

DIXIE TRANSPORTATION ADVISORY COMMITTEE

Meeting Minutes

June 2, 2010

Five County AOG

PRESENT

Dave Glenn, Ivins City, Public Works Director, Chair
Jack Taylor, Santa Clara City, Public Works Director, Vice-Chair
Cameron Cutler, St. George City, Traffic Engineer
Mike Shaw, Washington City, Public Works Director
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Rick Torgerson, UDOT, Region Four Program Manager
Ross Romero, Washington City
Chuck Gillette, Ivins City Engineer
Arthur LeBaron, Hurricane City Engineer
Curt Hutchings, MPO, Transportation Manager, FCAOG
Myron Lee, MPO Planning Manager
Diane Lamoreaux, Program Specialist, Five County AOG
Doni Pack, Program Specialist, Five County AOG
Diego Carroll, AECOM (via telephone)
Troy Torgerson, UDOT Region Four
Jerry Amundsen, Santa Clara City/HW Lochner
Bruce Fishburn, Stanley Consultants
Ronielle Howard, PB Americas

ABSENT

Larry Bulloch, St. George City, Public Works Director (Excused)
Dave Demas, St. George City, City Engineer (Excused)
Steve Call, FHWA, Planning Engineer
Lowell Elemer, Dixie MPO (Excused)
Elden Bingham, UDOT Planning
Kelly Lund, FHWA, Planning Engineer
Ryan Marshall, General Manager, SunTran
Lynne Scott, BLM/Dixie Regional Bike and Pedestrian Committee

CALL TO ORDER

Dave Glenn, Chair, called the meeting to order and welcomed those in attendance.

MINUTES APRIL 7, 2010 MEETING

Dave Glenn noted that a quorum was present and presented minutes of the May 5, 2010 DTAC meeting for committee consideration. He noted that several typographical corrections were provided and incorporated into the draft minutes.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY CAMERON CUTLER, TO ACCEPT MINUTES OF THE MAY 5, 2010 MEETING INCLUDING TYPOGRAPHICAL CORRECTIONS PROVIDED BY THE CHAIR. MOTION CARRIED.

CORRIDOR PRESERVATION

Final Bus Rapid Transit (BRT) Study Acceptance: Curt Hutchings provided copies of the final BRT study prepared by AECOM as well as a handout outlining comments and incorporation of those comments into the final study document. Diego Carroll, AECOM, joined the meeting via telephone to lead the discussion and provide a summary of the final BRT study. He noted that the

main changes to the draft document were incorporated into Chapters 7, 8 and 9. The cost per hour was bumped to \$90.00. The study conclusion was that the Hurricane corridor would warrant BRT service in the future. It is recommended that busses are mixed with regular traffic on this route. The airport line would be slower coming on line due to slowed growth in this area. The main purpose of this study was to determine the feasibility of long range opportunity for BRT services. This was not intended to analyze BRT in the short term. A conclusion of the study is that 4,000 riders per day by 2015 would justify BRT service to the Hurricane area. Two major items were considered in this study to: 1) Determine if there is sufficient demand currently to provide this type of BRT service and 2) Determination of potential funding sources and resources needed throughout the corridor to support BRT service. One possible source of funding would be a Tiger II federal grant. The federal government has currently set aside approximately \$600 million for transportation projects. This project has the potential to compete for some of these funds because the project would involve a highway component that provides connection to Springdale and Zion National Park and eventually the new regional airport. This is an funding opportunity for consideration in terms of funding this type of project. Mr. Carroll explained that BRT service on SR-9 would not be through use of a dedicated line on the roadway system but as interchanges come on line through this corridor spacing should be a consideration. Implementing BRT service on SR-9 would involve acquisition of some additional right of way to accommodate transit operations. Rick Torgerson asked if Tiger 2 funds were awarded to this project, how would those funds be utilized. Mr. Carroll indicated that funds could be utilized to purchase busses as well as incorporation of facilities along Telegraph Road and/or SR-9, but funds would mainly focus on purchasing busses.

