

MPO TAC Meeting

August 26, 2024 | 1:30 pm - 3:00 pm



AGENDA

A meeting of the MPO Technical Advisory Committee (MPO TAC) will be held on **Monday, August 26, 2024, at the Central Utah Water Conservancy District, 1426 East 750 North Bldg. 2, Orem UT**, and virtually via Zoom: <https://us06web.zoom.us/j/89420131234>

1. Welcome and Introductions

Chair, Jill Spencer, 5 minutes

2. Action: Minutes of MPO TAC Meeting on [July 29, 2024](#)

Chair, Jill Spencer, 5 minutes

3. Action: [TIP Modification | Geneva RD UDOT Funding Request](#)

Bob Allen, Senior Transportation Planner & Program Manager, 5 minutes

4. Action: [Corridor Preservation Request Provo 820 North](#)

Calvin Clark, Transportation Project Manager, 5 minutes

5. Action: [Public Engagement Plan / Title VI | Draft Approval](#)

Kendall Willardson, Transportation Planner, 5 minutes

6. [MPO Grid Study Introduction](#)

Shawn Eliot, Transportation Manager, 10 minutes

7. [Wasatch Choice Vision - Utah County Update](#)

Shawn Eliot, Transportation Manager; Ryan Beck, Envision Utah, 10 minutes

8. [UTA Planning Updates](#)

Kendall Willardson, Transportation Planner; Dede Murray, UTA, 15 minutes

a. UTA Long Range Plan

b. UTA 5-Year Service Plan

The MPO TAC holds public meetings in-person, with a virtual option. Persons interested in providing comments can reach out to Kimberly Brenneman at 801-229-3834 or kbrenneman@mountainland.org or attend the meeting and comment during the public comment period.

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify Kimberly Brenneman at 801-229-3834, kbrenneman@mountainland.org at least 24 hours prior to the meeting.

The minutes listing meeting attendees, discussion summary, and motions as well as the meeting video recording will be made available online at <https://mountainland.org/mpotac/> after committee approval.

MPO TAC Meeting

August 26, 2024 | 1:30 pm - 3:00 pm



9. [UTA FrontRunner South Update](#)

Kendall Willardson, Transportation Planner, 10 minutes

10. [UDOT Major Projects Update](#)

Shawn Eliot, Transportation Manager; Boyd Humpherys, UDOT, 20 minutes

11. **Other Business and Adjournment**

Next meeting: September 23, 2024.

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MPO



Technical Advisory Committee

MEETING MINUTES

July 29, 2024 | 1:30 pm

ATTENDEES

Ryan Robinson, Alpine
Brad Kenison, Lehi
Rob Hunter, Mapleton
Jill Spencer, Payson
Aaron Wilson, Pleasant Grove
Vern Keeslar, Provo
Jason Bond, Santaquin
Dillon Muirbrook, Spanish Fork
Dave Anderson, Spanish Fork
Dede Murray, UTA
Nick Wilcox, UTA
Richard Nielson, Utah County
Eric Ellis, Vineyard
Derek Burton, CUWCD

ABSENCES

DISCUSSION & AGENDA ITEMS

Public Comment

Chair Jill Spencer opened the meeting at 1:30 pm

ACTION: Approve MPO TAC Minutes from May 20, 2024 and May 28, 2024

Rob Hunter moved to approve the minutes from May 20, 2024 and May 28, 2024.
Richard Nielson seconded the motion, and the motion passed all in favor.

Action: Corridor Preservation Request Provo 800/820 North

790 West 800 North

Calvin Clark addressed the Committee stating there are two requests for the same corridor submitted by Provo. The first property is the purchase of a single family lot. The City has spoken with the property owner and the property owner is a willing seller.

Brad Kenison moved to recommend that the MPO Board approve of the Provo City request for \$430,875 from the Corridor Preservation Fund.

Aaron Wilson seconded the motion, and the motion passed all in favor.

848 North 900 West

Calvin Clark stated this second request is on the west side of the Provo River. This is for the purchase of a portion of a single family lot. The owner of the property is a willing seller.

Richard Nielson asked about the difference in cost for closing, as this one is much higher than the other item.

Vern Kessler stated he is not sure how the closing costs were calculated.

Jill Spencer asked about the cul-de-sac shown in the exhibit.

Vern Kessler replied that 900 West currently connects to 820 North, and there is an issue with proximity to the bridge crossing the Provo River. The acquisition allows for 900 West to eventually be turned into a cul-de-sac.

Brad Kenison stated that this is a corridor that funds have been requested often and wanted to make sure the proposed acquisition now should have enough right of way.

Rob Hunter moved to recommend that the MPO Board approve of the Provo City request for \$169,800 from the Corridor Preservation Fund.

Brad Kenison seconded the motion, and the motion passed all in favor.

Action: Corridor Preservation Project List Update

Calvin Clark provided a general system wide update. The corridor preservation funds are established by the MPO TAC and MPO Board. MAG works with Utah County to distribute the funding. The Corridor Preservation Project List typically follows the RTP. The corridor preservation road number does not always follow the RTP road numbers and so it is important to review the corridor preservation plan when requesting for the funds. The corridor preservation is for roads and highways and is broken into phases. The phases are typically not as meaningful as there has not been a need to issue funds based on the phasing, but that could be a possibility if the funds become low.

Rob Hunter asked if it is the needs phase opposed to the funding phase, is that correct.

Calvin Clark stated that is correct.

Shawn Eliot stated the legislature updated the State Corridor Preservation program to go to 2060. Shawn Eliot explained the reason MAG has gone on the needs, is it is more accurate to make it happen in the RTP.

Eric Rasband has stated UDOT thought there was ability to use the funds on transit projects, but are combing through state law to confirm that. If the state fund gets spent down there has been some indication that the existing program may be expanded.

Calvin Clark stated that it has been verified that the County funds can be used on transit projects.

Jill Spencer if an opportunity arose for a need for preservation that is not on the RTP can you just amend the Corridor Preservation plan or do you have to also amend the RTP?

Calvin Clark said if there is an amendment needed to the corridor preservation plan, then the RTP must be amended. He also clarified that the corridor preservation plan can only be amended once every calendar year.

Vern Kessler moved to recommend that the MPO Board adopt the presented Corridor Preservation Project List.

Richard Nielson with Utah County seconded the motion, and the motion passed all in favor.

Action: Safety Action Plan

Clavin Clark introduced Charles Allen with Parametrix.

Charles Allen thanked those that have been involved in this process. This funding was awarded back in February 2023. In May of this year the MPO BOard adopted a reduction goal of 50% of fatal and serious injury crashes by 2050. This plan will be presented to the MPO Board the first of August for adoption.

Charles Allen stated the project website, www.mountainlandsafestreets.org, hosts comprehensive project materials including the project webmap, reports, links to MAG safety dashboard and public presentation materials. The project webmap is interactive and displays the various projects and classifies them by tier. Each project contains the information and countermeasures and overall safety measures.

The safety dashboard assists in tracking the fatal injury crashes that involve pedestrians and cyclists. As new crash data is available it can be updated to the dashboard to confirm progress in safety.

Moving forward this was funded by the Safe Streets For All Program. All entities within the MAG MPO are eligible for implementation grants with the addition of planning grant money.

Jill Spencer asked how frequently the dashboard will be updated.

Charles Allen stated the time frame of updates varies based on the elements. The crash statistics are updated yearly. TIP projects are updated when the TIP is adopted. The high injury network would be something that would be updated based on when it is felt appropriate to update based on the crash statistics.

Shawn Eliot stated by having this program approved it allows for additional federal funds. This is not just for new capacity, but to help improve new safety areas, and build more robust projects in the region.

Vern Kessler moved to recommend that the MPO Board adopt the presented Safety Action Plan. Chris Trusty seconded the motion, and the motion passed all in favor.

Action: 2025 Tip Adoption

Bob Allen stated the MPO Board is responsible for approving the TIP for the area and must be listed through to 2030. There are 236 projects that total \$3,119,273,347.

Bob Allen highlighted four projects:

Conversion of 2100 North to a freeway in Lehi to start in 2026.

Pioneer Crossing Flex Lanes expected to start as early as 2025.

Extension of Mountain View Corridor South to Cory Wride Hwy starting as early as 2029.

Cory Wride freeway (SR-73) from Mountain View Corridor to Ranches Parkway could be in 2029, however, an amendment would be needed for the RTP.

This list was presented to the MPO TAC for scoring in May. In June the list was approved by the MPO Board. There were 14 projects approved with total funds of approximately \$120,712,857. These projects are programmed for 2027 and 2028.

Bob Allen stated during the public comment period there were no regionally significant comments received.

The TIP must be derived from a conforming RTP; this is why there needs to be an amendment to the RTP for the Cory Wride Freeway project.

Ben Hunter asked about the funding period.

Bob Allen stated there is a year next to the project on the TIP list and that is when the funds can begin to be utilized. He advised if the city is ready to build the project sooner, an agreement must be in place prior to the beginning of the project.

Brad Kenison moved to recommend that the 2025 TIP, including the 2024 MAG Funded Projects, be adopted as presented.

Rob Hunter seconded the motion, and the motion passed all in favor.

MPO Grid Study

Shawn Eliot stated the statewide MPO Grid Study is kicking off. The Utah County grid study concluded about a year and a half to two years ago. The grid study focuses on looking at the potential grid system which includes highway spacing and what types of road sizes are needed for urban areas. This new study was commissioned by the state legislature in the 2023 session. There are two items that need to be reviewed. The first is to look at the grid, which Utah County already has that information and then to look at that grid in three other urban areas that include the Ogden/Salt Lake area, Logan, and St. George area. This study is looking at having committees in each of the MPOs to have the study tailored to that specific area.

Shawn Eliot explained the other phase of the study is looking at jurisdictional ownership of the roads. The study will also look at what other areas of the country have done. Utah has a lot of state roads compared to other states.

UTA Micromobility Parking Study

Shawn Eliot introduced Dede Murray with UTA to present on a micromobility study.

Dede Murray explained that Micromobility is a new and emerging form of transportation with prolific popularity in Utah and across the country that includes small, low speed vehicles such as bikes, e-bikes, scooters, electric scooters, and electric skateboards. There are benefits for this main form of transportation and not using personal vehicles, which reduces emissions and road congestion.

There are issues with micromobility like obstruction of sidewalks and access paths, lack of parking regulations, and safety. This study is to help address those questions as this is a newer issue. UTA is looking at best practices across the country, working with local officials and patterns. Micromobility helps with the last mile of transportation. It is important to find out what standard can, and should be created within the UTA system.

Dede Murray presented an interactive survey asking the following questions:

- What municipality do you represent?
- What are some benefits of micromobility?

- What issues arise with micromobility?
- Are micromobility devices allowed in your municipality?
- What vendors operate in your city?
- Where are scooter and bike share vehicles allowed?
- Has your city adopted any ordinances or regulations about micromobility devices?
- What parking infrastructure does your municipality have for micromobility?
- Is your municipality interested in adding or improving micromobility parking at TRAX and/or FrontRunner Stations?
- What obstacles have you faced/ do you anticipate facing?
- What other obstacles have you faced/ do you anticipate facing?

Dede Murray thanked the committee for participating in the survey.

Conclusion and Adjournment

Kendall Willardson stated the PPP has not been noticed for public comment. This plan is to detail how MAG involves and interacts with the public. It is anticipated this will be presented to the MPO TAC and MPO Board at a future meeting.

Chair Jill Spencer reminded the Committee that the next in-person meeting will be held on August 26, 2024.

Richard Nieslcon moved to adjourn the meeting.

Eric Ellis seconded the motion, and the motion passed all in favor.

