

UNIFIED PLANNING WORK PROGRAM

5/14/2015

Draft

FY 2016

July 1, 2015 - June 30, 2016



Dixie MPO LEADERSHIP

Transportation Executive Council
Transportation Advisory Committee
Transportation Planning Office

Five County Association of Governments

Dixie METROPOLITAN PLANNING ORGANIZATION

UNIFIED PLANNING WORK PROGRAM JULY 2015 through JUNE 2016

PURPOSE

The Dixie Metropolitan Planning Organization (Dixie MPO) is charged with the responsibility to prepare a Unified Planning Work Program (UPWP) annually to describe the activities to effectively plan the transportation system within a minimum 20-year planning boundary, including the St. George Urbanized Area and the Hurricane Urban Cluster Area. Appendix A shows the 20-year planning boundary which includes the 'smoothed' census defined urbanized area and urban cluster area. The Dixie MPO will carry out a federally mandated "continuing, comprehensive and cooperative" urban transportation planning process for those areas within the adopted metropolitan planning boundary.

This UPWP was prepared in cooperation with Utah's other MPOs, UDOT, FHWA and FTA, and provides a detailed description of the activities necessary to accomplish the following work tasks:

- A. Administration and Program Management
- B. Long Range Planning
- C. Short Range Planning
- D. Transportation Improvement Program (TIP)
- E. Service
- F. Public Involvement
- G. *Contingency (spendable under A-F or at MPO discretion)*

COORDINATION

Coordination of the overall transportation planning process for the urbanized areas and clusters of Washington County is directed by the Dixie Transportation Executive Council (DTEC) by recommendation of the Dixie Technical Advisory Committee (DTAC) and accomplished by staff at the Five County Association of Governments in cooperation with stakeholders and other interested partners including land-use management agencies.

As the technical committee to the Dixie MPO, the DTAC provides a forum for discussing transportation issues as they relate to plans, programs, and individual projects. The committee includes representatives from local governments, the Federal Highway Administration (FHWA), the Utah Department of Transportation (UDOT), and the City of St. George Transit Department. Once the transportation issues are discussed by the DTAC, the committee members make recommendations to the Dixie MPO Executive Council (DTEC) for approval.

A Memorandum of Agreement, and its amendments, executed among UDOT, Five County AOG, and the City of St. George, the transit provider, describes how the planning process will be carried out. The Dixie MPO Executive Council or DTEC, is made up of local elected officials from the following communities and agencies representing transportation jurisdictions within the St. George Urbanized Area and the Hurricane Urban Cluster Area:

- Ivins City
- LaVerkin City

- The City of Hurricane
- The City of St. George
- The City of Santa Clara
- The Town of Leeds
- Toquerville
- Washington City
- Washington County
- State Transportation Commission

The DTEC reviews and approves the overall work program and makes policy determinations concerning the transportation plan and the transportation improvement program.

STAFFING

The Dixie MPO operates as a department within the Five County Association of Governments. As the designated Metropolitan Planning Organization (MPO) office for the St. George Urbanized Area, the Director of the MPO, and staff, as needed, prepares and administers the overall work program, the transportation plan, and the transportation improvement program. These plans and their associated documents are regularly reviewed and recommended by the DTAC to the policy body (DTEC), which considers them for adoption.

The Dixie Area transportation planning process is a partnering effort and is supported by staff and resources of the local governments, including staff of Washington County, Five County AOG, and UDOT. As of July 1, 2015, the MPO has a 10% FTE executive director to oversee the overall planning process, a full time MPO director, an 80% FTE transportation planning manager, a 44% planner, and a 10% FTE support staff to operate the program. The planning process relies on the local government agencies, within the planning area, to provide technical, demographic, and socioeconomic information, as well as in-kind local government manpower, resources, and local, state and federal committee representation, as needed.

Appendix B shows the organizational charts for the MPO/AOG office.

UDOT SUPPORT

The Utah Department of Transportation's Systems Planning and Programming staff and Region 4 staff supports the Dixie MPO in implementing the Unified Planning Work Program. UDOT Planning section will review and approve invoices for tacking and payments. UDOT Planning will assist Dixie MPO in the implementation of its UPWP.

Other focus areas of UDOT's manpower budgets servicing MPO needs includes: Long Range Planning, Traffic Modeling, Household Travel Surveys, Air Quality Conformity, Corridor Planning and Community Transportation Planning.

UDOT may provide expertise in project management, contract preparation, design plan reviews, advertising, construction materials verification/certification, technical assistance, engineering services or other services as needed. Appropriate charges for these costs will be included in invoices to the Local Agency.

The UDOT Region 4 Director will assign a UDOT voting member to the DTAC.