Myron Lee explained that the first step is to accept the BRT study and the next step would be to determine the interest level between cities to implement some type of service. He noted that Arthur LeBaron has reviewed the study extensively and provided comments to AECOM. A plan for phasing BRT services is included towards the end of the study. However, the main purpose of the study was to examine and study the feasibility and level of BRT services required. Mr. Carroll indicated that approximately \$10,000 in funds was remaining on the contract which may be available to provide a more short term analysis focusing on this corridor or to consider assistance in submitting a Tiger II application. Mr. Lee asked what individual city representatives see in terms of a BRT system implementation. Mike Shaw indicated that he could see this as a possibility down the road possibly within the next five years. Cameron Cutler agreed that it may be feasible within the next 5-10 years, but noted that no transit is proposed initially to the new airport. It was suggested that Tiger II funds may be a potential resource to fund interchange upgrades on SR-9 to provide ramps that would accommodate a transit component. Rick Torgerson, UDOT, pointed out that the Tiger II grant applications are due tomorrow to UDOT for analysis of possible applications on a statewide basis. Myron Lee explained that the group has the opportunity to accept the BRT study or to wait until members have had time to further review and edit the document. Todd Edwards indicated that his concerns were minor and edits addressed those issues.

MOTION WAS MADE BY TODD EDWARDS, SECONDED BY MIKE SHAW, TO ACCEPT THE DIXIE BUS RAPID TRANSIT FEASIBILITY STUDY PREPARED BY AECOM AS PRESENTED. MOTION CARRIED.

Funds remaining in excess after final billings will be taken into consideration by DMPO staff to determine if additional short term analysis needs to be undertaken as part of this process. Committee members recommended that Diego Carroll attend the next DTEC meeting to provide a presentation outlining the study objectives, analysis, recommendations and to forward the study for their consideration. It was also suggested that copies and presentations be provided to St.

George, Washington and Hurricane city councils. Mike Shaw mentioned that implementation of a BRT system would likely be dependent on the economy recovering and may be out 5-10 years. This is not something that cities would consider pursuing in the current economic situation. Mr. Carroll explained that the study outlines 4-5 phases based on population but there is no specific time line for implementation of these items. It was noted that ridership must be substantiated prior to submitting applications for funding to support a BRT system. Arthur LeBaron indicated that in terms of the Hurricane BRT expansion, the political climate right now is not conducive to any type of subsidized system. Any proposals would need to be presented to the Hurricane City Council, but providing a presentation of the study results to the council is recommended. Committee members agreed that Diego Carroll needs to provide a power point presentation to each of the three city councils, and it would be best for him to attend these meetings in person to present results of this study. However, this should occur after the final study has been presented to DTEC.

SHORT RANGE PLANNING

Update, ARRA Funding: Black Ridge/Hilton Drive; Virgin River Bridge: Cameron Cutler indicated that he needs to meet with Rick Torgerson to work on final project costs for right of way dollars and other remaining items. Mike Shaw reported that the Virgin River Bridge project is moving ahead on schedule. Rick Torgerson explained that funds from the Black Ridge/Hilton Drive project must be re-obligated to the Washington City project by the first of September or the funds will be lost. Because the federal system shuts down in mid-August for reconciliation, UDOT is recommending that funds be de-obligated for BR/HD and re-obligated to the VRB Washington City project prior to that occurrence in order to secure these funds and not jeopardize this project.

Update on Functional Classification - UDOT Policy/Develop Local MPO Process: Myron Lee reported that several months ago revisions to the UDOT Functional Classification Policy were provided to this group for review and to solicit input into development of a local MPO process. MPO staff is seeking feedback on this document and wonders if it would be beneficial to have Kevin Nichol, UDOT, provide a presentation in this regard at an upcoming DTAC meeting. There are topography issues in the Washington County area which make it difficult to get around geographic features and sustain the balance of percentages required for roadway classifications. Todd Edwards indicated that Washington County has made application for reclassification of a portion of Old Highway 91 which is still under consideration. Members agreed that a presentation from UDOT would be beneficial.

Update on B & C Road Program: Myron Lee reported that the Transportation Interim Committee has met to discuss B & C road funds and how these funds are transferred to cities and counties. Jurisdictions were contacted to gather opinions on the current distribution process as well as to determine if funds are sufficient to cover road maintenance and construction. Through this process, it was learned that costs only cover approximately 20% of road maintenance and construction costs. It was asked of jurisdictions how they felt that sufficient funds could be made available. The common concern with transferring funds from other transportation programs is that it would leave those programs underfunded. An e-mail was provided to committee members outlining some of these issues. If anyone did not receive this information, please make Myron aware and he will resend the e-mail.