MPO TAC | Staff Report

August 26, 2024



3 | TIP Modification - Geneva RD UDOT Funding Request

Bob Allen, TIP Manager, 801-229-3813, rallen@magutah.gov

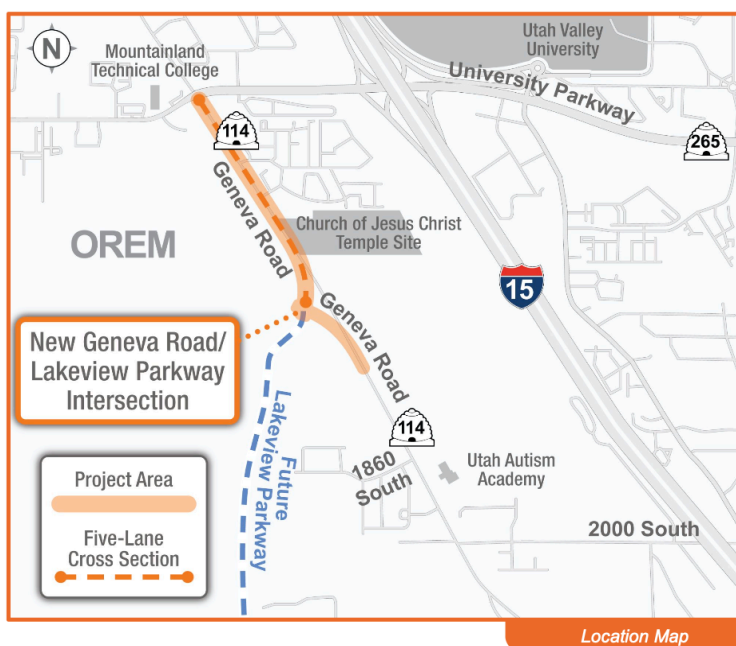
BACKGROUND

In 2016 and 2018, Orem was awarded \$6,067,00 in County Transportation Tax funds to purchase ROW along 1600 North in preparation for expanding the corridor to 5 lanes. That project was paused, and 1600 North was transferred to UDOT's jurisdiction. Those funds were then reserved for the underfunded Orem Center St project, which is currently waiting for the railroad crossing to be abandoned.

In 2020, HB433 gave UDOT \$20M to widen Geneva Rd to 5 lanes from University Pkwy to Orem 1800 South.

In 2022, Orem was awarded \$14.7M to connect Lakeview Pkwy from Geneva Rd (at Orem 1800 South) to the Orem/Provo border, including curving Geneva RD into the new Lakeview Pkwy, making this the new main through traffic movement. As UDOT and Orem began coordinating these two projects, UDOT took on the scope of the curve connecting Geneva to Lakeview and the new intersection of the two roads. These scope changes and rising costs have increased the cost of UDOT's project to \$38M. UDOT is asking the Transportation Commission for \$12M and the MPO for \$6M to pay for the additional ROW, intersection, and connection.

Orem requests that the \$6,065,400 be transferred to UDOT project PIN #19313.



Orem is also experiencing cost increases for ROW and construction work on its portion of Lakeview Pkwy. It is currently negotiating with landowners and will know how much additional funding it will need in the coming months. Once it has more information, it will return to this body with a proposal for additional funding adjustments.

STAFF RECOMMENDATION

MAG Staff Recommends that the requested funds be added to the project.

MPO TAC | Staff Report

August 26, 2024



SUGGESTED MOTION

I move to recommend that \$6,067,000 be transferred to the UDOT Geneva Rd project.

ATTACHMENTS

[Presentation](#)



MAG

TIP Modification

August 26, 2024

TIP Modification - Orem Lakeview Pkwy

Background:

In 2016 and 2018 Orem was awarded \$6,067,00 County Transportation Tax funds to purchase ROW along 1600 North in preparation to expand the corridor to 5 lanes.

Project was paused and 1600 North was transferred to UDOT. Funds were set aside for the Orem Center St that was underfunded and waiting for the railroad crossing to be abandoned.

In 2020, HB433 gave UDOT \$20M to widen Geneva Rd from University Pkwy to 1800 South in Orem.



TIP Modification - Orem Lakeview Pkwy

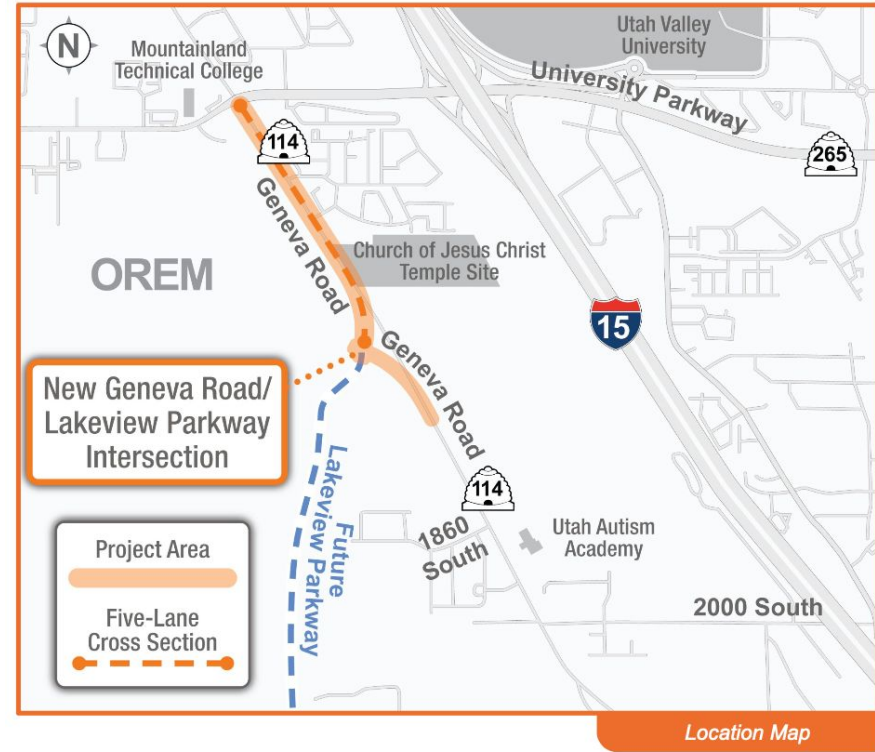
Background:

In 2022, Orem was awarded \$14.7M to connect Lakeview Parkway from Geneva Rd to the Provo border.

UDOT and Orem began coordinating these two projects.

Scope of UDOT's project changed to reflect the curve, new intersection, and connection back to Geneva Rd.

Changes significantly raised the cost of UDOT's Project.





GENEVA ROAD • UNIVERSITY PARKWAY TO 1800 S,
LTD REGION 5, UTAH COUNTY
PROJECT # 5011074
FILE 10010

SCALE AND ORIENTATION


LTDOT
Keeping Utah Moving





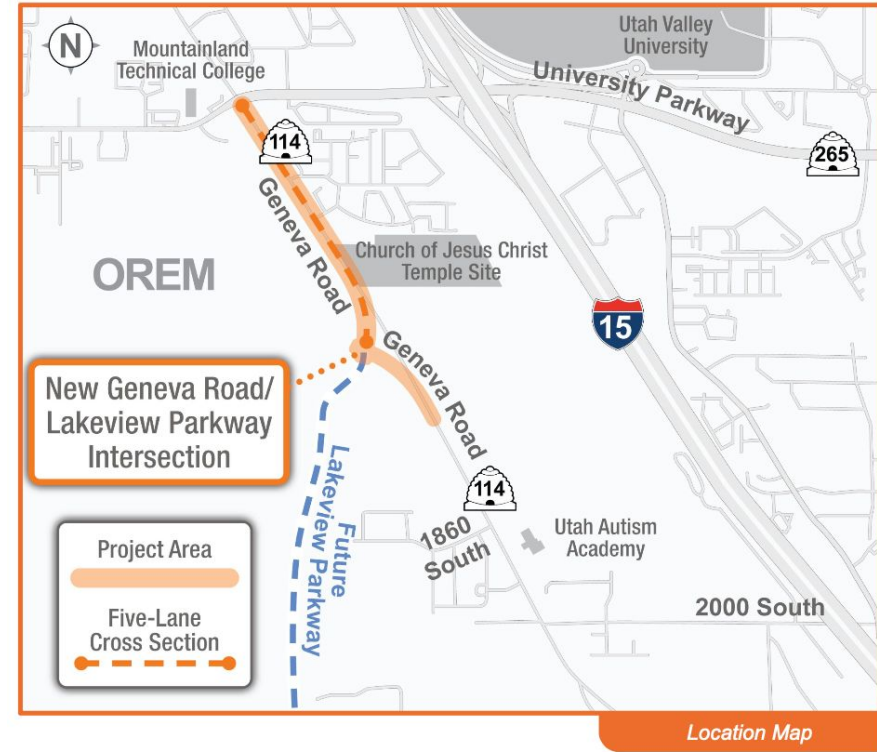
TIP Modification - Orem Lakeview Pkwy

Background:

Scope changes and inflation have raised the total project costs for the UDOT project to \$38M.

\$9M of those costs are directly related to the Lakeview Pkwy scope changes.

UDOT is asking the Transportation Commission for \$12M and requesting Orem/MAG pay the remaining \$6M.



TIP Modification - Orem Lakeview Pkwy

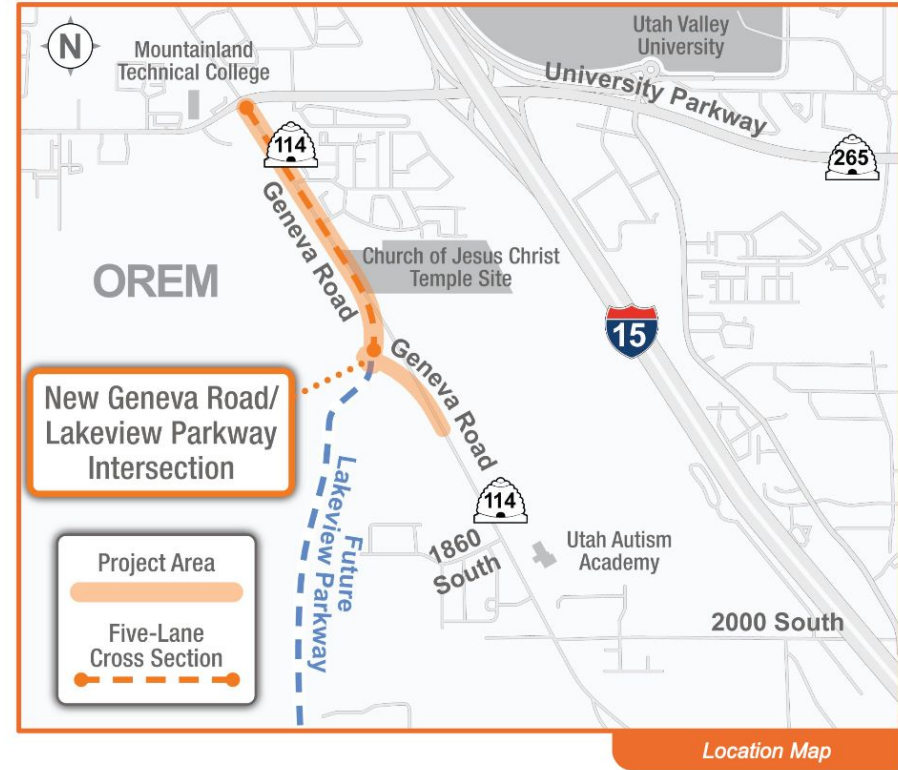
Request:

Orem is requesting that the \$6,065,400 be transferred to UDOT project Pin #19313.

Other than the 10% contingency, no new funds have been utilized.

Motion:

"I move to recommend that \$6,065,400 be transferred to the UDOT Geneva Rd project."



MPO TAC | Staff Report

August 26, 2024



4 | Corridor Preservation Request Provo 820 North: 1205 West 820 North

Calvin Clark, Transportation Project Manager, cclark@mountainland.org, 801-229-3848

BACKGROUND

The Utah County Corridor Preservation Fund is a dedicated fund for the preservation of planned transportation corridors within Utah County. MAG and Utah County work together to approve purchases using this fund. Properties purchased using this fund become the property and responsibility of the applying city (or county).

Provo City is requesting funds to purchase an existing residence located at 1205 West 820 North. The MPO Board has authorized the purchase of multiple properties on this corridor for project H42 on the RTP and Corridor #38 on the Corridor Preservation Project Map. The seller contacted Provo City as a willing seller to start the negotiations. Two appraisals were completed, one indicating a value of \$740,000 and one indicating a value of \$695,000. Provo is asking for the average of these two appraisals plus closing costs.