PLANNING FOCUS AREAS

Previous and current long term Transportation Acts have identified planning considerations for development of plans and to specify the UPWP work tasks to accomplish the planning process and meet the broad based requirements. Outlined below are the lists of factors outlined in the most recent Transportation Act; Moving Ahead for Progress in the 21st Century (MAP-21). Those relevant for the Dixie MPO area are incorporated into the work elements. The list includes Federal Transit Administration perspectives on the factors, as well:

MAP-21 Planning Factors

- Develop long-range plans and TIPS.
- Promote intermodal transportation systems.
- Support economic vitality of the metropolitan area.
- Evaluate the need for performance-based planning measures and targets in cooperation with Utah Department of Transportation and Utah's other MPOs.
- Increase safety of the transportation system for motorized and non-motorized users by reducing traffic fatalities and serious injuries.
- Increase the security of the transportation system for motorized and non-motorized user.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promoting energy conservation, and improving the quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation. Emphasize preservation of the existing system. Increase participation of transit operators in metropolitan planning.
- Enhance coordination of non-emergency Human Service Transportation.
- Support transit capital investment decisions through effective systems planning.
- Support the expansion of transit services and facilitate mobility management throughout the MPO area.

PLANNING WORK TASKS

The following work tasks are detailed in the sections below and summarized at the end of this document:

- A. Administration and Program Management
- B. Long Range Planning
- C. Short Range Planning
- D. Transportation Improvement Program (TIP)
- E. Service
- F. Public Involvement

A. ADMINISTRATION AND PROGRAM MANAGEMENT

OBJECTIVES:

Provide program and financial management, coordination, and control
Coordinate with local, state and federal partners in managing the planning program
Coordinate and direct in-kind support of MPO partners in various planning processes
Enhance technical capacity of the MPO and DTPO
Provide staff support to Advisory Committee and Executive Councils

ANTICIPATED PRODUCTS:

- Annual Unified Planning Work Program (this document)
- Certification of the Transportation Planning Process
- Regular Meetings of DTEC and the DTAC, including AOG staff support to DTAC
- Transportation Planning Agreements
 - Inclusion of City Planning Products / Processes
- Delivery of Air Quality Model if air-quality nonconformity occurs
- Monthly federal program disbursement requests
- Annual financial audits
- Annual Contract between Five County AOG and the Utah Department of Transportation
- Continue development of a performance based planning process
- Joint policy coordination to achieve corridor preservation & financial capacity

BACKGROUND:

The Dixie MPO is responsible for coordinating and administering all surface transportation planning programs in the planning boundary. Washington County and other Dixie area partners/stakeholders provide in-kind staff support to the transportation planning process.

Dixie MPO staff will continue to participate in a statewide long range planning process made up of UDOT and Utah's other three MPO's to streamline and format amendments and updates so that users, including the state legislature, can have confidence in the basis and analysis and presentation process as they compare projections and data to assist in making transportation decisions at the state, region and local levels.

The Dixie MPO Executive Council and UDOT Executive Director jointly certify the planning process on an annual basis. This certification addresses the applicable requirements of the metropolitan planning regulations. Other aspects of coordination include preparation of the Unified Planning Work Program (UPWP); updating policy/procedures and annual Contracts with UDOT; Intergovernmental Review Process for the TIP and UPWP and continuing to increase the technical capacity of MPO and AOG staff and others through training and continuing education, participation with UDOT/MPO staffs in the Long Range Plan Coordination Technical Committee meetings, and meeting the objectives of this effort. Finally, this task includes the receptionist/secretarial duties assigned pertaining to the Dixie MPO.

WORK STATEMENT:

Administration and coordination of the Unified Planning Work Program (UPWP) and transportation planning process includes several activities.

- Staff support to the DTAC/DTEC, and other organized sub-committees
- Preparation/update of work programs, budgets, policy and procedures, and processes
- Coordinate with UDOT on preparation of annual R-709's covering the new-year UPWP
- Coordination with state, local, and federal agencies
- Develop and support statewide and local funding strategies to benefit plans/projects
- Review need for additional staff, follow hiring process, as needed

Specific activities include:

- Prepare agendas and minutes for committee meetings
- Coordinate Washington County staff preparation of DTEC agenda/minutes
- Coordinate AOG staff preparation of DTAC agenda/minutes
- Hold/attend meetings (usually on a monthly basis), including JPAC
- Review and update policies, procedures and processes
- Educate committee/staff members, as needed
- Direct /coordinate with County/City agency staff on planning needs for the MPO

Direct Non-Salaried Costs

The direct non-salaried costs include all of the TPO staff non-salary costs directly attributable to the transportation planning program. Within the accounting process of the Five County AOG and its TPO, all costs are attributed to the specific program which benefits from the expenditure. The direct non-salaried costs associated with the TPO staff include travel expenses both within the Region and outside the Region, including the travel costs to attend training sessions, rent, telephone and office costs, the cost of publications being prepared as part of the program, dues to applicable organizations and associations, and equipment maintenance and rental of equipment owned or being used by the program.

