in attendance and asked everyone to introduce themselves.

1. MINUTES

- A. Approve October 3, 2012 Meeting Minutes:** Cameron Cutler indicated that a quorum was present for conduct of business. He presented minutes of the October 3, 2012 Dixie Transportation Advisory Committee (DTAC) meeting for committee consideration. Dave Glenn asked for a correction to his name and spelling on page 6.

MOTION WAS MADE BY DAVE GLENN, SECONDED BY MIKE SHAW, TO ACCEPT MINUTES OF THE OCTOBER 3, 2012 MEETING WITH THE NOTED CORRECTION. MOTION CARRIED.

2. LONG RANGE PLANNING

- A. Long Rang Plan (LRP) Project List:** Myron Lee reminded committee members to provide updated information for the LRP project list. The list includes projects in Phases 1, 2, and 3. UDOT will be breaking out a number of smaller projects on the I-15 corridor from milepost 0-16. This will also be the case for projects from Bluff Street to the Ledges and Winchester Hills area. Cities also need to delineate those projects that have already been built that need to be removed from the list. St. George City representatives indicated that they would provide an e-mail update to Myron.
- B. Washington Parkway Study Update:** This agenda item was postponed.
- C. Freight in Utah:** Matt Rifkin, InterPlan, indicated that Myron invited him to provide a freight presentation that was provided to the Wasatch Front Regional Council and UDOT. The information presented reflects how transportation affects the economy in Utah, including rail transport. Topics of discussion included the following: **1) Population Trends, Urban vs. Rural--** Urban areas are growing faster than rural. A map of the St. George/Hurricane area was projected to depict growth areas around I-15 and the larger density of population in St. George. Three fourths of the population throughout the state of Utah lives within a five mile radius of I-15. It was noted that the St. George population on the charts includes Ivins, Santa Clara and Washington City. The Hurricane population also includes LaVerkin, Toquerville and Leeds; **2) Freight Trends, Comparison 1970 to Present--** A large amount of freight passes through the state of Utah and truck traffic tripled between 1997 and 2007. Truck drivers are required to rest every twelve hours as they travel across the country. The first stops from the West Coast are required when trucks reach Washington or Iron County. The same is true in northern Utah for truck traffic on I-84 and I-80 who have to rest as they enter the Salt Lake area. Utah has one of the highest percentages of truck traffic as compared to other states; **3) Energy Development Trends--** Utah exports a large amount of energy and produced 31% more energy in 2010. The majority of energy development occurs in the Uintah Basin; **4) Tourism Trends--** Utah hosts a large amount of visitors from various locations. A map depicting the origination of tourists was shared.

Utah has a large warehouse district surrounding SR 201 and the potential for this trend to develop in the St. George area. Industrial growth information and freight trends provide a global picture and the effects on Utah. It was noted that 26% of the traffic on I-15 is trucks.

3. SHORT RANGE PLANNING

- A. St. George Bicycle Master Plan:** Monty Thurber provided a presentation that was recently presented to the Southern Utah Bicycle Alliance in terms of bicycle planning in St. George from an engineering and parks perspective. Various events are

hosted each year in the area including the Iron Man competition, Intermountain Cup, Frog Hollow Cup, etc. These events provide direct impacts as well as impacts from those training in the area. Two new bike shops have opened in St. George and Washington and a new sporting goods store has opened. These businesses report that approximately 40% of their business is from out-of-town customers. St. George has developed more comprehensive guidelines for development of bicycle facilities to address items such as shoulder width, street cross sections, etc. A map of the various bike lanes that have been added was reviewed. Addressing bicycles can be somewhat challenging because of the geography many confined areas. A number of bicycle lanes are planned in conjunction with future road construction. A map depicting the St. George trail system and a list of projects undertaken since 2004 were reviewed. New trails were pointed out as well as a summary of current trail mileage. Bicycle and trail information is available on the St. George City website and Facebook.