Corridor #38, Provo 820 North
First Appraisal: \$695,000
Second Appraisal: \$740,000

Average of appraised values: \$717,500
Estimated closing costs: \$1,075

Total request: \$718,575 Unobligated funds: Approximately \$11,500,000

STAFF RECOMMENDATION

This request is within the purpose and policies of the Corridor Preservation Fund Program. The fund has an adequate balance, and the property is apparently needed for future widening of 800/820 North. The seller contacted Provo City as a willing seller to start the negotiations.

SUGGESTED MOTION

I move that the MPO TAC recommend to the MPO Board that the Provo City request for **\$718,575** from the Corridor Preservation Fund be approved.

ATTACHMENTS

[1205 West 820 North Application](#)

[Willing Seller Certification](#)

[Maps of Property
Presentation](#)

Local Corridor Preservation Fund

Application for Funds

Due to the limited amount of funds available, jurisdictions are strongly encouraged to exhaust other avenues for acquisition prior to applying.

Before consideration of awarding funds can occur, the following must be completed and submitted with this application:

- 1) Documentation by applicant of prior use of all appropriate resources available to the highway authority to acquire property rights, including but not limited to: use of other local funds, exactions, increased setback requirements, or other planning and zoning tools.
- 2) Initial approach to property owner and obtaining a certified property appraisal.
- 3) Securing of a Willing Seller Certification document.

Part 1: Use of Other Resources

Discuss with MAG staff the efforts to obtain the property by planning and zoning powers, development incentive, donation, or other means prior to applying for these funds. Document these efforts. MAG will convene a staff review of the application and documentation, flag any concerns or questions, and may request meetings with the applicant in order to resolve such, or to better understand the nature of the situation. Staff review should include CP/ROW, RTP, and Finance staff members.

Part 2: Initial Approach to Property Owner

Contact MAG staff prior to any discussions with the property owner of purchase price or commitments to purchase, and for any questions.

DO NOT tender any offer to purchase the property interest at this time.

If the property owner agrees to consider selling, the applicant orders a property appraisal from a certified appraiser that is acceptable to both parties. For properties intended for future use by UDOT, the appraiser should be listed on the current UDOT Consultant Services Right of Way Services and Local Government Pool. Copy and paste the following link into your browser:

<https://docs.google.com/spreadsheets/d/1UURcMt7UvhIkYqADHdApr5KGxXTdeD93WLwRKu8FVl4/edit#gid=922750991>

The costs of the appraisal can be reimbursed to the applicant if the funding request is approved.

Part 3: Application

1. Applicant (city, Utah County, UDOT):
2. Contact Information:
3. Provide information about the properties to be acquired:
 - a. Name of the current owner(s):
 - b. Address or location of the properties:
 - c. Utah County parcel serial #:
 - d. Type of real property interest to be acquired: (fee title, easement, etc.,)
 - e. Total acreage or square footage:
 - f. Describe the efforts to obtain the property by planning and zoning powers, development incentive, donation, or other means prior to applying for these funds.
 - g. Appraised value (Attach copy of appraisal report):
 - h. Total estimated costs of acquisition, including appraisal and appraisal review, acquisition agent fee, closing costs, and any other associated fees:
 - i. Total funds applying for - these should be no more than the appraised value plus traditional costs of acquisition in (h) above:
4. Which Eligible Corridor is the project located within or adjacent to? (see Corridor Preservation – Eligible Corridors map):
5. Anticipated year or RTP phase to begin project roadway construction:
6. Is the project listed on the applicant's official master plan?
7. Has the applicant begun or completed a relevant state or federal environmental study?
 - a. Study results:
 - b. If not, is the applicant willing to conduct such a study?
8. Will the roadway be a UDOT or a local government facility?

If the project will be a state facility and the applicant is a city or county, attach copies of:

Either

- a. Applicant's transportation right of way acquisition policy or ordinance.
- b. Applicant's access management policy relevant to the type of roadway to be constructed.

OR

- c. The executed Cooperative Agreement between the applicant and the Utah Department of Transportation governing right of way acquisition performed by the applicant for UDOT.

NOTES – 1) It is highly recommended that any purchases for a state facility be negotiated and finalized by UDOT Right of Way Division. 2) After funds are awarded but prior to any offer of purchase, UDOT and Utah County must execute a repurchase agreement specific to the property.

9. Attachments:

- c. One 8" x 11" map in PDF form clearly indicating the future roadway project extents and the location of the properties to be acquired, with detail showing parcel boundaries and anticipated right of way footprint (will be used in presentations to the TAC and the Board).
- d. Copy of appraisal report.
- e. Copy of executed Willing Seller Certification.

Submit the completed application and maps to by email to Calvin Clark - cclark@mountainland.org

Provo City requested an appraisal for the property located at 1205 West 820 North. The first appraisal (Bodell Appraisers, Inc.) totaled \$695,000. The property owner thought that the appraisal was low and requested a second appraisal. Provo City requested a second appraisal for the property. The second appraisal (ASAP Appraisals, Inc.) totaled \$740,000. The negotiated price was to basically split the difference between the two appraisals, which was \$717,500.

VOLUNTARY ACQUISITION

Certification

Owner Name: Russell Long and Wendy Lynn Long

Utah County Parcel ID#: 36-004-0003

Provo City Corporation is interested in voluntarily acquiring the property at 1205 West 820 North, Provo, Utah, for the proposed future expansion of 800/820 North. Although Provo City Corporation possesses eminent domain authority to acquire property, we will not pursue acquisition by eminent domain in the event you are not interested in selling your property, or if we cannot reach a voluntary agreement for the purchase of your property.

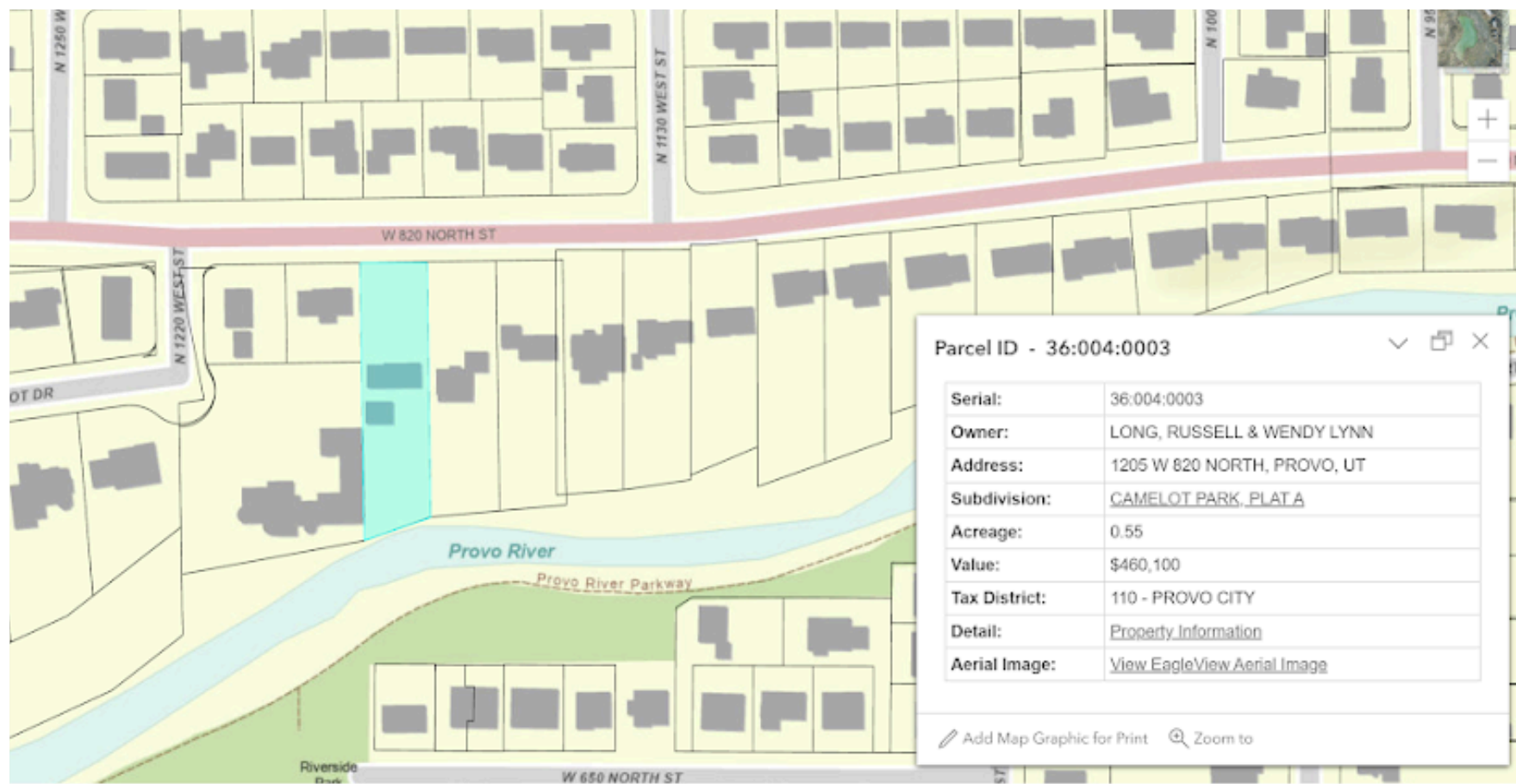
In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA), owner-occupants who move as a result of a voluntary acquisition, are not eligible for relocation assistance. Property Owners understand and acknowledge that if they waited for the funded project, they would be eligible for relocation benefits pursuant to 49 CFR 24. By signing below, the Property Owners understand and acknowledge that they are not entitled to any relocation benefits for the voluntary purchase of the property in advance of a funded project and freely chooses to sell the property to Provo City Corporation before the project is funded.

Russell Long
Signature of Property Owner

7-8-2024
Date

Wendy Lynn Long
Signature of Property Owner

7/8/24
Date



Map 2: Russel and Wendy Long property located at 1205 West 820 North.

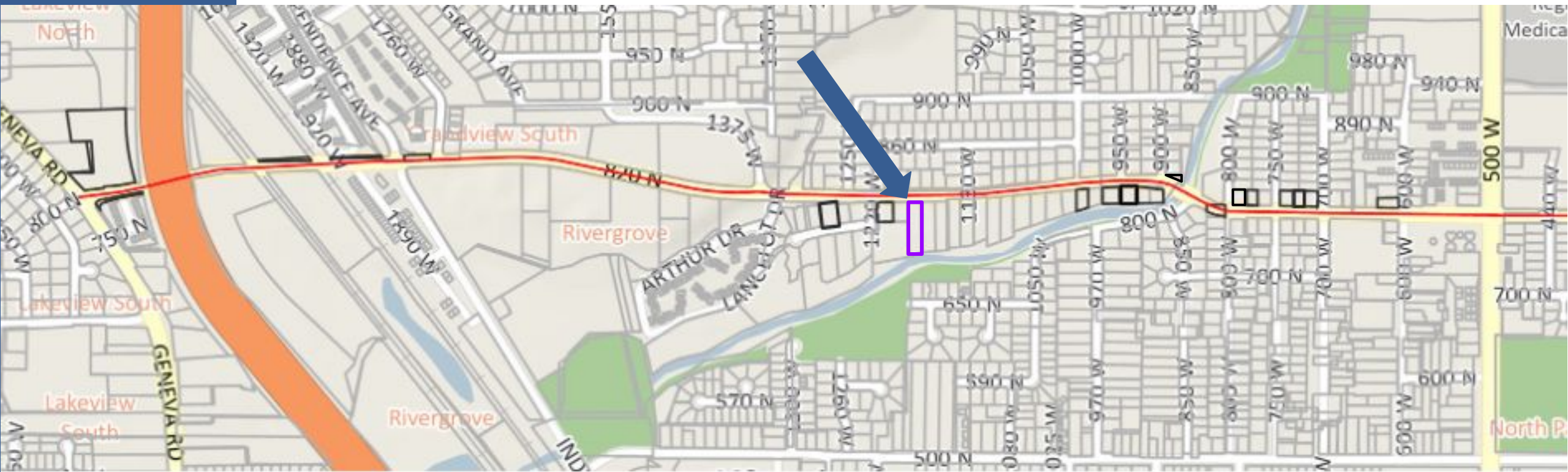


Corridor Preservation Request - Provo 820 N

August 26, 2024

790 West 800 North, Provo

- Corridor #38
- Single family home
- City was approached by owner (willing seller)
- First Appraised Value: \$695,000
- Second Appraised Value: \$740,000
- Average Appraised Value
- Estimated closing costs: \$1,075
- Total request: **\$718,575**
- Unobligated funds: ~\$11,500,000



SUGGESTED MOTION:

I move that the MPO TAC recommend to the MPO Board that the Provo City request for \$718,575 from the Corridor Preservation Fund be approved.