LONG RANGE PLANNING

Model Platform Conversion Presentation: Troy Torgerson, UDOT Region Four, reported that UDOT staff has been working with Lowell Elmer and MPO staff to move the Dixie MPO toward conversion to the CUBE platform. Information which was presented included some introduction and background in terms of the current travel model platform, socioeconomic data, corridor level

forecasts and a tentative schedule for moving forward with the conversion. This change is proposed for various reasons but mainly because the Dixie area needs consistent, reliable forecasts. The DMPO is the only MPO that still runs the QRSII Traffic Demand Model so it is important that conversion to the CUBE model take place in order to provide consistency with other MPO's and UDOT. Inconsistencies in the current model are difficult to defend, traffic forecasts are inconsistent between projects and these inconsistencies affect project design. Maps were reviewed containing ADT forecasts for areas from St. George to Hurricane.

The Dixie MPO has programmed \$50,000 for the initial model conversion. However, additional tasks will need to be performed by consultants to produce consistent and reliable forecasts. Unfunded tasks include the following: **1) Socioeconomic Data Update--** \$30,000; and **2) Corridor Level Forecasts--** \$10,000. These tasks are important in terms of the need to move to more open and transparent software and a more open platform which reduces maintenance efforts, increases data transparency and improves reliability. The CUBE network editor can display and compare any link/node data on the network including lanes, volumes, speed, functional type, capacity and v/c ratio as opposed to the QRSII network which only displays one-way vs. two-way links and has no custom labeling feature.

The model platform update and calibration includes the following: 1) Leverage work already completed in Cache County; 2) Incorporate work already done for Utah Statewide Model; 3) Develop new data sources; 4) Regionally calibrated highway and transit model; 5) Data sets owned and maintained by local agencies; and 6) Update funded by Dixie MPO. The socioeconomic data update includes households, population, employment and income is one of the most important inputs to the model. Poor socioeconomic data produces skewed forecasts. Socioeconomic data in the current QRSII model has issues with households and employment inside the urbanized area changing dramatically between years, percentage decreases and increases, and employment percentage fluctuating percentage patterns. Updating the socioeconomic data is very important but this task is currently unfunded. It was pointed out that the master model would be held by UDOT because the software is very expensive and hard to use. It is not proposed that cities would purchase software and train their employees to use the model. Work already accomplished with the statewide model will be incorporated which includes approximately 80 percent of the work for this area.

It was pointed out that MPO travel models are calibrated regionally and tend to require refinement at the corridor level. Corridors that may need corridor-level forecasts in the future may include: 1) Mall Drive, 3000 East to Airport; 2) Western Corridor; 3) Northern Beltway, and 4) Others. The cost for these forecasts is approximately \$10,000 per corridor, depending on the size and complexity of the corridor. This cost does not include operations analysis and no corridor-level forecasts are currently funded.

Conversion to the CUBE model will require approximately six months to complete, beginning in July and running through December. This schedule is contingent on responsiveness of local governments in development of the socioeconomic data. The model will not be distributed until the end of the entire process. Troy Torgerson mentioned that the Dixie MPO has also programmed \$300,000 in FY 2010 for the Origin-Destination Study. This study will focus on additional local data for the origin and destination of trips, trip purpose, time of day and transportation mode used.

Mike Shaw indicated that traffic in Washington City changes drastically between summer and winter months. It was noted that Horrocks Engineering has collected a large amount of data on traffic variations in the area. Troy Torgerson explained that difference between methods utilized

to count traffic and noted that the model update will definitely require local traffic count data. UDOT staff will work with Washington City and other jurisdictions to determine the best approach for collecting these counts. Additional local data will assist in making the model better. The main concern now is to secure \$30,000 in funding for collection of the socioeconomic data. UDOT has examined state funding trying to come up with funds but has not found any funds that could be used. However, staff is hopeful that some UDOT funds could become available next year to cover this shortfall. Lowell Elmer is proposing that Rick Torgerson, Region Four, work to free up some funding for this effort. As a last resort, funding from the Origin-Destination Study could be transferred to cover this amount. However, this would leave a deficit in funding for this project. It is not proposed that TIP action be taken until a final determination has been made as to whether UDOT funds could be secured. It was noted that collection of the socioeconomic data is scheduled to begin in July. Rick Torgerson indicated that UDOT would look at the Milepost 8 study that was recently conducted to see excess funds are available for transfer to this project. This will be an agenda item for a July DTAC meeting.

