

**DIXIE TRANSPORTATION ADVISORY COMMITTEE**  
**Meeting Minutes**  
**December 4, 2013**  
**Five County Association of Governments**  
**Conference Room**  
**St. George, UT**

**PRESENT**

Jack Taylor, Santa Clara City, Public Works Director, Chair  
Larry Bulloch, St. George City, Public Works Director  
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  
Todd Edwards for Ron Whitehead, Washington County, Public Works Director  
Arthur LeBaron, Hurricane City Engineer  
Wayne Peterson, Leeds Town  
Darren Cottam, Toquerville City  
Dana Meier, UDOT, Region Four Dixie Division  
Myron Lee, MPO Planning Manager, Five County AOG  
Curt Hutchings, Transportation Manager, Five County AOG  
Diane Lamoreaux, Five County AOG  
Bruce Fishburn, Stanley Consultants  
Rick Snyder, Sunrise Engineering  
Aron Baker, Horrocks Engineering

**ABSENT**

Derek Imlay, LaVerkin City (Excused)  
Fred Davies, St. George City Transit Manager  
Kelly Lund, FHWA, Planning Engineer  
Steve Call, FHWA, Planning Engineer  
Elden Bingham, UDOT, Planning

Jack Taylor, Chair, called the meeting to order and welcomed those in attendance. It was noted that a quorum was present for conduct of business.

**1. MINUTES**

- A. Approval of October 2, 2013 DTAC Meeting Minutes:** Jack Taylor, Chair, presented minutes of the October 2, 2013 Dixie Transportation Advisory Committee (DTAC) meeting for committee consideration.

**MOTION WAS MADE BY ARTHUR LEBARON, SECONDED BY MIKE SHAW, TO ACCEPT MINUTES OF THE OCTOBER 2, 2013 MEETING AS PRESENTED. MOTION CARRIED.**

**2. SHORT RANGE PLANNING**

- A. UDOT'S No-Access Line near Sun River Parkway:** Dana Meier, UDOT, provided copies of a letter received from State & Institutional Trust Lands

Administration and information from an analysis that examined this particular area near the I-15/Southern Parkway Interchange. SITLA is proposing to change the current three-way intersection (Pioneer Road intersects Sun River Parkway as a "T" intersection) to a four-way intersection (Pioneer Road extended south of Sun River Parkway to connect to Arrowhead Canyon Drive). This roadway is included in the St. George City Transportation Master Plan as well as the Dixie MPO Long Range Plan, is the beginning of the Western Corridor, and provides direct access to the Ivins/Santa Clara area. He explained that UDOT has four strategic goals which include optimizing mobility and strengthening the economy. The economy will definitely be strengthened by providing access to these businesses. These changes also have implications that will impact the Western Corridor as well as I-15. UDOT will be responding to SITLA's request and would like discussion with this group prior to their response.

Eric Rasband, UDOT, joined via telephone to review the UDOT analysis. Bullet points of the MP-2 land use assumptions include the follows: 1) Estimated land area from aerial and SITLA zoning maps; 2) Applied 30% factor for building space within each zone; 3) Used ITE trip generation average rates for leasable building space; 4) Used the Dixie MPO travel demand model to come up with trip distribution percentages; 5) Applied trip generation through the network; and 6) Used Synchro/Sim Traffic to analyze traffic operations with the proposed development. The western and southern corridors were included in the analysis with trips generated on site in terms of proposed development. However, there may be additional traffic associated with those corridors. Other related issues were examined in terms of the distance of intersections adjacent to I-15 interchanges at various locations across the state and the use of three traffic lanes westbound over the SPUI structure. Growth associated with the Western Corridor was not modeled in this analysis, but trip generation associated with the SITLA development was included. The analysis is based on the SITLA development land use graphic included in the packet, including the Western Corridor and Southern Parkway impacts isolated to the SITLA development impacts. Maps depicting trips entering and exiting the SITLA development were reviewed. A table was also provided depicting the Base 'T' intersection with development traffic only, a full intersection with development traffic only and ramps into development with development traffic only. Based on the CUBE model, 30% of the trips from the SITLA development would go to the Western Corridor. Land use in the area was estimated from information provided on the SITLA graphic. Major intersections were analyzed to determine an interface with the Southern Parkway. He reviewed three maps as follows: 1) The roadway network with the proposed 'T' intersection; 2) An additional leg south of the intersection; and 3) A concept developed by UDOT with either an under- or over-pass on Sun River Parkway. The analysis determined that there would be impact on the travel network outside of this particular development.