MPO TAC | Staff Report

August 26, 2024



5 | Public Engagement Plan / Title VI | Draft Approval

Kendall Willardson, Transportation Planner, kwillardson@magutah.gov, 801-229-3840

BACKGROUND

As required by federal code, the **Public Engagement Plan (PEP)** outlines how MAG reaches out to the public throughout the transportation planning process and plans. Sections of the draft include:

1. **Public Engagement:** How the Public can be informed of MPO activities
2. **MAG MPO and How to Be Involved:** Different methods the MPO will reach out to the public
3. **Procedures for Specific Plans and Programs:** Specific ways the MPO will reach out to the public for the TIP and RTP process

Pending approval, federal code requires the draft PEP to have a 45-day comment period. This will occur from August 30, 2024, to October 14, 2024. Following the comment period, the PEP will go to the TAC and MPO board for approval in November.

Title VI is a federal regulation aimed at preventing discrimination on the basis of race, color, or national origin in their programs or activities, and it obligates Federal funding agencies to enforce compliance. The Title VI plan outlines how MAG MPO will comply with these regulations. Sections of the draft include:

1. **Introduction:** Introduction to MAG, Title VI, and federal regulations
2. **MPO's Role in Title VI:** How MAG adheres to Title VI requirements set by the Federal Transit Administration (FTA)
3. **MPO Demographic Profile:** Analysis of Title VI and other vulnerable populations in the MPO
4. **Public Involvement:** How MAG will involve Title VI populations in the planning process.
5. **Transportation System Analysis:** How MAG will account for Title VI populations in developing the transportation system.

As part of the Title VI update, the MPO has also updated its Limited English Proficiency Plan and created an ADA Accessibility Plan. Pending approval, the MPO will have a 30-day public comment period from August 30, 2024, to September 29, 2024. Following the comment period, the Title VI plans will go to the TAC and MPO board for approval in October.

STAFF RECOMMENDATION

Recommend approval of the Draft Public Engagement Plan and Draft Title VI plans.

SUGGESTED MOTION

I motion that the MPO TAC committee recommend that the MPO Board approve the Draft Public Engagement and Title VI plans.

ATTACHMENTS

[Presentation](#)

[Draft Public Engagement Plan](#)

[Draft Title VI Plan](#)

[Draft LEP Plan](#)

[Draft ADA Accessibility Plan](#)



MAG

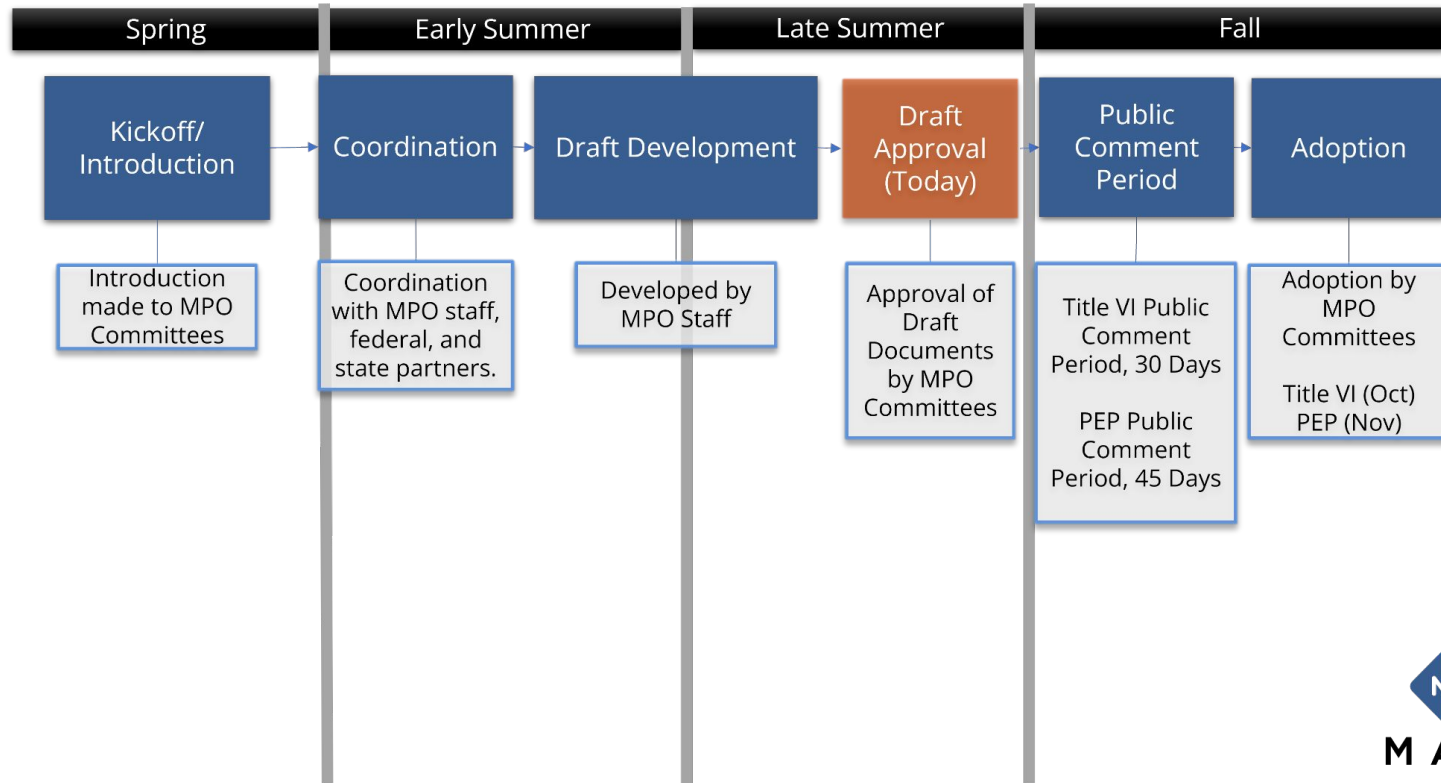
5. Public Engagement Plan Title VI Draft Approval

August 26, 2024

Overview

- Review of Timeline
- Public Engagement Plan (PEP) and Title VI plans
- Next Steps

2024 PEP-Title VI Update Timeline

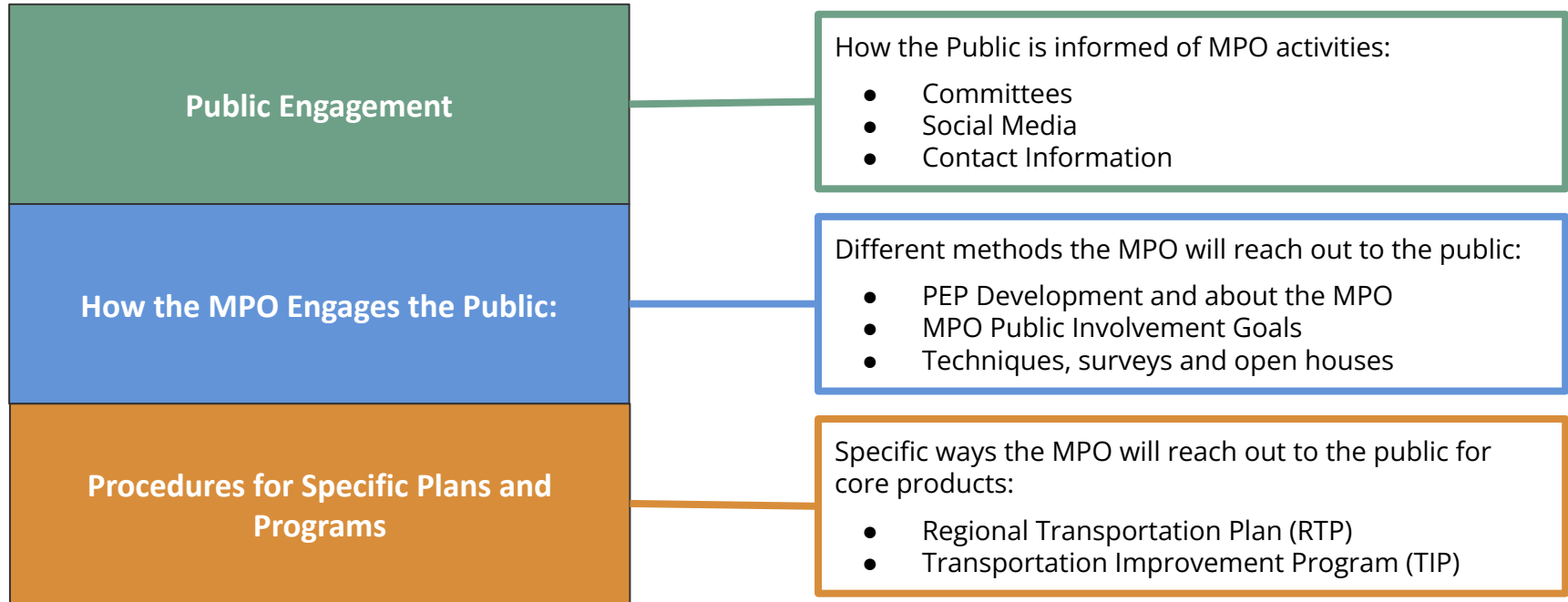




Public Engagement Plan (PEP)

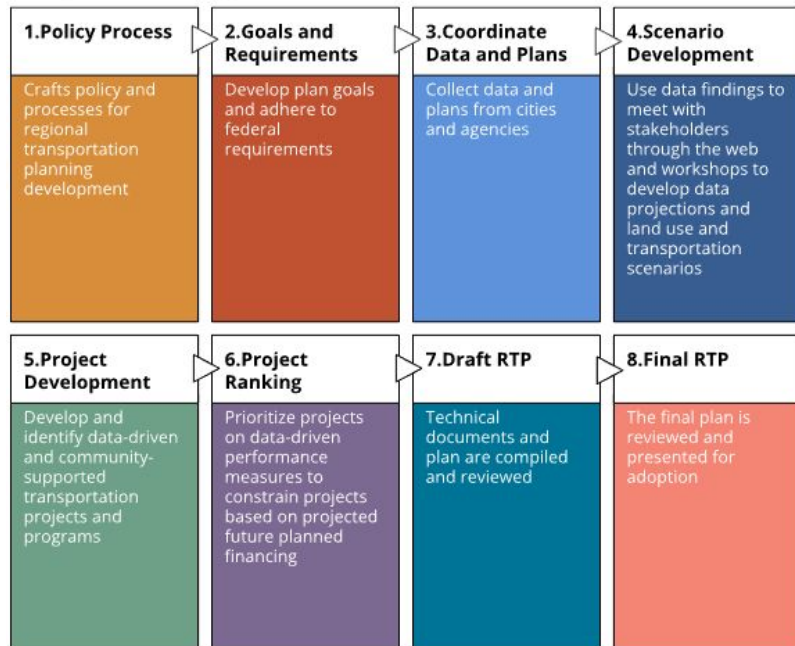


PEP Overview



PEP Example (RTP)