Indirect

Indirect costs of the program include all the costs associated with the transportation planning program within the management of the TPO and AOG overhead which cannot be associated directly with an individual program. Major cost elements include salaries and fringe benefits for the TPO Director and other staff as needed, for the time spent in managing and directing programs included in the UPWP, publications and communications costs not associated with specific programs, travel for the TPO staff and the non-salaried costs necessary to support these activities, including agency vehicle pool, common facilities, amenities of the AOG, etc. Upon approval by the AOG's Federal Cognizant Agency, a copy of the Indirect Cost Plan will be provided to FHWA/FTA and UDOT.

Annual Audit

An annual single audit of the TPO/AOG finances will be requested by the AOG in conformance with A-87, Office of Management and Budget. The audit report(s) will be made available to UDOT, FHWA/FTA and other appropriate agencies, as requested.

RESPONSIBLE AGENCY: TPO/AOG

ADMINISTRATION AND PROGRAM MANAGEMENT COSTS: \$32,136

B. LONG RANGE PLANNING

OBJECTIVE:

Support the “Vision Dixie” Process with other partners, as needed / requested
Finalize the Regional Transportation Plan (2015-2040)
Coordinate corridor preservation activities with the Washington County COG
Identify transportation problems/solutions via a systems approach
Involve MPO partner agencies and the public in Long Range Planning processes

ANTICIPATED PRODUCTS:

- Finalize the newly revised Regional Long-Range Transportation Plan (2015-2040)
- Traffic projections and alternative solutions for the transportation network
- Updated projections for population, demographic, and environmental data sets
- Ongoing coordination with Washington County regarding COG financing tools, as established, to help meet unmet transportation needs, especially corridor preservation
- Various corridor studies
- Updates of city transportation plans
- Update of a regional transit plan

BACKGROUND:

The MPO will utilize outputs from the Vision Dixie process to help guide an update to the vision and mission for the MPO. Through FY 2016 the MPO will re-visit the Mission, Vision, Values, and Performance Measures framed in the Vision Dixie process.

The MPO will continue to build on a performance based planning process linking quality of life, economic development, and environmental quality in multi-modal transportation planning for Washington County.

Staff will continue to educate and encourage local governments to be assertive in adopting available local funding options, including options enabled by state legislation, which would benefit the overall transportation systems in Washington County.

MPO staff will continue improving the Travel Demand Model as new data becomes available. The TDM will continue to be available on the MPO Web site, via CD, or other electronic means.

Continue efforts with technical and executive groups to link planning and NEPA into the statewide and metropolitan planning process, involving transportation and resource agencies.

WORK STATEMENT:

Visioning Process Assist the Dixie Transportation Executive Council (DTEC) in identifying appropriate performance measures that gauge progress toward MPO goals and objectives.

Data Sets	TPO staff will continue to update social-economic and environmental data sets for use in the planning process, including environmental justice factors. TPO staff will prepare planning data, displays, maps, household travel data, and land use information.
County GIS	Continue to work with County GIS staff, member cities, and the AOG in updating transportation plans and general land use plans.
LRP	Update planning data and information for the 2015 to 2040 Dixie Regional Transportation Plan (RTP), based on census and other appropriate information. Conduct RTP amendment to account for inflow of local, state or federal funding and project completion. Coordinate with UDOT and other Utah MPO's for the year 2040 Statewide Unified Plan.
TDM	Support the continued maintenance of the Statewide Travel Demand Model, the Washington County Urbanizing Area interface, the Washington County Travel Demand Model, the Dixie Model TAZ and Socio-economic adjustments. Develop traffic projections consistent with short-term local needs and Long Range Planning needs.
Corridor Studies	Coordinate and partner with UDOT, MPO cities, and other agencies in commissioning corridor studies on roads of regional significance.
Link NEPA	MPO and AOG staff will continue to involve resource stakeholders in all transportation corridor and project planning studies.
County-wide Planning	DTPO staff will continue to coordinate with the Five County AOG, Washington County and member city staffs in master planning efforts including identifying and utilizing local funding options, enabled by the Washington County COG.

RESPONSIBLE AGENCY: TPO and AOG

LONG RANGE PLANNING COSTS: \$135,888

C. SHORT RANGE PLANNING

OBJECTIVE:

- Enhance transit/bicycle/pedestrian services within the MPO area
- Represent Dixie MPO perspectives on various State and Regional planning committees
- Emphasize “traffic safety” and safety factors in the planning process
- Improve mobility options for aging population, low income households, and commuters
- Coordinate with the AOG’s Mobility Management activities
- Support Corridors of Regional Significance with agreements, plans, functional class designation, local master transportation plans, and development design efforts

- Manage commuter transit and bicycle/pedestrian planning, including the transition/expansion of a regional transit program, BRT corridor preservation, and exploration of a Hurricane to Zion transit line
- Develop/compare Traffic Demand Model scenarios
- Implement Intelligent Transportation System Architecture Study recommendations, as needed and affordable

ANTICIPATED PRODUCTS:

- Successful grant proposals. Obtain additional funds to advance Dixie TIP projects – including federal grants, state grants, and I-15 Alliance participation
- Inter-local agreements for corridor preservation, action plans, and partnerships
- Updated Transit Development Plan (TDP)
- Revised ITS coordination/communication plan
- Continued coordination with UDOT to update roadway functional classifications
- Revised area Safety Plan to include lists of short- and long-term improvement needs
- Coordination of human service transportation needs, implementation tools and plan updates
- Local/ County Government buy-in to voluntary air quality protection strategies

BACKGROUND:

Using UDOT’s corridor protection plan and policies as guide, including access management procedures, the MPO will continue to encourage local project sponsors to complete their access management plans so that MPO coordination efforts to access the State’s corridor protection program and revolving loan program will be timely and effective.