A chart was provided outlining the MP-2 SITLA land use level of service at the various intersections in the area. Mr. Rasband indicated that the T intersection will struggle with the development that is planned in this area. The proximity to the SPUI would create some issues with the T intersection. Many of the intersections would fail based on the SITLA development alone. Dana Meier indicated that the real question is how to work with SITLA to develop a workable solution to address future traffic and accommodate economic development of their property.

Larry Bulloch pointed out that the SITLA Master Plan has already been approved by St. George City to include a T intersection in this location. Dana Meier explained that SITLA is proposing to change the plan that is in place to a four-way intersection. The analysis shows that problems will be experienced at this location in the future and it may be best to address sooner rather than later. It will be easier to obtain what is needed for transportation purposes prior to development of this land. Todd Edwards suggested the possibility of pushing traffic onto Arrowhead Drive. It was noted that a standard intersection would not be able to accommodate trip generation. Eric Rasband indicated that use of a right-in and right-out onto Pioneer Drive and a full intersection at Arrowhead would not provide a solution. The recommendation would be for either an overpass or underpass at Pioneer Road. This would provide the needed internal site circulation within the SITLA development. Myron Lee asked how this would evolve in terms of allowing SITLA to build the full interchange at Pioneer Road and then use public funds to build the overpass. Dana Meier explained that it would not be a full-blown interchange that would be constructed, but rather a configuration that includes a grade separated intersections. Todd Edwards questioned if the plan is based on reality to generate that much commercial traffic at this location based on roof tops. If any of the area includes housing, then fewer trips would be generated. Myron Lee summarized that the master planned area which has been approved with a T intersection at Pioneer Road would have significant delays and failure by 2040 just with the traffic generated by this particular development. He questioned SITLA's motivation to construct an overpass. Dana Meier indicated that UDOT is fine with whatever SITLA and St. George City decides. However, UDOT would not allow any more compromise that would further impact the SPUI on the Southern Parkway exit and I-15. The new proposal would obviously impact this area and create a problem in the future that someone will need to deal with. SITLA motivation will come from a better understanding of their development. This is similar to a previous situation on SR-9 with the Coral Canyon Development where SITLA finally agreed to a grade separated interchange in order to meet the demands of their development. Impacts from traffic can be detrimental to their development. There is a good opportunity at this point to open dialogue with SITLA to address traffic issues in this area. Otherwise, UDOT will be writing a letter to SITLA stating that based on their analysis the proposal will result in failure of the interchange at 2040, and UDOT is not willing to approve the changes. The letter will indicate that the no-access line will not be compromised. The letter could further state that UDOT would not allow an at-grade, four-way intersection, but they would entertain a grade separated intersection. The bigger picture is the Western Corridor and this opportunity to address traffic in this location now to better accommodate future traffic demand. Myron Lee pointed out that there are more and better tools than what existed in 2008, particularly the CUBE model that shows trip generations and could enhance the study that has been completed. This would include background traffic and would enhance the need to not compromise on the no-access line. Those tools would show a greater need for grade separation at that intersection.

### **3. SERVICES**

- A. COG Priority List:** Todd Edwards reported that he will be sending out a notice to all of the cities and those in attendance today regarding opening the COG corridor preservation list. The COG is requesting a list of the names of corridors.

Jurisdictions can respond to take off a previous corridor and/or to add any additional corridors to the list. It has been determined that projects will be included on the list but the list will not be prioritized. Information will be provided to jurisdictions prior to the February COG meeting. The corridor preservation list will be re-visited each February. Projects must be on the list in order to request funding. Dana Meier explained that there may be a request in conjunction with the gateway area on SR-9 to close an access. This would force the business to utilize Old Highway 91 for access. Arthur LeBaron indicated that they are continually working on access management issues on SR-9 that may or may not rise to the COG.

