

RESOLUTION FY2027 - 01
Urban Transportation Planning Process Self-Certification
August 2026

WHEREAS, the Governor, on September 20, 2002, designated the Dixie Metropolitan Planning Organization (Dixie MPO) as the Metropolitan Planning Organization for the St. George Urbanized Area;

WHEREAS, the Dixie MPO, in cooperation with the Utah Department of Transportation (UDOT) and public transportation operators, is responsible for carrying out the metropolitan transportation planning process for the St. George Urbanized Area;

WHEREAS, 23 CFR § 450.336(a) requires the State and the MPO, concurrent with the submittal of the entire proposed Transportation Improvement Program (TIP) to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as part of the Statewide Transportation Improvement Program (STIP) approval process, to certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with applicable Federal requirements;

WHEREAS, the Dixie MPO has reviewed the metropolitan transportation planning process described in the attached "Certification Determination – Dixie MPO Urban Transportation Planning Process" and has determined that the process is being carried out in accordance with the applicable requirements identified in 23 CFR § 450.336(a);

NOW, THEREFORE, BE IT RESOLVED that the Dixie Transportation Executive Council (DTEC), acting as the policy body of the Dixie Metropolitan Planning Organization, hereby approves the Dixie MPO Urban Transportation Planning Process Self-Certification and authorizes its submission with the proposed TIP, as applicable, to UDOT for inclusion in the STIP approval process and to FHWA and FTA.

The Dixie MPO certifies that its metropolitan transportation planning process is being carried out in accordance with the following applicable Federal requirements:

- (1) 23 U.S.C. § 134, 49 U.S.C. § 5303, and 23 CFR Part 450, Subpart C, concerning metropolitan transportation planning and programming;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. §§ 7504, 7506(c) and (d)), and 40 CFR Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. § 2000d et seq.), and 49 CFR Part 21;
- (4) 49 U.S.C. § 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- (6) 23 CFR Part 230 regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The Americans with Disabilities Act of 1990 (42 U.S.C. § 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. § 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) 23 U.S.C. § 324 regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

BE IT FURTHER RESOLVED that this self-certification is effective July 1, 2026 and shall remain in effect in accordance with 23 CFR § 450.336, subject to any earlier certification determination or other action required by FHWA, FTA, UDOT, or applicable Federal law.

DIXIE METROPOLITAN PLANNING ORGANIZATION

Clark Fawcett, Chair
Dixie Transportation Executive Council

Myron W. Lee, Director
Dixie Metropolitan Planning Organization

CERTIFICATION DETERMINATION

DIXIE MPO URBAN TRANSPORTATION PLANNING PROCESS

July 2026

Metropolitan Planning Organization Designation

The Governor designated the Dixie Metropolitan Planning Organization (Dixie MPO) for the St. George Urbanized Area and the Hurricane Urbanizing Area.

The Dixie MPO planning area covers the cities of Ivins, Santa Clara, St. George, Washington, Hurricane, LaVerkin, Toquerville, Leeds, and Virgin, in Washington County, Utah. A policy body comprised of local elected/appointed officials of these local governments forms the Dixie MPO Executive Council (DTEC); a technical advisory committee comprised of staff from the local governments forms the Dixie MPO Technical Advisory Committee (DTAC).

The Dixie MPO has determined that its membership represents 100% of the population of the metropolitan area. Transportation operating agencies are voting members of the Executive Council.

Urban Transportation Planning Technical Process

The Dixie MPO adopted an updated 2023-2050 Regional Transportation Plan in September 2019.

1. Data Base – UDOT, Dixie MPO, and the participating cities maintain an adequate database and resources to support the transportation planning process. Socio-economic information is available through the Census, the Governor's Office of Management and Budget, and the Dixie MPO. Forecasts of future socio-economic characteristics are made by the Dixie MPO with the cooperation of state and local governments and are updated as needed to provide estimates for a 30-year planning horizon.

a. Land Use – A regional land use base map has been created from the participating local governments and will form the basis of future land use projections for a 30-year horizon.

b. Travel Information – Traffic and other travel information, such as vehicle miles of travel (VMT), are gathered by UDOT and updated periodically. The St. George City SunTran organization monitors and updates ridership and other service information, as needed.

c. Modeling Process – Dixie MPO maintains a regional Travel Demand Model (TDM). The model has been updated and provides a base year 2023 traffic demand measure with forecasts for 2036, 2046, and 2055.

d. Air Quality – The Utah Department of Air Quality (DAQ) has been conducting air quality monitoring in Washington County for a number of years. At year end 2025, all of the Dixie MPO area, as well as other portions of Washington County, were found to be within acceptable National Ambient Air Quality Standards for PM2.5 and ozone emissions.

e. Elderly and Disabled Issues – The SunTran Transit service is sensitive to the mobility needs of individuals with disabilities and older adults. The Dixie MPO is working with the Five County Association of Governments to implement its adopted "Coordinated Human Services Transit Plan."

f. Minority Considerations – Impacts of transportation planning on minorities and minority business enterprises are addressed in the planning process. Census data and other estimates will be used in determining concentrations and populations of persons with special needs.

g. All Modes – The Dixie MPO TIP process includes consideration of transit, highways, and active transportation projects of regional significance.

h. Social, Economic, and Environmental Factors – Dixie MPO considers social, economic, and environmental factors in its planning processes.

i. Management Systems – UDOT has responsibility for implementing appropriate systems that are feasible and cost effective. Pavement, Bridge, Safety, Intermodal, Congestion, and Transit management systems will be considered by the Dixie MPO and implemented in cooperation with UDOT, where and

when feasible and cost effective. Safety is a separate element in the planning process. The MPO is represented on the State Safety Leadership Team and considers safety in the planning process and documents.

2. Products

a. Regional Transportation Plan (RTP) – The Transportation Plan includes recommendations for long-range and short-range highway, pedestrian/bicycle, and transit improvements. The Dixie MPO 2023-2050 Regional Transportation Plan addresses these issues. In cooperation with UDOT and the other MPOs in Utah, a combined planning process was used and resulted in a statewide executive summary as well as individual plans for each MPO following a similar format, financial assumptions, and project phasing.

b. Transportation Improvement Program (TIP) – Dixie MPO maintains a financially constrained four-year transportation improvement program with two “concept development” planning years. This program was updated in the summer of 2026 and will be adopted prior to October 1, 2026.

c. Unified Planning Work Program (UPWP) – Dixie MPO maintains a work program that details the planning focus and allocation of staff and other resources for the upcoming year. The Dixie MPO FY 2027 UPWP was adopted April 21, 2026.

3. Consistency with Other Requirements

Title VI Compliance – Dixie MPO complies with Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. § 2000d et seq.), and 49 CFR Part 21.

Minority Business Enterprise / Disadvantaged Business Enterprise Compliance – Dixie MPO complies with applicable Federal requirements related to disadvantaged business enterprises, including 49 CFR Part 26.

Restrictions on Lobbying – Dixie MPO complies with applicable Federal restrictions on lobbying. As part of the CPG Contract, these and other applicable requirements are addressed through required certifications and compliance procedures.

Self-Certification Basis – This determination supports the Dixie MPO self-certification required by 23 CFR § 450.336(a). The certification is submitted in coordination with UDOT and in connection with the TIP/STIP approval process as required by Federal regulation.