

DIXIE TRANSPORTATION ADVISORY COMMITTEE
Meeting Minutes
May 2, 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
Dave Glenn, Ivins City, Public Works Director
Mike Shaw, Washington City, Public Works Director
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Rick Torgerson, UDOT, Region Four
Bronson Bundy, Washington City
Arthur LeBaron, Hurricane City Engineer
Ken Sizemore, Executive Director, FCAOG
Myron Lee, MPO Planning Manager, FCAOG
Diane Lamoreaux, Five County AOG
Dana Meier, UDOT, Region Four
Russell Youd, Horrocks Engineering
Lee Cabell, Horrocks Engineering
Ronielle Howard, Parsons, Brinkerhoff
Bruce Fishburn, Stanley Consultants
Steve Mager, Rhythm Engineering
Daryl Friant, UDOT

ABSENT

Steve Call, FHWA, Planning Engineer
Kelly Lund, FHWA, Planning Engineer
Curt Hutchings, Transportation Planning Manager, FCAOG (Excused)
Ryan Marshall, St. George City, General Manager SunTran

Jack Taylor, Chair, welcomed everyone in attendance and noted that a quorum was present to conduct business.

1. MINUTES

- A. Approve April 4, 2012 Meeting Minutes:** Jack Taylor presented minutes of the April 4, 2012 Dixie Transportation Advisory Committee (DTAC) meeting for committee consideration.

MOTION WAS MADE BY DAVE GLENN, SECONDED BY CAMERON CUTLER, TO ACCEPT MINUTES OF THE APRIL 4, 2012 MEETING AS PRESENTED. MOTION CARRIED.

2. SERVICES

- A. **Presentation - InSync Product Presentation:** Myron Lee introduced Mr. Steve Mager and asked that he provide information on signaling options. Mr. Mager, Rhythm Engineering, reviewed their specific adaptive traffic control system that was introduced mainly in the mid-west to provide faster and safer traffic distribution. He reviewed a map of the United States depicting the areas where their systems are deployed, with the heaviest concentration in the mid-west. The system improves peak delay, stop and travel time reductions. Other advantages provided by the system include fuel and emission reductions. The presentation shared some of the deployment partner's positive feedback about the performance and reductions in travel time as well as traffic movement and optimization. The goal is to reduce congestion through better timing of signals utilizing the adaptive control system. Mr. Mager explained how the system operates to optimize signals. Three different systems are offered as follows: **1) InSync--** Includes up to four cameras per intersection in the base system; **2) InSync:Tesla--** Uses existing or preferred detection devices; and **3) InSync:Fusion--** Combines multiple detection sources. All data statistics including vehicle counts, turn movements, etc. are saved for 30 days. A pricing structure for hardware and software was provided as follows: **1) InSync or InSync:Telsa--** \$25,000 per intersection; **2) InSync:Fusion--** Up to four cameras included to integrate existing system, \$30,000; **3) Intercept Module--** Cost is \$5,000 per intersection with pedestrian buttons; and **4) Project Management--** \$1,000 or less. It was noted that best results would be provided with corridor-wide implementation. The system includes a two year warranty as well as free software uploads. Mr. Mager indicated that he would host Webinars for those cities that are interested in learning more about the system.
- B. **I-15 South Environmental Assessment (EA) Update:** Mr. Daryl Friant, UDOT, provided several maps outlining the I-15 EA preferred alternative which is broken out into phases one through three. Work on the EA has been underway for over a year and presentations have been made to various cities to solicit input in the process. A phasing plan has been established for implementation of projects. Based on input provided by cities, the phasing plan has been adjusted to reflect more accurate project information. The purpose of today's presentation is to make sure that input from the cities and the county is consistent. He encouraged members to review the information in more detail and provide any additional comments.