- B. Buy America Issues:** Dana Meier reported that buy America issues is causing a significant impact on UDOT and it has even resulted in some project delays. A clause in all federal contracts requires compliance with Federal Buy America Provisions. Jerad Beard, UDOT, reviewed impacts of this clause for UDOT and local government. The Buy America clause has been in contracts for a long time, but the major issues are seen in the relocation of utilities. Under MAP 21 the regulation is coming to the forefront and it will be actively enforced. Local projects which include federal funds will be required to include Buy America specs or projects will be considered as non-participation. UDOT is attempting to reallocate federal project funding to provide full compliance. A number of companies including Rocky Mountain Power, Questar, and Century Link will not sign contracts that include the Buy America clause. A review of the smelt certificate is required to assure that items are produced in America. UDOT is working with local governments to make sure that specifications and documentation is in compliance. Dana Meier mentioned that contractors are responsible to provide certifications that items are bought in America. Steel products are particularly problematic and certification must show that the steel was melted in America. This includes nuts, bolts, iron and steel. Utility companies have determined that it is not cost effective to sign contracts with this requirement because of the mountain of paper work that is involved. UDOT is working to find a solution for this issue and trying to keep on top of each project from beginning to end. It was noted that if the NEPA process is paid for with federal funds then the project constructed under this document must comply with the Buy America clause. Local governments are asked to work with Richard Manser, UDOT, and Russ Robertson with the Federal Highway Administration to resolve issues. UDOT is in the process of developing programmatic agreements that will be available for future projects to alleviate a lot of the bulk of required paperwork.
- C. Functional Class Presentation:** Abdul Wakil, UDOT, provided a presentation including information on the Census defined urbanized area boundary, the Hurricane Urban Cluster and smoothed urbanized boundaries. The urbanized area boundary has been expanded to include the new airport/Southern Parkway, the Kayenta area west of Ivins and the Ledges/Winchester Hills area north of St. George. Jurisdictions throughout the state are required to examine functional class

roads through a defined process every ten years after the U.S. Census is completed. This requires jurisdictions to examine each functional class to determine if the roadway is classified appropriately. FHWA guidelines include urban functional classifications utilized to balance the system in the urban area. Items included to consider road classifications include arterials, spacing, change in urban boundaries, trip length, etc. The population of urban areas is 50,000 and greater, urban clusters are 5,000 to 50,000 and non-urban areas are less than 5,000. A map was reviewed that provided the smooth Census boundary. The planning boundary is based on a 20 year outlook. It was noted that there are 18 urban clusters and five urbanized areas in the state of Utah. UDOT and FHWA are in the process of addressing functional classifications and are requesting input from cities and counties across the state. Mr. Wakil reviewed a copy of the classification form that must be used to make changes. Detailed information from local governments in terms of higher traffic generation will be an important determining factor. The state of Utah must develop classifications that will provide a balanced system of road networks. UDOT will be working with counties and each Association of Governments throughout the state to accomplish this update. All proposed changes are due to UDOT by December 28, 2012. Urban areas must assess collector and above roads. Smaller areas with minor and local roads would not be eligible.

A copy of the functional classification map was provided to committee members for review to make sure that the arterial roads and alignments are correct. Myron Lee pointed out alignment issues to Kelly Lund with the Southern Parkway and asked that the alignment be corrected. Mr. Wakil asked that the MPO serve as the point of contact for proposed changes in the MPO. UDOT will be coordinating efforts with counties throughout the state. Jurisdictions can request to share UDOT files, but all proposed changes must be made utilizing the form. Changes will require justification for reclassification.