RTP Update and Development Process



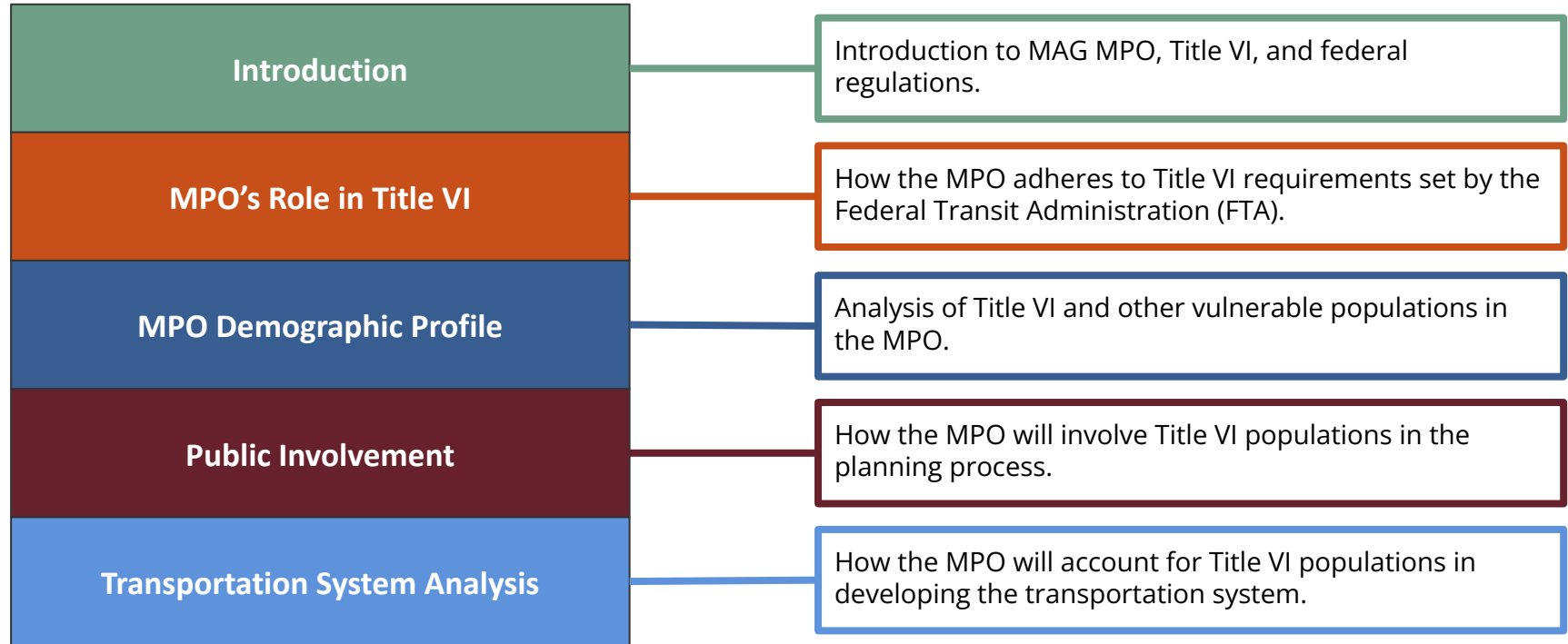
Engagement Technique	RTP Process	1. Policy Process	2. Goals & Reqs.	3. Data & Plans	4. Scenario Dev.	5. Project Dev.	6. Project Ranking	7. Draft RTP	8. Final RTP
Community Advisory Committee		✓	✓	✓	✓	✓	✓	✓	✓
Electronic Distribution List					✓	✓	✓	✓	✓
Meeting and Public Notices		✓	✓	✓	✓	✓	✓	✓	✓
Newsletter		✓	✓	✓	✓	✓	✓	✓	✓
News Releases and Media Relations					✓		✓	✓	✓
Open Houses					✓		✓	✓	
Presentations and Speakers Bureau								As determined	
Pop-Up Events and Conferences								As determined	
Social Media				✓	✓	✓	✓	✓	✓
Surveys								As determined	
Translation Services		✓	✓	✓	✓	✓	✓	✓	✓
Visualization Techniques				✓	✓	✓	✓	✓	✓
Website		✓	✓	✓	✓	✓	✓	✓	✓



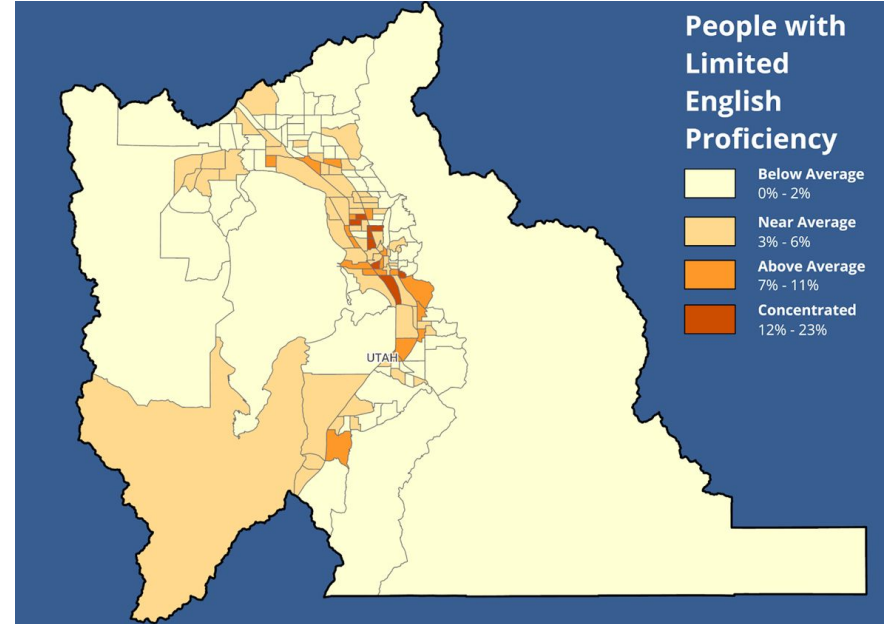
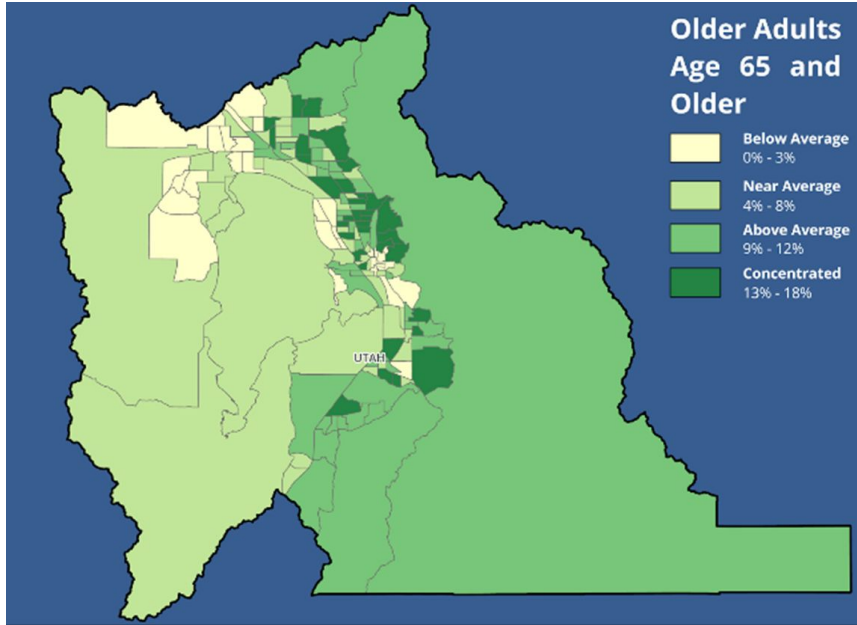
Title VI Plans



Title VI Plan Overview



Title VI Plan Example (Profiles)



Other Updated Title VI Plans





Draft Documents and where to submit feedback: magutah.gov/public

PEP Public Comment: Aug 30- Oct 14

Title VI Public Comment: Aug 30 - Sep 29

I motion that the MPO TAC committee recommend that the MPO Board approve the Draft Public Engagement and Title VI plans.

A woman with curly brown hair and a warm smile is holding a bright yellow rectangular sign. In the background, other people are visible but out of focus, including a woman in a green shirt and another in a yellow shirt.

MAG MPO Public Engagement Plan

Draft

Public Comment on the draft plan happens
Aug 30, 2024 - Oct 14, 2024



MAG

Expert Resources. Enriching Lives.

MPO Board Resolution

(to be inserted at approval, planned for November 7, 2024, at the MPO Board regularly scheduled meeting)

MAG MPO Public Engagement Plan

The Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO) Public Engagement Plan is prepared by the MPO staff in cooperation with the United States Department of Transportation, Utah Department of Transportation (UDOT), Utah Department of Environmental Quality (UDEQ), Utah Transit Authority (UTA), and the members of the MPO Board:

Mayor Michelle Kaufusi, Chair, City of Provo
Mayor Bill Wright, Vice Chair, City of Payson
Mayor Carla Merrill, City of Alpine
Mayor Brad Frost, City of American Fork
Mayor Natalie Hall, City of Bluffdale
Mayor Wyatt Cook, Town of Cedar Fort
Mayor Denise Andersen, City of Cedar Hills
Mayor Troy Walker, City of Draper
Mayor Tom Westmoreland, City of Eagle Mountain
Mayor Robert Haddock, City of Elk Ridge
Mayor Hollie McKinney, Town of Fairfield
Mayor Marty Larson, City of Genola
Mayor Steven Staheli, Town of Goshen
Mayor Kurt Ostler, City of Highland
Mayor Mark Johnson, City of Lehi
Mayor Carolyn Lundberg, City of Lindon
Mayor Dallas Hakes, City of Mapleton

Mayor David Young, City of Orem
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Mayor Kurt Christensen, City of Salem
Mayor Dan Olson, City of Santaquin
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Mayor Mike Mendenhall, City of Spanish Fork
Mayor Matt Packard, City of Springville
Mayor Julie Fullmer, City of Vineyard
Mayor Brent Winder, City of Woodland Hills
Commission Chair Amelia Powers Gardner, Utah County
Commissioner Tom Sakievich, Utah County
Commissioner Brandon Gordon, Utah County
Commissioner Jim Evans, Utah Transportation Commission
Trustee Jeff Acerson, UTA Board
Director Bryce Bird, Utah Division of Air Quality

Acknowledgment

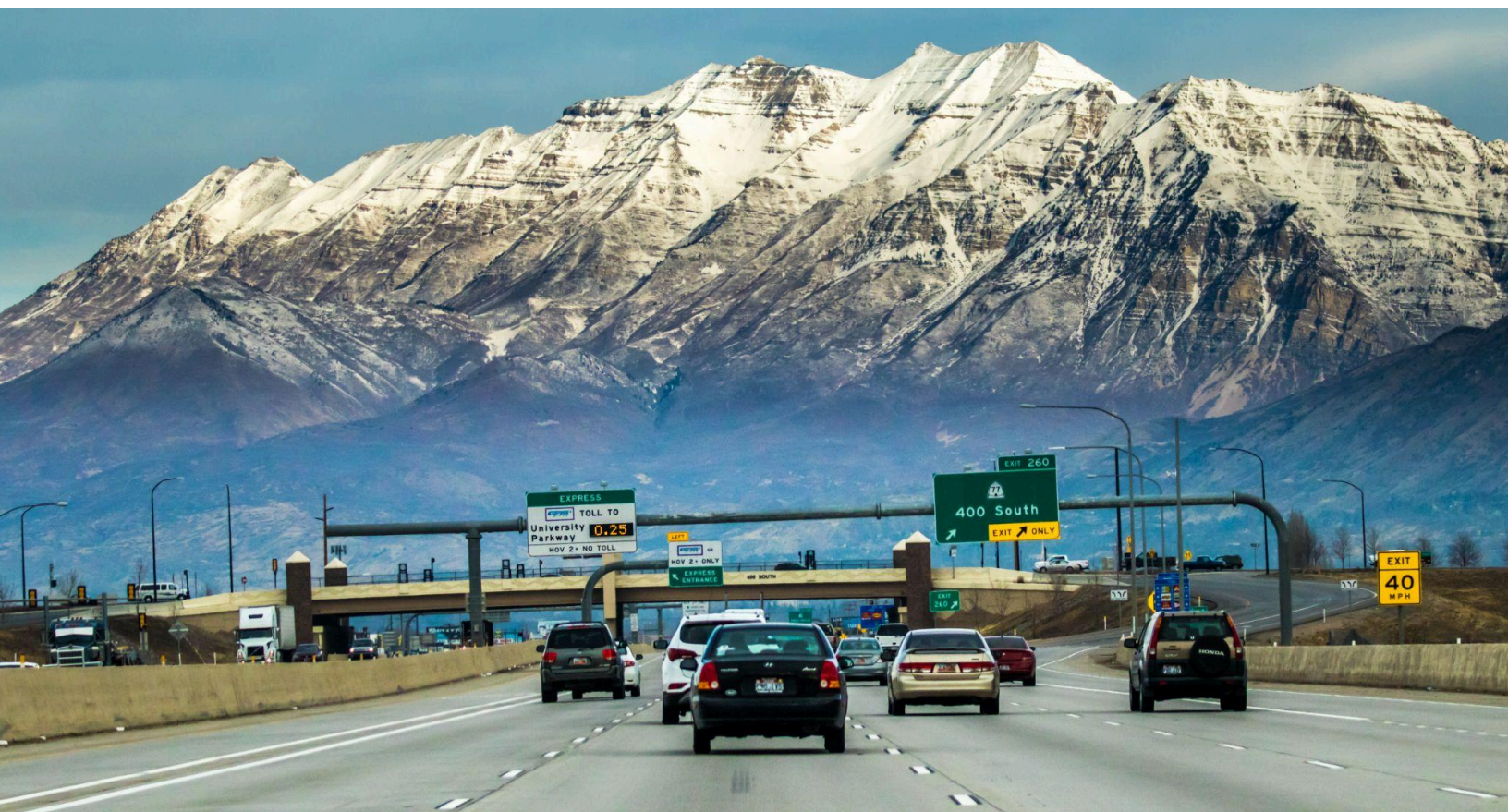
The preparation and publication of this document is financed in part by funds provided by the United States Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The provision of Federal financial assistance should not be construed as denoting U.S. Government approval of any plans, policies, programs, or projects contained herein.