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

- A. Status of TIP Program Funds:** Mr. Myron Lee, Dixie MPO, briefly reviewed TIP program funds received by the MPO and a running balance. There is \$3.29 million in funds available for programming. UDOT staff has provided notification that a balance of \$300,000 is remaining from the Bluff Street, Boulevard to Red Hills Parkway (including the flyover), environmental document that can be reprogrammed.
- B. Program TIP:** Myron Lee projected the TIP spreadsheet for use in programming funds to projects. A copy of the rating and ranking of concept reports was provided for review. Myron Lee asked each city representative to review their projects submitted for consideration.

Arthur LeBaron explained that Hurricane City and Washington City jointly submitted a concept report for Purgatory Road. Those who participated in the field trip obtained a better understanding of this project. Todd Edwards explained that Washington County is opposed to the alignment because of the shooting range and access to the fairgrounds. Their preference would be to have the road go out past the county jail facility. Myron Lee mentioned that the alignment would be determined through the environmental process based on specific criteria. It was noted that the existing bridge is under private ownership. Arthur indicated that access into the area is being addressed, but secondary access would be necessary because of safety issues. This area has a lot of industrial lots that need to connect to Washington City and this involves a large amount of economic development. This has regional significance because a lot of the trips on this road come from St. George and other areas in the region. This connection to Hurricane City reduces user costs for those coming from the Washington Fields area. The anticipated uses of the fairgrounds needs to include better access to the area. The alignment proposed by Hurricane and Washington cities is a straight shot that serves as the existing utility corridor. Access to utilities is a big issue and partners prefer this alignment to protect their interests. The total project cost is estimated to be \$6.7 million to fund both legs of the project. Larry Bulloch suggested that the environmental assessment and engineering could be separated and completed prior to construction funding. The EA would bring the alignment issues to the forefront and address a lot of issues of concern. Group members estimated that the cost for environmental work would be between \$250,000 and \$300,000. It was noted that Purgatory Road is on the COG corridor preservation list. Members suggested allocation of \$500,000 in 2015 for environmental work and 30% design. This would require \$36,000 match funding from Hurricane and Washington cities.

Myron Lee indicated that \$3 million would remain for programming to other projects. Jack Taylor reported that someone was killed running down the hill between Santa Clara and Ivins. There are also a lot of bikers that use this route taking a loop around the cities which also causes safety concerns for the jurisdictions. Santa Clara and Ivins are requesting additional funding into this project. It is also possible for funding that was programmed earlier into the TIP could be adjusted to fund projects that need to move forward on an accelerated time frame. Funding to Old Highway 91 could shift to a later date on the TIP. Santa Clara does not have a lot of match funds that can be committed at this time, but also recognizes the need for improvements in this stretch of road. This is especially a concern because of development that is occurring in Ivins. He also noted that some storm water issues are prevalent in this area of the roadway between the two communities. The total project cost is estimated at \$3.5 million and funding has been programmed for this project in the amount of \$1.984 million. Some of the funds will be used to proceed on the environmental and engineering in 2014, but funds programmed in 2016 and 2017 could be shifted out further. Other members commented that the pavement on this stretch of highway is not going to last much longer. It is estimated that approximately \$300,000 will be needed in 2014 for environmental and engineering work on this project. Jack Taylor explained that Santa Clara City is very concerned about not only the required match funds but the inability to fill the gap on the construction end of this project. The city would be able to come up with the match, but would be hard pressed for construction funds unless development occurs. Larry Bulloch commented that the MPO has not typically funded an entire project for cities. MPO funds have been used toward the project, but cities have been responsible to pay some of the construction costs as well. As a general rule, cities have had to fund about 50% of each project. Mike Shaw reported that Washington City paid \$1.8 million toward the Green Springs Interchange and the total project cost was approximately \$9 million. Members asked if the cities could come up with 50% of the remaining \$1.5 million on this project. Jack Taylor responded that Santa Clara does not have extra funds at this time to commit toward the project. A more defined cost estimate will be available within the next few months. Programming the \$800,000 to Old Highway 91 would leave \$2.2 million for programming.