Projects included in each phase are based on the Dixie MPO Long Range Plan and include trigger points for construction. He reviewed projects in Phase 1 (2012-2020) as follows: **1) St. George Boulevard Interchange MP 8--** Enhance the transportation system and reduce congestion through a retrofit/reconfigure of the existing interchange with a new Diverging Diamond Interchange. A pedestrian bridge will be constructed on the south side of the structure; **2) Green Springs Drive Interchange, MP 10--** Addition of thru-turns to Buena Vista/Green Springs Drive; **3) I-15 and SR-9 Interchange--** Improve curves on ramps, addition of deceleration and acceleration lanes, bridge replacement, etc.; **4) I-15 between St. George Boulevard and Green Springs Drive--** Add one travel lane in each direction; **4) Mall Drive--** Construct I-15 overpass for Mall Drive crossing. He noted

that funding is in place for the reconstruction of the MP 8 interchange as well as the thru turns at MP 10. Arthur LeBaron suggested that UDOT also examine safety issues, particularly at Exit 16.

Based on input provided by cities, Phase 2 (2020-2030) preferred alternative projects changed to include the following: **1) Brigham Road Interchange, MP 4--** Remove existing roundabouts and construct a Single Point Interchange. This action would be contingent upon development and population changes; **2) Brigham Road and Dixie Drive--** One travel lane and auxiliary lanes in each direction between interchanges; **3) Bluff Street and St. George Boulevard--** Addition of one lane in each direction between these locations; **4) Virgin River Bridges--** Reconstruct and widen bridges; **5) Green Springs Drive and Washington Parkway, MP 10 to 13--** Add one travel lane in each direction between these interchanges; and **6) Washington Parkway and SR-9--** Add one travel lane in each direction between interchanges. Mr. Friant explained that development patterns may shift the timing of projects.

Phase 3 (2030-2040) preferred alternative projects include: **1) MP 0 to MP 4--** Improve northbound exit ramp at Port-of-Entry, add auxiliary lanes between the Port-of-Entry and Southern Parkway, and add one travel lane in each direction between Southern Parkway and Brigham Road; and **2) Southbound I-15 between SR-9 and Washington Parkway--** Add southbound auxiliary lane from SR-9 to Washington Parkway and add a third lane on NB-EB exit ramp to SR-9.

Myron Lee asked about whether time limits could become an issue once the EA is completed. Mr. Friant explained that as long as UDOT is working on projects the EA would remain a valid document. There may be a need for periodic re-evaluation of the document.

The Utah Transportation Commission approved funding for two projects as follows: **1) St. George Boulevard Interchange--** Funding in the amount of \$16.3 million in FY 2013–14 for reconstruction to a new diverging diamond interchange; and **2) Green Springs Drive Thru Left Turn--** Funding in the amount of \$3.5 million for improvements at this location in FY 2015-16. The project includes \$800,000 for analysis of auxiliary lanes and the Mall Drive overpass design.

Next steps include a public hearing, which will be held in the July/August time frame. The final EA is expected by late summer and a decision from Federal Highway Administration in early fall 2012. Rick Torgerson indicated that UDOT is waiting on the U.S. Fish and Wildlife Service decision to accept the EA prior to release of the document. He also noted that some areas could hit trigger points earlier than listed.

Myron Lee mentioned that the CUBE travel demand model will be updated to include U.S. Census data as well as household survey data that is being collected for the Origin and Destination Study. Larry Bulloch complimented UDOT and Horrocks Engineering for the solid recommendations generated in the I-15 Environmental Assessment.

3. SHORT RANGE PLANNING

- A. **Transit Presentation Report:** Myron Lee reported that a presentation of the transit study was provided to the Washington City Council. Mike Shaw indicated that the presentation was very well received by the Council and a survey will be conducted to gather public input regarding the expansion of transit into Washington City. No funding will be committed until the survey has been completed. It is anticipated that the Council could consider funding for transit as early as 2013. The Council could also consider amending the budget as necessary to purchase a bus. Larry Bulloch emphasized that lead time for obtaining a bus is approximately 12 to 18 months.