The Dixie MPO staff continues to coordinate with The City of St. George, the designated recipient for annual Federal Transit funding for long and short range planning, and other entities.

UDOT in cooperation with the Dixie MPO and local officials prepared an ITS plan for the Dixie Area. This plan will continue to be reviewed and implemented when feasible. Also, the MPO has an ITS Architecture Plan which provides direction and eligibility to use STP programming for ITS projects prioritized in the Plan throughout the MPO region over time. The MPO will work to update the ITS communications plan in FY 2016.

The State Division of Air Quality is currently conducting non-regulatory monitoring in the Dixie area. An Air Quality Protection Plan was adopted by the DTEC and provides strategies for local governments, citizens and business to participate voluntarily in taking reasonable and cost effective steps in preserving and protecting the quality of the air shed and thereby meeting community health standards while making transportation infrastructure improvements. The plan will be implemented as necessary under direction of DAQ based on results of the local monitoring. Currently, data show no exceedance of current pollutants in Washington County; however Ozone standards are being penetrated in surrounding national parks and monuments in the region.

WORK STATEMENT:

Transit	Support increased transit accessibility and service expansion. Review and implement recommendations from the regional transit study, further explore a Hurricane to Zion transit line.
Modal Issues	Identify and implement strategies to advance projects, as identified in local pedestrian/bicycle, bridge replacement, and transit plans, working in cooperation with the Washington County Bicycle Alliance Committee, UDOT Local Governments Projects office, and SunTran. Continue management of a regional commuter transportation (biking/pedestrian/transit) study.
Safety	Review existing safety/accident data and feasibility of expanding data source in region. Provide regional outreach of the “Zero Fatalities” program. Play a leadership role in conducting a Safety Study for the Dixie MPO area.
ITS	Review phased deployment of UDOT’s Dixie area ITS Plan and Dixie Regional Architecture Plan and recommendations. Coordinate with local partners to improve capacity, traffic flow and safety of users. Coordinate with UDOT in management of the Dixie area ITS Communications Plan.
Corridors	Continue involvement in steering and stake holder meetings for Telegraph Rd., I-15 Corridor, Bluff Street corridor, & Southern Parkway design engineering & protection plans, and other projects.
State Committees	The Dixie MPO representatives to the State Corridor Preservation, Traffic Management, Safety Leadership Team, Performance Measurement Committee, and Safe Routes to School Committee, advisory to the State Transportation Commission, will assist the TPO in the preparation of plans or strategies for DTEC adoption to assist in achieving the objectives and goals of the Dixie MPO, and ultimately enhancing the local transportation systems. MPO will participate in State review of Job Access and Reverse Commute and New Freedoms and Ride-Share programs for potential implementation in the Dixie Area.
Air Protection	Coordinate and cooperate with area partners and stakeholders in implementing Air Quality Protection Plan elements as necessary. Cooperate with DAQ plans and requirements based on monitoring station results. DTPO staff will keep abreast of proposed tightening of EPA standards and their possible effects on future transportation planning efforts and projects.
Mobility Management	Implement the strategies of the Southwest Utah Coordinated Human Service Public Transportation Plan including: seeking route expansions to under-served areas, expanding the para-transit service area, promoting vanpool services for affordable workforce transportation, building partnerships to leverage funds for public and human service transportation, coordinating outreach and information about available transportation services, and administering a travel training program.

RESPONSIBLE AGENCY: AOG TPO, MPO, CITY OF ST. GEORGE

SHORT RANGE PLANNING COSTS: \$206,586

D. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OBJECTIVE:

- Prepare, manage, and coordinate a 5-year program of transportation improvements that are financially constrained and incorporate a variety of funding sources including PL, STP, Bridge, Federal Transit, Transportation Alternative Program, and Highway Safety Improvement Program.
- Base TIP on the goals/objectives of the long-range transportation plan, including safety, congestion management, air quality, multimodal facilities, etc.
- Update and maintain an effective project development process and TIP

ANTICIPATED PRODUCTS:

- A three to five-year multi-modal Transportation Improvement Program containing highway, bicycle/pedestrian and transit projects for the region to be updated annually.
- Project reports and documentation for all proposed and selected projects.
- A well coordinated TIP/STIP process between MPO, City, County, State & Federal Partners that meets intent of federal regulation

BACKGROUND:

The Dixie MPO is responsible for managing & defending a fiscally constrained five-year Transportation Improvement Program (TIP) of all highway, bicycle and transit projects in the St. George Urbanized Area.