4. **SERVICES**

- A. **COG Priority List - Reminder:** Todd Edwards, Washington County, provided copies of policies adopted by the COG, a form that will be utilized by the COG to call for projects, and a copy of the current project list for corridor preservation projects. It was noted that some projects have been addressed and those will be removed from the list. The COG has requested proposed project lists from the Metropolitan Planning Organization, Rural Planning Organization and Utah Department of Transportation. Myron Lee asked that jurisdictions provide a list of projects for discussion at the December DTAC meeting. Mr. Edwards asked that the MPO, RPO and UDOT designate a representative to meet with Washington County to prioritize the project list that will be submitted to the COG for approval.
- B. **MPO Boundary Review - DTEC Vote:** Myron Lee reported that the Dixie Transportation Executive Committee (DTEC) met two weeks ago at which time a discussion and consideration of the DTAC recommendation took place. DTEC made a decision, by unanimous vote, that effective July 1, 2013 the Dixie MPO will expand to a 12 voting member committee to include Hurricane, LaVerkin, Toquerville and Leeds. The vote share will be \$5,500 per vote share for larger jurisdictions and \$1,833 per vote for LaVerkin, Toquerville and Leeds. Washington County provides an in-kind match and UDOT does not participate with a financial

contribution. The vote share monies are utilized to provide planning match funds. All jurisdictions will have a full vote, with St. George City having three votes. Because funding is in place through the fiscal year and the RPO still has some things to complete, the RPO will remain functional until June 30, 2013 at which time the RPO will make the transition to the MPO. The RPO jurisdictions will be invited to participate in all MPO meetings to become familiar with MPO processes.

5. TRANSPORTATION IMPROVEMENT PLAN

- A. **TIP Program Funds (RPO, STP, TAP, PL)**: Myron Lee reviewed the TIP spreadsheet which outlines funding for projects through 2014. He reported that FLX dollars will be eliminated from the MPO funding in 2014. Funding allocated to East Dixie Drive in 2014 needs to be moved to 2013. Funds allocated to projects highlighted in yellow need to be switched to Small Urban (SU) rather than FLX. UDOT has agreed to keep the STIP whole by contributing FLX funds in FY 2013-2014, but that funding will be eliminated after that time. Beginning in 2015, joint highway funding previously allocated to the RPO will be coming to the MPO. This will allow the 600 North project previously programmed in 2012 for Hurricane City in the amount of \$1 million to be completed. This provides for a smoother transition and keeps the STIP whole. The bottom of the spreadsheet outlines the annual MPO funding assumptions, assumptions less programmed and a running balance of funds. TAP funding will be available for programming beginning in FY 2014. The MPO will receive \$1.6 million on an annual basis for programming. A handout was provided which outlines areas where TAP funds may be obligated. These funds can only be utilized for activities described on the handout.
- B. **Concept Reports / Project Tour November 13th**: Ms. Diane Lamoreaux indicated that all of the cities have provided copies of their concept reports. Packets will be assembled and delivered tomorrow for scoring. Copies of the packets will also be provided to Hurricane, LaVerkin, Toquerville and Leeds for information purposes. This will allow those jurisdictions to observe the TIP process. A concept report will be provided for the Hurricane City for the 600 North project for informational purposes. This report will be included in the packet that will be delivered to voting members.

Myron Lee indicated that he would provide follow-up information to jurisdictions regarding the project tour scheduled for November 13th. Monty Thurber and Mike Shaw will coordinate transportation with the MPO office.

6. LOCAL PROJECTS STATUS UPDATE

- A. **Hurricane City**: None.
- B. **Ivins**: None.
- C. **Santa Clara City**: None.

- D. **St. George**: Cameron Cutler reported that traffic has been shifted on the Mathis Bridge to allow work on the upstream side. Work is progressing on the Riverside Drive sewer project which is now installed past the Dinosaur Museum.
- E. **Washington City**: None.
- F. **Washington County**: None.
- G. **UDOT**: Dana Meier reported that the contractor is now staging and will be turning dirt in the near future on segment 3A of the Southern Parkway.

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, December 5, 2012 at the Five County AOG office beginning at 1:00 p.m. A luncheon will be hosted by the MPO at noon and everyone is invited.

9. **ADJOURNMENT**

Being no further business, the meeting adjourned at 3:25 p.m.