4. LONG RANGE PLANNING

- A. **Amendment Process for Long Range Plan (LRP):** Myron Lee reviewed the LRP project phasing table which includes three phases. Projects depicted in white have been funded and are moving toward completion. Some of the projects associated with I-15 need to be split into smaller chunks as a result of the EA preferred alternative. Charter documents for the MPO do not currently outline a process for updating the LRP in between major updates. The next major update will be accomplished in 2015. Once the EA has been finalized, it will be necessary to re-evaluate the LRP to incorporate the EA project phasing modifications. Other MPO's have established a process for updating their LRP that could be examined to incorporate into the development of an official Dixie MPO update process. It was consensus of the group that staff pursue establishment of a formal process for updating the LRP.
- B. **Office of Planning and Budget (OPB) Population Projections/Estimates:** Ken Sizemore reviewed OPB population projections information in a graph format depicting projections versus what actually occurred. He reported that OPB is changing to the REMI model, which is utilized by most states throughout the U.S. In order to change numbers, jurisdictions will be required to provide justification such as platted subdivisions that are not yet built. The newest numbers provided for Washington County drops from 300,000 to 245,000. Household size drops from 2.94 to 2.6 in 2030. Mike Mower, OPB, will be scheduling a meeting in Washington County to discuss estimates with local elected officials. Basically, specific data points will be required to show that numbers are off base. He noted that the population estimates committee has not generated 2011 numbers. This process will begin this month. The 2012 numbers will be generated in November 2012.
- C. **Utah State Energy Office Funding:** Ken Sizemore reported that low interest loans are available from the Utah State Energy office to retrofit older buildings. Those interested in pursuing a loan can contact him for additional information.

5. DIXIE MPO 2012 TIP

- A. **Modifications of FY 2012 Dixie MPO TIP:** Myron Lee reviewed copies of the TIP spreadsheet with modifications highlighted in yellow. He explained that additional funds have been approved by the Utah Transportation Commission which will require modifications to the 2012-16 Dixie MPO TIP.

- B. Approval and Recommendation to DTEC - 2012-16 Dixie MPO TIP:** Myron Lee requested committee approval of Dixie MPO 2012-16 TIP modifications for recommendation to DTEC. The TIP Amendment recommended by DTAC is as follows:
- 1) **Reprogram STP_SU_DMPO and Local Match Funds to Pin 8090 from PIN 10663--** STIP Year 2015: \$400,000 (SU) and STIP Year 2015: \$29,046 (local match);
 - 2) **Reprogram EM_HPP_1702 funds to PIN 8090 from PIN #'s 7912, 8090, 7474, and 4905--** STIP Year 2012: \$4,575,750;
 - 3) **Add TIF Funding to PIN 8090--** STIP Year 2014: \$1,000,000 and STIP Year 2015: \$7,970,954;
 - 4) **Add TIF funding to PIN 10785--** STIP Year 2013: \$1,000,000 and STIP Year 2014: \$14,729,046;
 - 5) **Add Local Match Funding to PIN 10785--** STIP Year 2013: \$500,000;
 - 6) **Add TIF Funding to PIN 10783--** STIP Year 2013: \$1,000,000; STIP Year 2014: \$1,000,000 and STIP Year 2015: \$9,000,000;
 - 7) **Add Local Match Funding to PIN 10783--** STIP Year 2013: \$800,000 and STIP Year 2014: \$1,000,000;
 - 8) **Add TIF Funding to PIN 10788--** STIP Year 2015: \$1,000,000 and STIP Year 2016: \$2,500,000.

MOTION WAS MADE BY CAMERON CUTLER, SECONDED BY TODD EDWARDS, TO APPROVE MODIFICATIONS TO THE 2012-16 DIXIE MPO TIP AS OUTLINED ABOVE AND HIGHLIGHTED IN ATTACHED SPREADSHEET AND TO FORWARD THOSE RECOMMENDATIONS TO DTEC FOR FORMAL ACTION. MOTION CARRIED BY UNANIMOUS VOTE.