Notice of Nondiscrimination

The MAG MPO follows all civil rights provisions of federal statutes and related authorities prohibiting discrimination in programs and activities requiring federal financial assistance. Therefore, the MPO does not discriminate based on race, sex, color, age, national origin, religion, disability, or income status in admission or access to and treatment in the MPO's programs and activities, as well as the MPO's hiring or employment practices. If you have any complaints of alleged discrimination or inquiries regarding the MPO's nondiscrimination policies, visit the [MAG Public website](#) to view the Title VI Plan outlining your rights and the MAG process to address your complaint, or you may contact the MAG Title VI Administrator, Rebecca Smyrniotopoulos, 586 East 800 North Orem, UT 84097, or rsmyrn@magutah.gov.

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A photograph of a public engagement meeting. In the foreground, the back of a person with curly blonde hair is visible, wearing a white shirt and a red lanyard, with their right arm raised holding a pen. Other participants are seated in front of them. In the background, a man in a white shirt and red lanyard stands near a whiteboard, gesturing towards it. The room has green walls.

1. PUBLIC ENGAGEMENT

How to Use This Plan

Are you curious about how decisions are made in regional planning? Do you want to know how you or your organization can get involved in the process? This plan is designed to help MAG Metropolitan Planning Organization (MPO) staff effectively plan and execute public engagement activities. It also serves as a statement of the MPO's dedication to providing the region's residents with opportunities to participate in regional planning decisions. This guide provides you with insight into our guiding principles, goals, and strategies for ensuring effective engagement.

We strongly encourage you to take part in the discussions and decision-making processes related to MAG MPO's work. There are numerous opportunities for the general public and regional stakeholders to engage with the MPO's plans and programs and access information. The following pages provide an overview of current resources and ways to stay informed and participate in the MPO's efforts to support regional land use and transportation planning.

Stay Informed

MPO COMMITTEES

Numerous committees lead and inform the MPO, involving many individuals, groups, and agencies in regional land use and transportation decision-making.

MPO Board

The [MPO Board](#) administers the region's transportation planning process. It includes mayors from municipalities, county commissioners, and representatives from the Utah Transportation Commission, Utah Transit Authority, Utah Department of Environmental Quality, and Camp Williams. The Board meets on the first Thursday of the month.

MPO Technical Advisory Committee

The [MPO TAC](#) assists the MPO Board in reviewing the transportation planning process, advising on planning and implementation methods, working with MPO staff to develop policy options, and making recommendations to the MPO Board. MPO TAC membership comprises municipal, county, and transportation agency planning and engineering staff. The MPO TAC meets on the last Monday of the month.

Joint Planning Advisory Committee

The [JPAC](#) is a statewide forum for discussing cross-agency transportation issues. The committee consists of board members and executive staff from the state's four MPOs (the urban areas of Salt Lake City/Ogden, Logan, St. George, Provo/Orem), the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA). JPAC coordinates the development and creation of Utah's Unified Transportation Plan.

Community Advisory Committee:

The [CAC](#) aims to improve community engagement and apply an equity lens to the [Wasatch Choice Vision](#) work, which includes land use and transportation planning. The Committee advises transportation partner agencies along the Wasatch Front on transportation and land use decisions. The Advisory Committee provides a platform for raising awareness and understanding of the needs and priorities of diverse communities and advocating for equity in the region.



Attend a Meeting

MAG MPO Board and TAC meetings are open to the public, and interested community members are encouraged to attend. Meetings of the MPO Board and MPO TAC always include time for public comments. All meetings are listed on the event calendar on the MAG website.

Connect With Us

Follow the organization on social media to keep informed about MAG MPO's work.

Get Involved

You can get involved and share your thoughts on any of the MPO's programs or projects by asking questions, submitting ideas, or giving feedback.

Official Public Comment Period

When an MPO program or plan is presented for public review or has an upcoming public hearing, staff will provide information on our website, magutah.gov, about how to provide comments or attend a hearing.



Send written comments to:
MAG MPO, 586 East 800 North
Orem, UT 84097



Call us by phone at:
801-229-3800



Send us an email at:
kbrenneman@magutah.gov



Go to our website, magutah.gov, or
follow us on our social media
accounts:



Come to any of our public meetings;
all events are posted on our website
at magutah.gov





II. HOW THE MPO ENGAGES THE PUBLIC

Let's Get Started!

Public engagement and participation are essential to our mission. This plan will help ensure that MAG MPO staff:

- 1 Seek early and ongoing input from people, stakeholders, and organizations throughout the region
- 2 Are responsive to questions and feedback
- 3 Address ideas and concerns raised

Development of this Public Engagement Plan

This plan is an updated version of the Public Participation Plan adopted in 2018. The draft plan was available for public review and comment from August 30 to October 14, 2024. Notable steps included posting the draft plan online, notifying relevant authorities, and conducting a public meeting on October 3, 2024, at the MPO Board's regularly scheduled meeting. Announcements of the plan review period and the public meeting dates were made on MAG's webpage, newsletter, and social media accounts.

Revising the Public Engagement Plan

Periodically, the plan needs updating. There are two types of revisions: 1) an administrative modification and 2) an amendment. Administrative modification involves minor changes like revising references to regulations, correcting errors, or addressing omissions and does not require formal action by the MPO Board. Amendments involve substantive changes, requiring 45 days of public review and formal action by the MPO Board.

A Little Bit About Us

The Provo/Orem metropolitan area is a bustling region with over 750,000 residents at the southern end of the 2.7 million Wasatch Front region. It encompasses a variety of areas, from open undeveloped spaces to vibrant core cities and rapidly growing suburbs. As the MAG MPO, these communities work together to plan for regional land use and transportation needs.

The area's scenic setting, climate, and economic prosperity have long attracted residents. Years of careful planning and collaboration have made it one of the best places to live in the country. Planning activities play a crucial role in guiding growth while preserving and improving our quality of life.

The population is projected to grow to around 1.2 million by 2050, and the area is becoming more diverse, with rapid growth in demographic groups such as aging residents and minority populations.



Goals for Public Engagement

The MPO has developed plan goals to ensure meaningful participation with the public and transportation stakeholders in the MPO region:

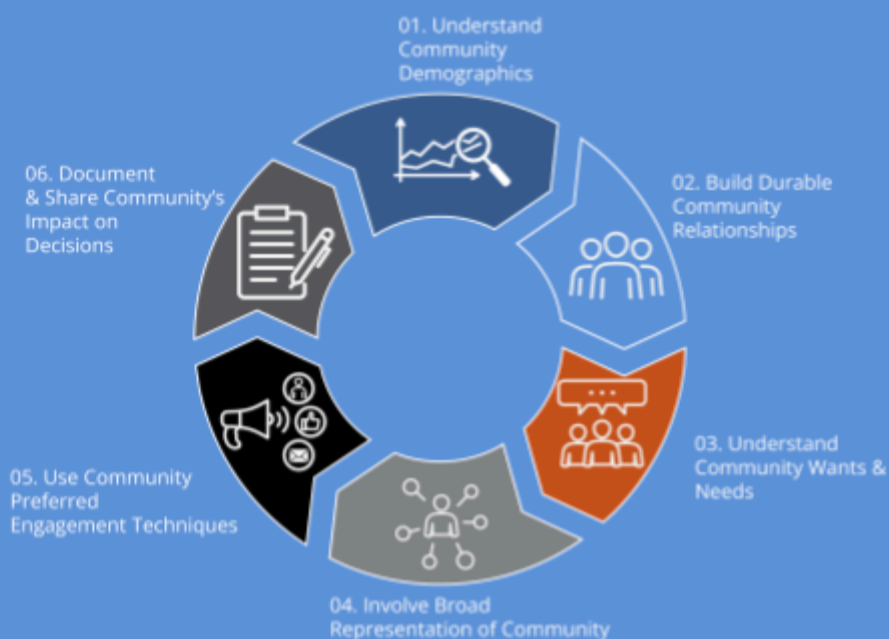
Goal 1 : Increase awareness of regional planning in the area, including communities historically underserved by the planning process.

Goal 2 : Ensure early, continuous, innovative, and broad public notification of and participation in major actions and decisions.

Goal 3 : Coordinate public involvement with agencies & local governments, as applicable.

Guiding Principles

The principles aim to achieve the plan's goals and provide a framework for effective strategies and engagement opportunities.



Public Participation Techniques

The MPO considers effective communication techniques to engage with the general public, stakeholders, and communities. Techniques are selected on a project or process basis, and selection will consider prior history, the overall MPO strategy, and the process of developing core MPO products and programs.

Community Advisory Committee

The CAC aims to ensure engagement and promote access to opportunities for all communities. It advises partner agencies and works with equity groups to coordinate in-person events accessible to historically disadvantaged communities.

Electronic Distribution List

The MPO maintains an electronic distribution list of individuals and groups interested in planning. The list is created from those who request to be contacted about planning events through presentations, open houses, studies, and the MAG website.

Meeting and Public Notices

The MPO must post meeting agendas, public comment periods, and public hearings 24 hours before the event, with a goal of posting a week in advance. Notices are posted at the MPO office, on the MAG website magutah.gov, and on the state public notice website utah.gov/pmn.

Newsletter

The MPO uses the MAG electronic newsletter to inform audiences about MPO events, public comment periods, new and updated publications, studies, and other planning activities.

News Releases and Media Relations

The MPO distributes news releases and media advisories to regional news media, provides information about upcoming events and actions, and engages with reporters and media outlets.

Open Houses

Open houses are informal events where staff engage directly with the public in person or virtually. The goal of these events is to share information and gather feedback.

Presentations and Speakers Bureau

The MPO gives regional presentations and actively seeks out interested groups to present to during major planning activities.

Pop-Up Events and Conferences

Pop-up events can be held at different locations to solicit public input. Brochures and fact sheets about MPO plans can be distributed, and surveys or poster boards can be used to collect feedback. Land use and transportation conferences are venues to present MPO plans and solicit feedback.

Social Media

The MPO uses social media accounts on Facebook, Instagram, LinkedIn, and YouTube to share information and engage the public.

Surveys

The MPO may conduct surveys to gather local priorities or gauge public opinion. Surveys can be conducted online, in person, or with hard copies, and the MPO will consider making them available in accessible formats, such as Spanish.

Translation Services

The MPO uses external organizations for translation services for safe-harbor languages, currently limited to Spanish. Staff will accommodate additional languages per the MPO Limited English Proficiency Plan (LEP).