Project List for 2011-40 Regional Transportation Plan (RTP): Curt Hutchings provided copies of an updated project list which incorporates input provided by committee members during the last DTAC meeting. He mentioned that a meeting with Tamerha Maxwell was held to provide accurate phasing of the Southern Parkway project. Horrocks Engineering was also consulted for input on project phasing. It was noted that the Dixie Drive widening project next to last in Phase III needs to be moved to Phase I because it is a 2011 project. Curt noted that the timing of phases listed at the bottom of the page still needs to be applied to projects and there may be some additional shifting of projects as a result of this analysis. He explained that the list does not include updated dollar figures which are derived from financial assumptions and costs per lane mile. Therefore, dollar amounts will likely change as staff works on this process. Current funding amounts at the bottom of the sheet for each phase are not accurate, but the dollar amount can be over by 10% in each phase. He asked that committee members review the revised list and provide input for any additional changes. It was pointed out that the dollar amount for the Traffic Control Center is high and needs to be adjusted to the \$1 million range. Several scenarios are still under consideration for the location of the TCC.

DIXIE TIP

Update on Draft 2011-15 TIP: Diane Lamoreaux reported that Bob Pelly, State STIP Coordinator, has indicated that the 2011-15 TIP will be in draft form by June 14th. Copies of the previously approved programming of funds, the Transit Tip and a current copy of the draft 2011-15 TIP were provided. The East Dixie Drive project and conversion to the CUBE model were brought onto the 2010 TIP through State Transportation Commission action in April. Funding has been increased into the BRT study to cover the cost of the portion from Hurricane to Springdale. New projects programmed by the MPO have been input into the draft TIP maintained UDOT's Electronic Program Management (ePM) system. The draft TIP will be presented to DTEC and recommended for public comment beginning July 1, 2010. The month-long TIP comment period will run consecutively with the state of Utah STIP comment period. It was explained that funding listed in Concept Development (CD) is not actually funding that is in place for projects but it does reflect the total project cost.

STATE AND FEDERAL ACTIONS

Program Development - UDOT: Rick Torgerson provided an update regarding the Black Ridge project paving and work to eventually install a truck passing lane. He announced that W.W. Clyde has been selected as the contractor for the Anderson Junction to Black Ridge project which will be similar to the MP 10 to 16 recycle project. This will include ramp extensions for safety

improvements from milepost 27 to 34. All ramps are substandard and a project slated for later this year or early 2011 will address ramps from milepost 34 to 42. The first package for the Dixie Drive Interchange has been released and work on the interchange will begin in the near future. Two additional bridges will be bid by October, 2010. Rick also reported that the Hurricane Main Street (SR-9) project is under construction and on schedule.

Federal Oversight: None.

TRAINING (REVIEW MPO PROCESSES, ACRONYMS, ETC.)

Myron Lee provided a copy of the sheet of acronyms and definitions associated with the Dixie MPO. Several acronyms have been added to the bottom for inclusion into the list which will be updated for future presentation.

Curt Hutchings presented information in regards to a program titled uPLAN which is a powerful web based tool for planning and other purposes. It includes many data sets that have been collected from a large number of agencies. Those data sets include many things from land use designations to transportation systems to utility locations and much more. The data is GIS based, but you do not need to know anything about GIS to use it. It was noted that the Utah Automatic Geographic Reference Center (AGRC) is housing all of this information. The program is extremely powerful and is password protected. A special presentation is being hosted by UDOT and the MPO on Wednesday, June 17th from 11:00 a.m. to 1:00 p.m. Lunch will be provided and invitations will be e-mailed later this week.

NEXT MEETING

Rick Torgerson mentioned that he would be happy to provide a presentation on the STIP process at the next DTAC meeting as well as to the DTEC on June 16th. The next meeting is scheduled for Wednesday, July 7, 2010 at the Five County Association of Governments Office, Conference Room beginning at 1:00 p.m.

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

Meeting adjourned at 3:00 p.m.