6. LOCAL PROJECTS UPDATE

- A. Ivins:** Dave Glenn reported that construction of the roundabout is on schedule and the contractor is currently paving the northbound side.
- B. St. George City:** Cameron Cutler reported that Red Hills Parkway is now paved from 900 East to near Bluff Street and should be ready for the Iron Man Race on Saturday. Red Hills Parkway between the 200 East intersection and Bluff will also be closed at some point for installation and realignment of a 60" culvert.

The East Dixie Drive project is out to bid, with the bid opening scheduled for May 15th. Work on the Dixie Drive widening is almost complete. There is still some landscaping and pavement repair in a section. Once those are accomplished, the road will be chip sealed and re-stripped for completion the first part of June.

The contractor is in place for the Riverside Drive project and the pre-construction conference is scheduled for next week. Dennett Construction was awarded the bid for this project.

Larry Bulloch reported that the 1450 South project is ready to bid and construction is anticipated this summer. A widening project is slated for 2800 to 2000 East. In addition, the Mathis Bridge project will go out to bid tomorrow. He also reported that over \$8 million in federal and state funds have been expended for work on the Santa Clara and Virgin River.

- C. **Santa Clara:** None
- D. **Washington City:** None
- E. **Washington County:** None.
- F. **Hurricane:** Arthur LeBaron reported that the 3000 South project is out to bid. This roadway is the back route to Sand Hollow Reservoir and extends to the airport. The project will mill the existing asphalt and widen the roadway to a 32' surface.
- G. **UDOT:** Dana Meier, UDOT, provided an update on various segments of the Southern Parkway. Phase 4A will be advertised on Saturday with construction anticipated in July. The Attorney General's office has committed that segment 3A condemnations will be completed by July 31st. UDOT will push for advertisement of this segment as soon as possible. Completion of this project is anticipated for approximately one year from start date.

Rick Torgerson reported that the final surface on Bluff Street is close to completion. In addition, a bid has been awarded to AT Asphalt for SR-18 passing lanes from Red Hills Parkway up the hill. Another project on I-15 will provide a passing lane from Toquerville to include the Browse area. Other passing lane projects are slated on I-15 at the Pine Hill Creek Summit and Beaver Ridge.

A brief update on the Highway 14, Cedar Canyon project, was provided. Weekly updates are available on UDOT's website depicting work progress. Traffic in this area will be impacted most of the summer, but the road should be open to A.M and P.M. traffic on June 1st. The slide is still moving with some instability and concern for safety. Rick announced that the Transportation Commission will be meeting in Cedar City next Thursday and Friday. The group will tour the slide area for an update on the project. Myron Lee indicated that MPO staff would like to attend the Transportation Commission meeting to express gratitude for funding that has been provided in this area.

Rick Torgerson estimated that construction on the Red Hills Parkway Interchange would be approximately July 2013. The Boulevard/Bluff Street thru turn lanes is out a bit further to allow for right-of-way to be secured. However, efforts in terms of right-of-way for this corridor need to be ramped up.

7. STATE AND FEDERAL UPDATE

A. Program Development - UDOT: None.

B. Federal Oversight: None.

8. ITEMS FOR NEXT MEETING

Ken Sizemore announced that Ken Salazar, Secretary of the Interior, will be in St. George next week to dedicate the Beaver Dam Wash and Red Cliffs Conservation areas.

Jack Taylor requested input from committee members regarding the Unified Work Plan that was provided during the April meeting for review and comment. It was the consensus of the committee that the plan did not require any changes.

The next meeting is scheduled for Wednesday, June 6, 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 CAMERON CUTLER AND SECONDED BY TODD EDWARDS. MOTION CARRIED.

The meeting adjourned at 3:15 p.m.