Projects will be selected through a formal needs identification process under the direction of DTAC for system improvements by submitting project concept forms describing the location, type of improvement, and extent of work, etc.

The sponsoring agency will prepare cost estimates based on the project concept reports. The cost estimate details the amount of matching funds required by project sponsor(s). Sponsor agency must submit documented minutes of approved, accepted required match of the federal funds needed and that project will maintain design standards as submitted in the Concept Report, if not, the MPO may remove programmed federal funding for that project.

Public comments from the annual EXPO, other project open-houses and/or other written concerns submitted are summarized and considered with project proposals. DTAC meets to evaluate projects. If funding is inadequate for the projects submitted, the DTAC will establish priorities until the long-range transportation plan is completed or satisfied.

During the past fiscal year UDOT and all MPO's developed and adopted a TIP/STIP process that more accurately complies with federal regulation. The new process requires any project located in an urbanized area, regardless of funding or sponsorship, be

adopted into the MPO TIP prior to STIP action by the State Transportation Commission. The new process maintains the integrity of each policy/commission board decision in their area of jurisdiction.

WORK STATEMENT:

Projects All projects requesting SU, PL, TAP, STP or FTA funds (Section 5310, or 5307 or 5309) must be submitted to DTAC by transit or transportation agency representatives for review before being added to the final TIP. The same processes apply for bicycle/pedestrian and bridge projects. If funding is identified for these systems they may be placed into the TIP and STIP following UDOT/MPO 'modification' procedures.

Submission The TIP is prepared and submitted to the Executive Council for approval. All project documentation and criteria for evaluating projects are made available to the Executive Council to facilitate their decision-making. The TIP is advertised for public comments and the public comments received are incorporated into the final document before it is submitted to the state.

The Dixie MPO staff will work with DTAC to update project evaluation criteria that are consistent with the goals and objectives of the Dixie MPO. How a project will improve the safety of the existing system or link will carry emphasis in project selection. The staff will also prepare the proposed TIP for approval, the approved TIP for public comment, and the board adopted TIP for inclusion on the STIP.

TIP

Development Continue management of a comprehensive inter-modal Transportation Improvement Program consistent with the Dixie Long Range Plan. TIP encompasses all regionally significant projects planned, including federal, state, and locally funded projects regardless of source of funds.

The first four years must be financially constrained-the last two are conceptual only. The TIP will be available under UDOT's 30 day comment period for public and stakeholder input. The comments summary becomes part of the TIP by reference. TIP modifications will be made to incorporate Stimulus dollars, as needed.

AOG staff will assist in the management of the MPO transportation improvement program, a five year programming of projects, of which the first four are financially constrained and will work with UDOT staff in managing the program via UDOT's ePM platform.

**Short-Range
Transit Plan**

The Transit Development Program will be reviewed for input into the TIP. This effort will be made early enough in the year to allow for adequate review by the City of St. George Transit Advisory Board as well as by the elected officials. Particular emphasis will be placed on planning for transit capital investments, including maintenance and operating facilities, the replacement of older buses, and the construction of transit amenities. The purposes of these projects will be to reduce operating costs and to meet other goals as identified

Transportation
Alternatives

Program Dixie MPO staff will also coordinate the consideration of projects for funding under the Transportation Alternative Program simultaneous to the TIP program.

Bicycle
Pedestrian
Planning

MPO staff will continue to coordinate with the Washington County Bicycle Alliance Group, encouraging plan inclusion in highway design projects and under the Transportation Alternatives Program.

RESPONSIBLE AGENCY: DTPO, AOG

TRANSPORTATION IMPROVEMENT PROGRAM COSTS: \$27,545

E. SERVICE

OBJECTIVE:

- Provide planning services, data, information, technical support, and assistance to state, regional and local agencies in developing projects, plans, and programs which relate to and provide connectivity to transportation systems
- Provide Human Services Transportation Coordination for the MPO area, including the following programs:
 - Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities Program
 - Section 5311: Formula Grants for Rural Areas
- Provide assistance to students, community groups, and the media on information relating to the transportation system within the Dixie MPO Planning Boundary
- Represent the Dixie MPO on State, Federal, and Regional committees and task forces
- Present information to chambers of commerce, developers and other service clubs and special interest groups on planning products, future investments/projects and why they are needed

ANTICIPATED PRODUCTS:

- Assistance and Information, as requested and/or anticipated
- Assistance with local transportation planning projects
- A public informed on transportation and Dixie MPO issues
- Coordinated regional trails/paths, bridge replacements and enhanced transit service
- Coordinated Human Services Transportation plan and process
- Project sponsors that are able to follow environmental and planning processes for efficient project development
- Updated and improved web site that is easily located and user friendly

BACKGROUND:

The Dixie MPO provides information to state, regional and local agencies as well as to students, community groups, and the media on a regular basis.