Larry Bulloch reported that the majority of funding for River Road is the Fort Pierce Wash Bridge at Commerce Drive. This is a priority for St. George City. Cameron Cutler mentioned that the City would be best served to federalize only one project and proposed that funding be directed to the River Road project. Dave Glenn indicated that Ivins City can hold off on funds for the Red Mountain Road because some development will likely be helping to fund this road.

**MOTION WAS MADE BY LARRY BULLOCH TO PROGRAM MPO FUNDING TO THE FOLLOWING PROJECTS: 1) PURGATORY ROAD, \$500,000 (2015); 2) OLD HIGHWAY 91, \$800,000 (2016); 3) RIVER ROAD, \$2.2 MILLION (2018) AND 4) ITS, \$150,000 (2017 & 2018). MOTION WAS SECONDED BY DANA MEIER AND CARRIED BY UNANIMOUS VOTE.**

- C. Discussion of TAP Funds:** Myron Lee reported that two concept reports were received for TAP funds, one from St. George City and the other from Washington City. Staff has not had a chance to review these proposals and is recommending that this discussion be postponed until the next DTAC meeting. It is anticipated that

the MPO will receive \$73,000 in 2014 and it is also anticipated that this funding would continue in 2015 and 2016. However, this is not definite until a new transportation bill or continuing resolution is passed. It was noted that this particular program requires 20% match from jurisdictions.

- D. Recommend TAP Fund Program:** Mike Shaw indicated that Washington City has made application for \$60,000 in funding for sidewalk along Telegraph Street. This is to complete sidewalk at 1100 East west of Washington Parkway. There is currently no sidewalk in this area for about one-half mile distance in front of the turf farm, and children are walking this route to get to school. There is already curb and gutter in the area but no sidewalk. The only other way of completing this section is to wait for businesses to locate in the immediate area. All of the right-of-way has been acquired and environmental work should not be a problem.

Cameron Cutler reported that St. George City is trying to complete the section of 1000 East St. George Boulevard. Application has been made for choke point funds from UDOT. It would help to have TAP funding in the mix with the other UDOT funds. It may be good to hold off until next month to see what happens with the choke point application.

Myron Lee reported that according to MAP 21, UDOT has authorization to allow the MPO to have input on how money is spent. However, UDOT would make the final funding decision. The weighting of input would be 70% to UDOT weighted by input from the MPO's. There is also a fund for any area TAP projects that is available for any area in the state. Cities can also make application for this pot of TAP funding. This application process is slated to begin in June. The MPO funding for TAP can be spent annually or banked for a number of years to undertake larger projects.

- E. Status of Safe Route to School Funds:** Kirk Thornock was not present for this agenda item discussion.
- F. Planning Funds Available in FY 2014:** Myron Lee reviewed the amount of funding that will be available for planning purposes in FY 2014. He explained that funds in the amount of \$150,000 are received by the MPO for planning purposes each year. Update of the Travel Demand Model and other projects in the MPO will utilize \$50,000, and the balance of \$100,000 is made available to communities planning projects. An application was submitted by St. George City during the concept report process for \$200,000. These planning funds must be spent prior to June 30, 2014. In the past, planning funds were used in St. George for the River Road Study, in Washington City for the Green Springs Study, and two years ago for a transit study. Jack Taylor indicated that Santa Clara City will be updating their Road Master Plan this year and would like to have that project considered. The latest estimate provided for the update was \$35,000. Arthur LeBaron commented that he had not thought about a planning request and suggested that everyone be given a change to make application for this money. Discussion centered on the possibility of planning the funds out for five years to allow each city the opportunity to participate in projects. Mike Shaw indicated that Washington City has a study that would cost approximately \$28,000 and they could have the money spent by July as well. Dave Glenn indicated the Ivins City would make application next year. Myron Lee pointed out that if the MPO fund amount exceeds 50% of the project, then the MPO would be required to manage the contract for that project.

- G. Program Planning Funds:** It was the consensus of the group that funds should be allocated to Washington City, Santa Clara City and St. George City for planning projects. This would make it possible for work to be completed prior June 30, 2014.

