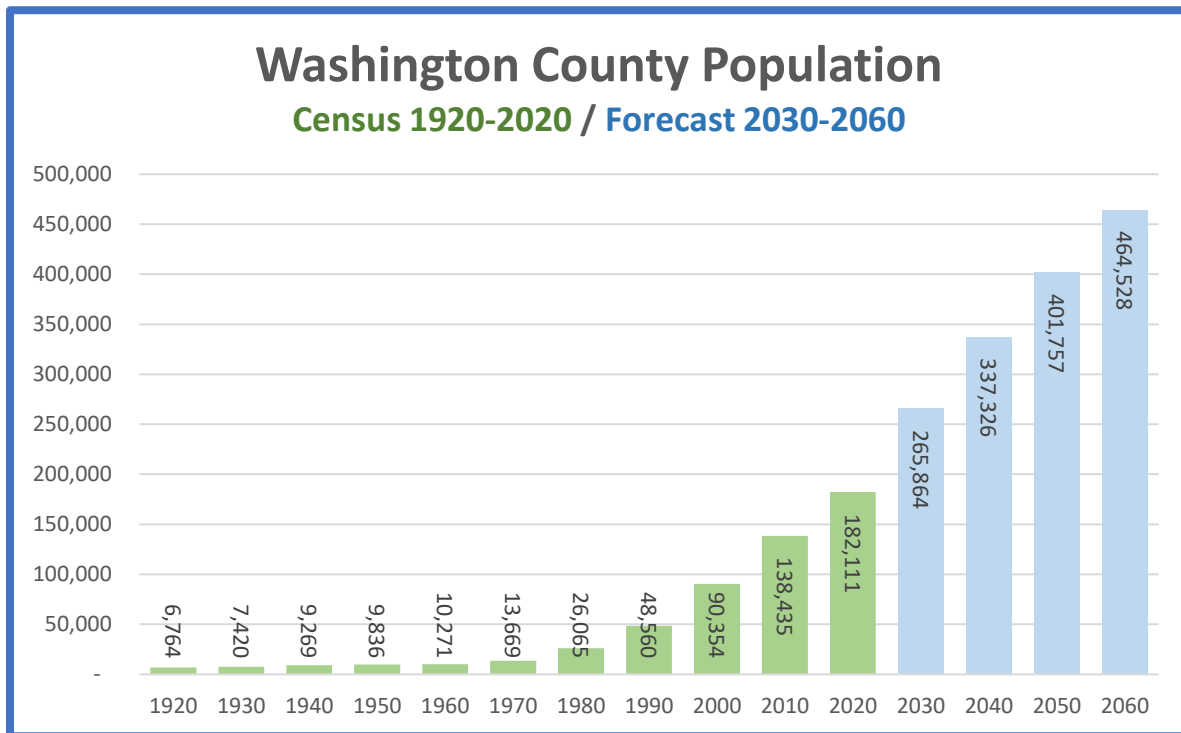


Chapter 2 -- Need and Purpose

According to the U.S. Census, the 2020 estimated population of Washington County, Utah is 182,111 people. That population is expected to grow to 265,864 by 2030; to 337,326 by 2040; and to 401,757 by 2050 according to the Kem C. Gardner Policy Institute and the Utah State Governors' Office of Management and Budget.

As the population continues to grow, so too will the demand for transportation facilities and services.



This 2023-2050 Regional Transportation Plan outlines how various jurisdictions within the Dixie MPO intend to meet the area's transportation demands and needs over the next 30 years. The area has many geographical features (hills, bluffs, and rivers) that challenge the circulation of people and freight and the creation of various transportation systems. The area is also habitat to threatened and endangered plant and wildlife species and is governed by county, state, and federal regulations.

The expected population growth, coupled with the community's desire to retain mobility for people, goods, and services defines the need for this plan. This plan's purpose is to outline how these needs could be addressed over the next 30 years with consideration of geography, environment, socioeconomic trends, and anticipated transportation demand (needs).

The Dixie MPO was designated by the Governor of Utah on September 20, 2002. In compliance with federal guidelines the Dixie MPO develops and approves processes and procedures for conducting long range planning. This responsibility involves identifying proposed transportation projects for consideration in the Transportation Improvement Program (TIP), considering the economic and

environmental implications of transportation system improvements, and addressing the traffic growth anticipated in the future.

The Infrastructure Investment and Jobs Act (IIJA), most commonly known as the Bipartisan Infrastructure Bill, is a United States federal statute enacted by the 117th United States Congress and signed into law by President Joe Biden on November 15, 2021.

The Bill funds surface transportation programs—including, but not limited to, Federal-aid highways, other transportation facilities, and transit programs. It provides long-term funding certainty for surface transportation programs.

Performance Measures

Federal performance measures enable a federal summary and comparison between states. The Utah performance measures are derived from local goals (MPOs, Transit, DOT) and used for decision-making within Utah. A Performance-Based Planning & Programming Memorandum of Agreement is provided in Appendix A of this plan.

Dixie MPO has chosen to adopt the state targets for the St. George Urbanized Area and the Hurricane Urban Cluster and will coordinate directly with the Utah Department of Transportation to support the statewide targets. Current performance measures address the reduction of fatal and serious-injury crashes (Highway Safety), infrastructure condition, congestion reduction, system reliability, freight movement, economic vitality, and environmental sustainability on road source emissions. See <https://udot.utah.gov/connect/about-us/technology-innovation/transportation-performance-management-division/performance-management/>

for a more detailed explanation of these performance measures.