Recipients of human service transportation funds must certify that projects selected are derived from a locally developed, coordinated public transit-human services transportation plan; and, that the plan was developed through a process that included representatives of public, private non-profit transportation and human service providers; participation by the public; and representatives addressing the needs of persons with disabilities.

The AOG has an active WEB site with an MPO page. Links to local, state and federal partners provide citizens and other agencies with information about Dixie MPO publications, meetings, and other information.

Also, Utah State legislation provides employment data for model usage from the Department of Work Force Services directly to MPO's under a cooperative agreement and at no cost.

WORK STATEMENT:

Assistance & Information

Dixie MPO staff will continue to assist state and local agencies in preparing plans and programs as they relate to the transportation system within the St. George Urbanized Area and the Hurricane Urban Cluster. In addition, the Dixie MPO staff will continue to respond to the needs of students, community groups, and the media by providing information on the transportation systems, through staff-written newspaper articles and other media exposure.

AOG Community and Economic Development staff will provide socio-economic and environmental quality projections and additional GIS support to the TPO and County GIS.

Continue periodic visits with local elected officials and obtain MPO issues on local municipality/county planning agendas. Participate or initiate field trips on the system.

Continue educational presentations to local interest groups, chambers of commerce, service clubs etc, as requested or anticipated as needed by public feedback or staff/partner recommendations.

Human Services Transportation

Coordination One of the objectives of the Regional Coordinated Human Service Public Transportation Plan was to identify projects that can achieve the goals of coordination, reduce duplication and meet identified needs. The current plan, which identifies transportation needs of the mobility-limited population and strategies for implementation was adopted by the Regional Mobility Council in July 2013. This Plan will be reviewed and enhanced in FY2016. Projects to be funded under FTA (Federal Transit Administration) programs 5310 and 5311

must be derived from this plan. Applications for these programs are summarized below:

5310- projects that serve the special needs of seniors and persons with disabilities beyond traditional public transportation and American with Disabilities Act (ADA) transportation.

5311- projects that support public transportation in rural areas, including job access for low income individuals.

Web Site

Maintain a web page to update the public of the activities, products and goals of the Dixie MPO. The web pages will provide information to the public on the Dixie Transportation Improvement Program (DTIP); the annual UPWP; findings of recent studies; Federal & State Stimulus funding; the Long-Range Transportation Plan; an overview of the Dixie MPO, including the Technical Advisory Committee Members (DTAC), and the members, meeting agendas and minutes of the Dixie MPO Executive Council (DTEC).

Committee

Representation

A Dixie MPO partner/representative may represent the organization on standing committees or task forces organized by the Governor, Legislature, or UDOT Director. Participation on these committees will be at the discretion of the Executive Council and the representative agencies will provide non-MPO funding to support the necessary costs. TPO staff will coordinate with agency representatives to ensure information and feedback to the DTAC and DTEC.

RESPONSIBLE AGENCY: DTPO/ AOG

SERVICE COSTS: \$36,726

F. PUBLIC INVOLVEMENT

OBJECTIVE:

- Support and host opportunities for public involvement in Transportation Planning
- Coordinate media involvement and notification
- Coordinate Environmental Justice and Human Service Transportation issues
- Coordinate the 2016 Dixie Transportation Expo

ANTICIPATED PRODUCTS:

- Timely Public Meeting Notices
- Well attended Public Meetings, Public input and feedback
- Informed Transportation Decisions that involve consideration of public input

BACKGROUND:

Federal planning regulations require the metropolitan transportation planning process to include a proactive citizen and affected public/private agency involvement process. This includes dissemination of complete information, timely meeting notices, full public access to key decisions, and public involvement in the plan formulation process. Citizen and agency comments to plan proposals are required to be evaluated and appropriate responses to public inputs be made. The Dixie MPO is required to make special efforts to reach interested/affected parties in each local jurisdiction. The regulations require the seeking out and consideration of the needs of those traditionally under-served (low-income and minority households, etc.).

In cooperation with other local and state partners and consultants, the tenth annual Dixie Transportation EXPO was held February 11, 2014, at the Dixie Center in St. George, Utah. Over 20 booths were set up to display the transportation planning process underway in Utah's Dixie from early corridor planning to environmental studies through current construction. Over 550 people attended and many provided valuable input, written and oral. The attendees have been placed into a master contact list and will be provided ongoing feedback through an electronic based coordinated two-way feedback process. It is anticipated the tenth annual event will occur in February 2016.

WORK STATEMENT:

Notices The Dixie MPO will prepare and publish agendas concerning Executive Council meetings, and public opportunity to comment on the Transportation Improvement Program and Long Range Plan. The notices will inform the public of the location to direct written comments on the agendas, plan and improvement program. The local paper will be given adequate notice to inform citizens of the date, time, and locations of each of these meetings.

Copies of the Transportation Improvement Program and Dixie LRP will be distributed to each city office, the county office, the Washington County Public Library, and the Dixie State College Library, and available on the MPO website: **Dixiempo.org**.