Visualization Techniques

The MPO explains concepts using visualization techniques such as maps, charts, graphs, illustrations, presentations, and videos on the web, in email, and in print communication.

Website

The MAG website, magutah.gov, outlines the AOG's responsibilities, objectives, and initiatives. The website contains a calendar section that highlights ongoing activities, public comment periods, public meetings, and opportunities for involvement.

III. PROCEDURES FOR SPECIFIC PLANS AND PROGRAMS

The MPO prepares the Regional Transportation Plan (RTP) every four years and the Transportation Improvement Program (TIP) annually. Each has specific federal requirements for development, review, and official public comment. The main focus of this plan is to demonstrate how the MPO will include the public, stakeholders, disadvantaged communities, and others in the process of developing, approving, and implementing this plan and program.

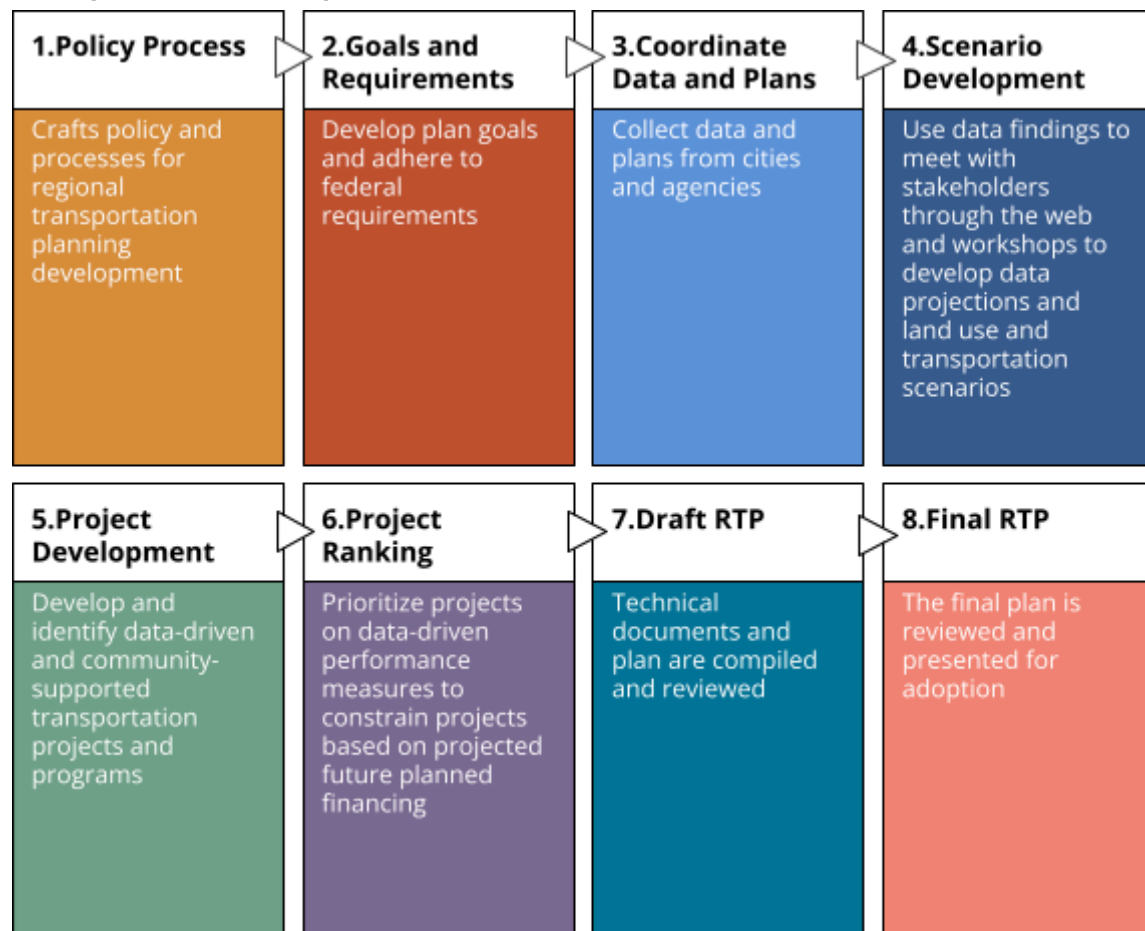


Regional Transportation Plan

The RTP is the MPO's long-term, multimodal transportation plan for urban Utah County. Updated at least every four years, it includes policies, programs, and projects that respond to adopted goals and proposed growth. The plan guides state, federal, and local expenditures for 20+ years. Before adoption, the RTP must conform to the federal Air Quality Conformity standards. The RTP is updated using the latest development patterns and growth projections. Draft and final adopted RTPs are available at the MAG office and magutah.gov/rtp/.



RTP Update and Development Process



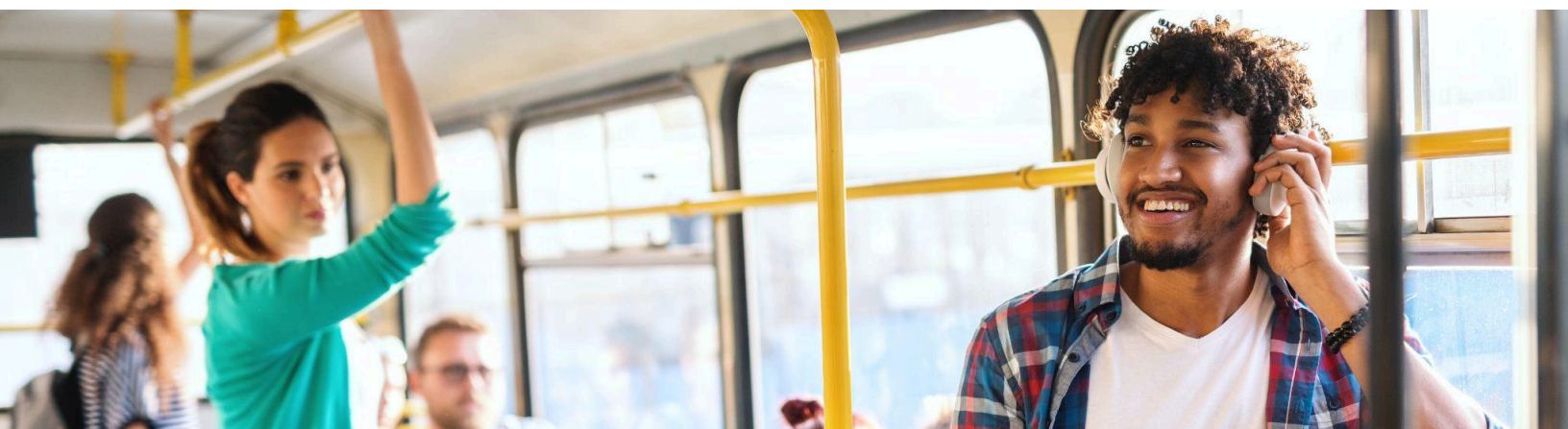
RTP Points of Engagement

The MPO will engage with the public, stakeholders, disadvantaged communities, business leaders, and agencies during the various RTP development and update stages. The engagement points listed below are detailed on page 6 of this document the RTP processes on page 7.

Engagement Technique	RTP Process	1.Policy Process	2.Goals & Reqs.	3.Data & Plans	4.Scenario Dev.	5.Project Dev.	6.Project Ranking	7.Draft RTP	8.Final RTP
Community Advisory Committee		✓	✓	✓	✓	✓	✓	✓	✓
Electronic Distribution List					✓	✓	✓	✓	✓
Meeting and Public Notices		✓	✓	✓	✓	✓	✓	✓	✓
Newsletter		✓	✓	✓	✓	✓	✓	✓	✓
News Releases and Media Relations					✓		✓	✓	✓
Open Houses					✓		✓	✓	
Presentations and Speakers Bureau								As determined	
Pop-Up Events and Conferences								As determined	
Social Media				✓	✓	✓	✓	✓	✓
Surveys								As determined	
Translation Services		✓	✓	✓	✓	✓	✓	✓	✓
Visualization Techniques				✓	✓	✓	✓	✓	✓
Website		✓	✓	✓	✓	✓	✓	✓	✓

RTP Amendment Process

RTP projects may be added, changed, or removed outside of the official adoption of the RTP. Reasons to amend the RTP include requests from UDOT, UTA, the Legislature, local communities, study results, and the availability of new funding. Different types of modifications and amendments require different actions and have other public comment requirements. Additional information can be found on the RTP amendment website at magutah.gov/rtp-amendments.

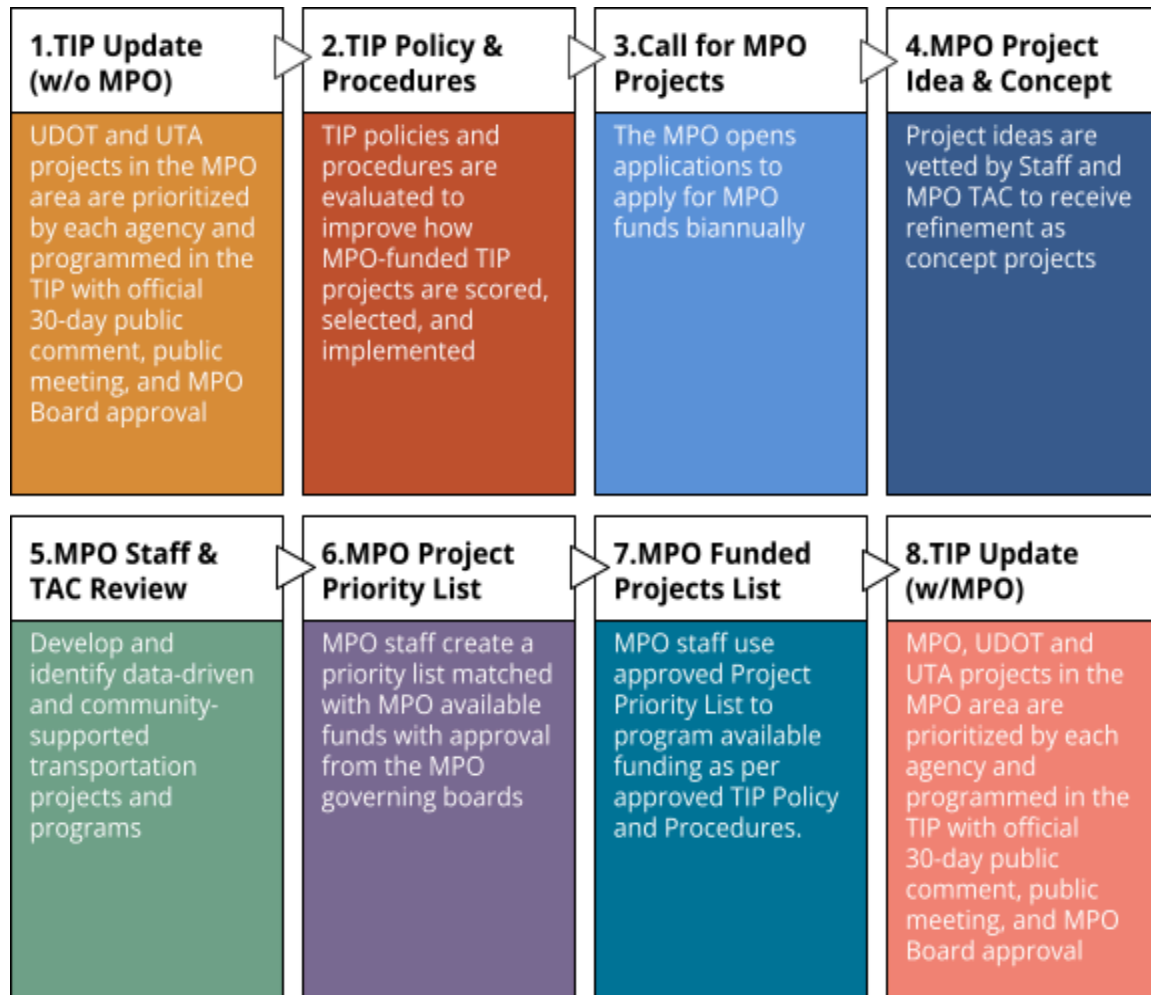


Transportation Improvement Program

The Transportation Improvement Program (TIP) is a list of transportation projects with funding committed from federal, state, and local sources over five years. It serves as the implementation program of the Regional Transportation Plan or TransPlan50. The Metropolitan Planning Organization (MPO) and regional transportation partners UDOT and UTA prioritize and fund projects, programs, and studies to enhance and expand the regional transportation network. The TIP is updated annually to ensure an accurate project listing. Biannually, the MPO selects projects with funds under the MPO's jurisdiction. For information on current TIP projects and processes, visit MAG's website at magutah.gov/tip. The draft TIP will be developed through appropriate MPO committees based on applications from local governments, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA).