**MOTION WAS MADE BY ARTHUR LEBARON, SECONDED BY DAVE GLENN, TO APPROVE PLANNING FUNDS TO THE FOLLOWING JURISDICTIONS: 1) SANTA CLARA-- \$10,000; 2) WASHINGTON CITY-- \$10,000; AND 3) ST. GEORGE CITY-- \$80,000. MOTION CARRIED BY UNANIMOUS VOTE.**

**5. LOCAL PROJECTS STATUS UPDATE**

- A. Hurricane City:** Arthur LeBaron reported that Hurricane City is still working on the 600 North project which is scheduled for a 90% review in January.
- B. Ivins:** Dave Glenn reported that a 90% review meeting for the Center Street widening project is scheduled for next week.
- C. LaVerkin:** None.
- D. Leeds:** Wayne Peterson reported that the town is completing minor work on their roads.
- E. St. George:** Cameron Cutler reported that St. George City is working on negotiations of the Mall Drive Bridge and road connections. Staff is trying to work with the U.S. Fish and Wildlife Service to obtain approval to proceed with work prior to April. Larry Bulloch acknowledged that Washington City changed their plans and provided the opportunity for St. George City to move the Mall Drive Bridge project ahead of their trail project to obtain approval from U.S. Fish and Wildlife Services. He thanked Washington City for cooperating in this important effort.

Cameron Cutler reported that the city is working through the cultural site overlay for the Indian Hills project. Work is also starting on the 3000 East Phase I project at 1450 South. The 3000 East Phase II project is under design. The Little Valley Road project is at 75% design. Red Hills Parkway Interchange design is nearly completed, but they are waiting on some right-of-way on the southwest corner.

- F. Santa Clara City:** None.
- G. Toquerville:** Darren Cottam reported that they are finishing up their water project in Toquerville.
- H. Washington City:** Mike Shaw reported that the Washington Fields Road is now completed to the Southern Parkway.
- I. Washington County:** Todd Edwards reported that the Washington Dam Road bypass has been designed.
- J. UDOT:** Dana Meier reported that two segments of the Southern Parkway are on the verge of being completed. Segment 4 A will be opened and UDOT is hoping to have warm enough temperatures to pave segment 3A. The Diverging Diamond

Interchange at milepost 8 was opened prior to Black Friday. The interchange is working very well, but some people are puzzled about the configuration.

Myron Lee reported that the Dixie Transportation Executive Committee (DTEC) provided support for a local options tax that is under consideration by the Utah State Legislature. MPO staff will participate with the county commission and county road department in attending city council meetings throughout Washington County over the next few weeks to explain this tax option to the different city councils. Those interested in having this presentation need to contact Myron Lee. In summary, the state legislature is hearing a proposal from the Utah League of Cities and Towns, Utah Association of Counties, the Salt Lake Chamber of Commerce and the four MPO's to raise the gas tax 3%. Of that amount, fifty percent would stay in the county of origin where the gas was sold and the other 50% would be directed into the B & C road fund formula for distribution to cities and counties. The state of Utah would not receive any of this revenue. Estimated funding associated with this proposal to local jurisdictions is as follows: **1) Hurricane--** \$339,000; **2) Ivins--** \$161,000; **3) LaVerkin--** \$80,000; **4) Leeds--** \$26,000; **5) Santa Clara--** \$129,000; **6) St. George--** \$1,400,000; **7) Toquerville--** \$42,000; **8) Washington City--** \$422,000; and **9) Washington County--** \$4,000,000. It is anticipated that this proposal has a good chance of making it through this session of the legislature.

**7. STATE AND FEDERAL UPDATE**

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

**B. Federal Oversight:** None.

**8. ITEMS FOR NEXT MEETING**

The January meeting will be cancelled because it falls on New Year's Day. The next meeting is scheduled for Wednesday, February 5, 2014. Copies of the annual meeting schedule were provided.

**9. ADJOURNMENT**

**MOTION TO ADJOURN WAS MADE BY CAMERON CUTLER AND SECONDED BY TODD EDWARDS.**

The meeting adjourned at 3:00 p.m.