**Environmental
Justice**

Dixie MPO staff will reach out to low income and other under-served populations including university students and the elderly. Special efforts to inform these under-served populations in regard to public meetings will be conducted in accordance with the Dixie MPO's Public Involvement Process.

**Public
Meetings**

The public is welcome at any time to provide input into the planning activities conducted by the Dixie MPO. A public participation policy previously adopted by the DTAC, needs a revisit and then be advertised for 45 day public comment period, and adopted by the Executive Council during this fiscal year.

The public will be invited to attend a variety of meetings conducted by the Dixie MPO including the monthly TAC, the Executive Council, the long range transportation planning process, elements of the Long Range Transportation Plan, the Transportation Improvement Program, the annual Dixie Transportation

EXPO, and other meetings, as needed throughout the fiscal year.

In addition, the Dixie MPO staff will be available to make presentations to interested/affected groups and organizations, participate in public radio and TV broadcasts, including updates on State and Federal Stimulus funding, as appropriate.

The Dixie MPO staff will also meet with member jurisdictions to educate them on the Long-Range Transportation Plan, Transportation Improvement Program, and the Short-Range Transit Plan

RESPONSIBLE AGENCY: Dixie MPO/ AOG

PUBLIC INVOLVEMENT COSTS: \$ 20,200

SUMMARY OF FY 2016 FUNDING SOURCES

WORK TASKS	PL DMPO	Local Match	STP	Local Match	FTA	Local Match	TOTAL
ADMINISTRATION	\$ 29,960	\$ 2,176	\$ -	\$ -	\$ -	\$ -	\$ 32,136
LONG RANGE PLAN	\$ 101,114	\$ 7,343	\$ 25,574	\$ 1,857	\$ -		\$ 135,888
SHORT RANGE PLAN	\$ -	\$ -	\$ 124,623	\$ 9,050	\$ 67,977	\$ 4,936	\$ 206,586
TIP	\$ 25,680	\$ 1,865					\$ 27,545
SERVICE	\$ 34,240	\$ 2,486					\$ 36,726
PUBLIC INVOLVEMENT	\$ 18,832	\$ 1,368					\$ 20,200
<i>Contingency</i>		\$8,920					\$ 8,920
Totals	\$ 209,826	\$ 24,157	\$ 150,197	\$ 10,907	\$ 67,977	\$ 4,936	\$ 468,000

WORK TASKS SUMMARY

Administration & Program Management

- Provide program and financial management, coordination, and control
- Coordinate with local, state and federal partners in managing the planning program
- Coordinate and direct in-kind support of MPO partners in various planning processes
- Enhance technical capacity of the MPO and DTPO
- Provide staff support to Advisory Committee and Executive Councils

Long Range Planning

- Support the “Vision Dixie” Process with other partners, as needed / requested
- Finalize the Regional Transportation Plan (2015-2040)
- Coordinate corridor preservation activities with the Washington County COG
- Identify transportation problems/solutions via a systems approach
- Involve MPO partner agencies and the public in Long Range Planning processes

Short Range Planning

- Enhance transit/bicycle/pedestrian services within the MPO area
- Represent Dixie MPO perspectives on various State and Regional planning committees
- Emphasize “traffic safety” and safety factors in the planning process
- Improve mobility options for aging population, low income households, and commuters
- Coordinate with the AOG’s Mobility Management activities
- Support Corridors of Regional Significance with agreements, plans, functional class designation, local master transportation plans, and development design efforts
- Manage commuter transit and bicycle/pedestrian planning, including the transition/expansion of a regional transit program, BRT corridor preservation, and exploration of a Hurricane to Zion transit line
- Develop/compare Traffic Demand Model scenarios
- Implement Intelligent Transportation System Architecture Study recommendations, as needed and affordable

Transportation Improvement Program (TIP)

- Prepare, manage, and coordinate a 5-year program of transportation improvements that are financially constrained and incorporate a variety of funding sources including PL, STP, Bridge, Federal Transit, Transportation Alternative Program, Highway Safety Improvement Program.
- Base TIP on the goals/objectives of the long-range transportation plan, including safety, congestion management, air quality, multimodal facilities, etc.
- Update and maintain an effective project development process and TIP

Service to the Region

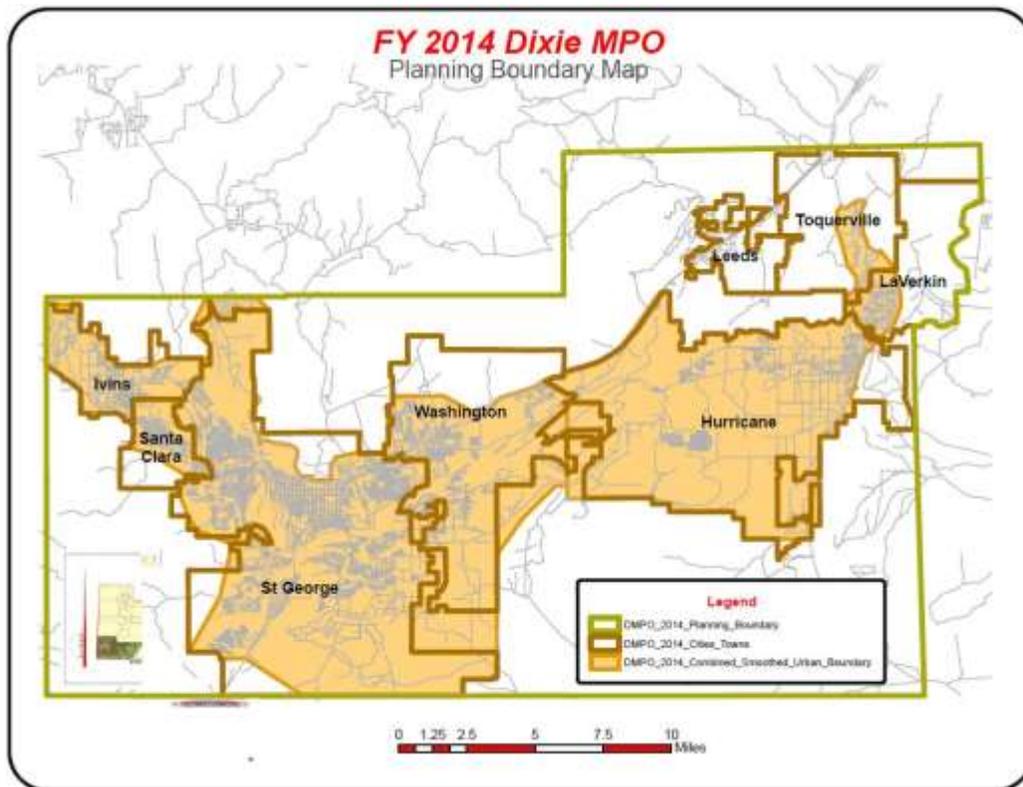
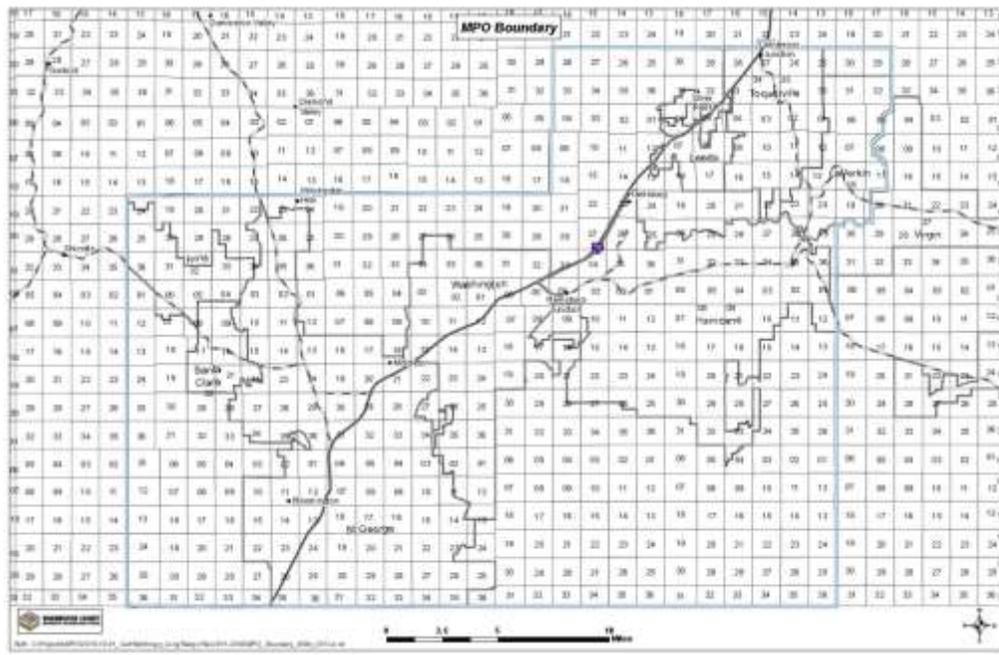
- Provide planning services, data, information, technical support, and assistance to state, regional and local agencies in developing projects, plans, and programs which relate to and provide connectivity to transportation systems
- Provide Human Services Transportation Coordination for the MPO area, including the following programs:

- Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities Program
- Section 5311: Formula Grants for Rural Areas
- Provide assistance to students, community groups, and the media on information relating to the transportation system within the Dixie MPO Planning Boundary
- Represent the Dixie MPO on State, Federal, and Regional committees and task forces
- Present information to chambers of commerce, developers and other service clubs and special interest groups on planning products, future investments/projects and why they are needed

Public Involvement

- Support and host opportunities for public involvement in Transportation Planning
- Coordinate media involvement and notification
- Coordinate Environmental Justice and Human Service Transportation issues
- Coordinate the 2015 Dixie Transportation Expo

APPENDIX A Dixie MPO Planning Boundary



**APPENDIX B
Organizational Chart**