TIP Update and Development Process



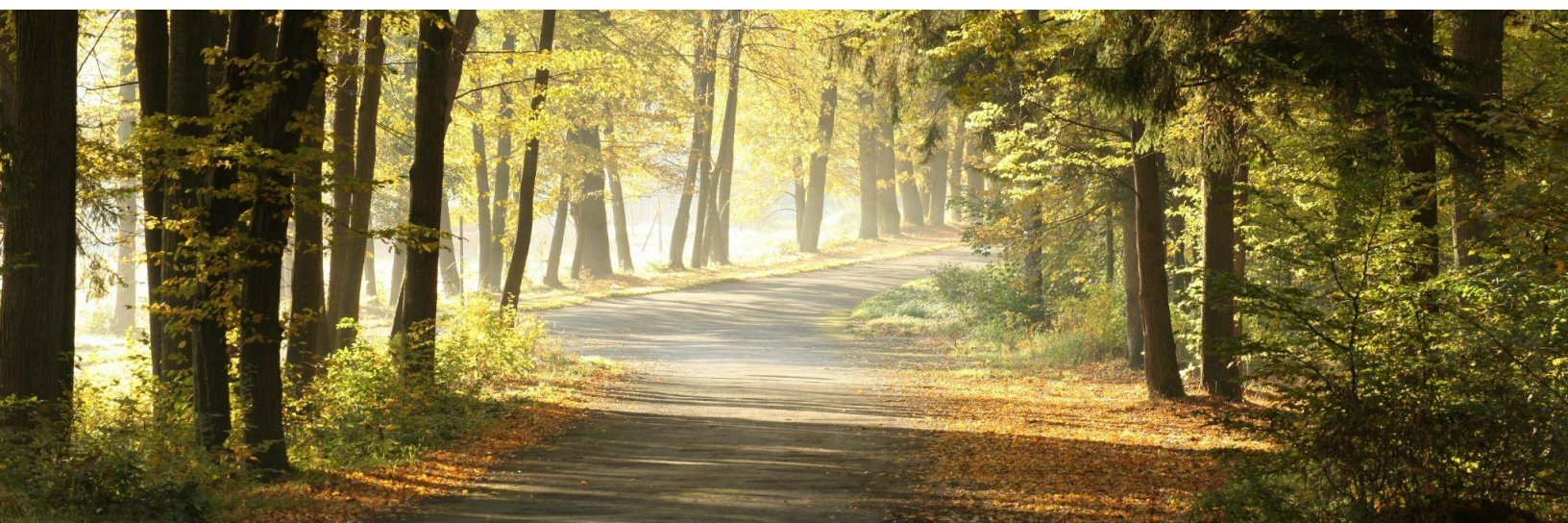
TIP Points of Engagement

During the various TIP development and update stages, the MPO will engage with the public, stakeholders, disadvantaged communities, business leaders, and agencies. The engagement points listed below are detailed on page 6 of this document, and the TIP processes are detailed on page 9.

Engagement Technique	TIP Process	1. Annual Update	2. TIP Policy	3. Call for Projects	4. Idea & Concept	5. Projects Review	6. Project Priority	7. Draft TIP	8. Final TIP
Community Advisory Committee		✓	✓	✓				✓	
Electronic Distribution List								✓	✓
Meeting and Public Notices		✓	✓	✓	✓	✓	✓	✓	✓
Newsletter		✓	✓	✓	✓		✓	✓	✓
News Releases and Media Relations								✓	
Open Houses								As determined	
Presentations and Speakers Bureau								As determined	
Pop-Up Events and Conferences								As determined	
Social Media		✓	✓	✓	✓		✓	✓	✓
Surveys								As determined	
Translation Services		✓	✓	✓	✓	✓	✓	✓	✓
Visualization Techniques		✓	✓	✓	✓	✓	✓	✓	✓
Website		✓	✓	✓	✓		✓	✓	✓

TIP Amendment Process

The TIP is periodically amended outside of the regular updates. Such changes may include project cost, scope, and timeframe. The amendment process differs depending on the regionality and project type. Additional information can be found in the [TIP Amendment Policy Document](#).



Appendix A: Federal Transportation Planning Regulations

The federal laws and processes governing public participation in the transportation planning process include the following:

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA), PUBLIC LAW AS PASSED BY CONGRESS AND SIGNED BY PRESIDENT OBAMA ON NOV. 15, 2021

As required by Title 23, Section 134 of the Code of Federal Regulations and directed by the IIJA or other relevant federal regulations, Metropolitan Planning Organizations (MPOs) are obligated to create, regularly review, and revise public participation procedures. These procedures should ensure that the public is informed about and able to participate in the transportation decision-making process from an early stage and throughout. The planning regulations include several performance standards for public involvement, such as:

- providing timely notice and reasonable access to information about transportation issues and processes
- providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the metropolitan transportation improvement program
- demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the metropolitan transportation improvement program
- employing visualization techniques to describe metropolitan transportation plans and metropolitan transportation improvement programs

- making public information (technical information and meeting notices) available in electronically accessible formats and means

THE AMERICANS WITH DISABILITIES ACT OF 1990, THE REHABILITATION ACT OF 1973 (SECTION 504) AND THE REHABILITATION ACT AMENDMENTS OF 1998 (SECTION 508)

The Americans with Disabilities Act of 1990 mandates that public facilities be made accessible to people with disabilities and has been the basis for requiring that transit buses and street curbs be retrofitted or reconstructed with appropriate equipment and design details. The Rehabilitation Act of 1973 (Section 504) states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives federal financial assistance. The Rehabilitation Act Amendments of 1998 (Section 508) states that federal agencies must ensure that electronic and information technology is accessible to employees and members of the public with disabilities to the extent it does not pose an “undue burden.”

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

EXECUTIVE ORDER 13166, IMPROVING ACCESS TO SERVICES FOR PERSONS WITH LIMITED ENGLISH PROFICIENCY (2000)

Executive Order 13166 is based on Title VI of the Civil Rights Act of 1964. It requires federal agencies to work to ensure that recipients of federal financial assistance provide “meaningful access” to their limited English proficiency applicants and beneficiaries.

EXECUTIVE ORDER 12898, FEDERAL ACTIONS TO ADDRESS ENVIRONMENTAL JUSTICE IN MINORITY POPULATIONS AND LOW-INCOME POPULATIONS (1994)

The basis of Executive Order 12898 lies in Title VI of the Civil Rights Act of 1964. The Executive Order directs that “each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

U.S. DEPARTMENT OF TRANSPORTATION UPDATE ENVIRONMENTAL JUSTICE ORDER 5610.2(A)

The U.S. Department of Transportation Order 5610.2(a) sets forth the U.S. Department of Transportation policy to consider environmental justice principles in all U.S. Department of Transportation programs, policies and activities. The three fundamental environmental justice principles include:

- to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- to ensure full and fair participation by all potentially affected communities in transportation decision-making
- to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

FEDERAL HIGHWAY ADMINISTRATION ORDER 6640.23A ACTIONS TO ADDRESS ENVIRONMENTAL JUSTICE IN MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

The Federal Highway Administration Order 6640.23A is the directive that establishes policies

and procedures for the Federal Highway Administration to use in complying with Executive Order 12898. In addition, it defines the following terms:

- low-income – A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.
- low-income population – Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/ transient persons who will be similarly affected by a proposed program, policy, or activity.
- minority – A person who is:
 - Black: a person having origins in any of the black racial groups of Africa;
 - Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
 - Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;
 - American Indian and Alaskan Native: a person having origins in any of the original people of
 - North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
 - Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.
- minority population – Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed program, policy, or activity.

**CODE OF FEDERAL REGULATIONS, TITLE 23,
SECTION 450.314 METROPOLITAN PLANNING
AGREEMENTS. (AS OF NOVEMBER 29, 2017)**

- (a) The MPO, the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the providers of public transportation serving the MPA. To the extent possible, a single agreement between all responsible parties should be developed. The written agreement(s) shall include specific provisions for the development of financial plans that support the metropolitan transportation plan (see § 450.324) and the metropolitan TIP (see § 450.326), and development of the annual listing of obligated projects (see § 450.334).
- (b) The MPO, the State(s), and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes.
- (c) If the MPA does not include the entire nonattainment or maintenance area, there shall be a written agreement among the State department of transportation, State air quality agency, affected local agencies, and the MPO describing the process for cooperative planning and analysis of all projects outside the MPA within the nonattainment or maintenance area. The agreement must also indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas outside the MPA, will be treated for the purposes of determining conformity in accordance with the EPA's transportation conformity regulations (40 CFR part 93, subpart A). The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the MPA and the portion of the

nonattainment or maintenance area outside the MPA.

- (d) In nonattainment or maintenance areas, if the MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act (42 U.S.C. 7504), there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality related transportation planning.
- (e) If more than one MPO has been designated to serve an urbanized area there shall be a written agreement among the MPOs, the State(s), and the public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent metropolitan transportation plans and TIPs across the MPA boundaries, particularly in cases in which a proposed transportation investment extends across the boundaries of more than one MPA. If any part of the urbanized area is a nonattainment or maintenance area, the agreement also shall include State and local air quality agencies. The metropolitan transportation planning processes for affected MPOs should, to the maximum extent possible, reflect coordinated data collection, analysis, and planning assumptions across the MPAs. Alternatively, a single metropolitan transportation plan and/or TIP for the entire urbanized area may be developed jointly by the MPOs in cooperation with their respective planning partners. Coordination efforts and outcomes shall be documented in subsequent transmittals of the UPWP and other planning products, including the metropolitan transportation plan and TIP, to the State(s), the FHWA, and the FTA.
- (f) Where the boundaries of the urbanized area or MPA extend across two or more States, the Governors with responsibility for a portion of the multistate area, the appropriate MPO(s),

and the public transportation operator(s) shall coordinate transportation planning for the entire multistate area. States involved in such multistate transportation planning may:

- (1) Enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to interstate areas and localities within the States; and
 - (2) Establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.
- (g) If part of an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not designated as a TMA, the adjacent urbanized area shall not be treated as a TMA. However, a written agreement shall be established between the MPOs with MPA boundaries, including a portion of the TMA, which clearly identifies the roles and responsibilities of each MPO in meeting specific TMA requirements (e.g., congestion management process, Surface Transportation Program funds suballocated to the urbanized area over 200,000 population, and project selection).
- (h)
- (1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:

- (i) When one MPO serves an urbanized area;
 - (ii) When more than one MPO serves an urbanized area; and
 - (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.
- (2) These provisions shall be documented either:
- (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or
 - (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

SECTION 450.316 INTERESTED PARTIES, PARTICIPATION, AND CONSULTATION

- (a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
- (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
 - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - (v) Holding any public meetings at convenient and accessible locations and times;
 - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
 - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan

transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
 - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide nonemergency transportation services; and
 - (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

Appendix B: Prior Engagements

Here are past examples of work the MAG MPO has done to engage the public, historically disadvantaged populations, stakeholders, and agencies. Although these are past activities, many are ongoing and are planned to be expanded in the future.

Community Advisory Committee

The CAC is a new committee made up of representatives of historically disadvantaged communities along the Wasatch Front region. MPO staff attend and present at these meetings and propose many touch points in the future to fully engage this group with the development and approvals of MPO core plans and products.

Joint Policy Advisory Committee

The MPO attends, presents, and facilitates the JPAC every six years. This committee is made up of officials from the four urban areas of the state. The MPO presents and takes feedback about the RTP and coordinates with the committee to produce the statewide Unified Transportation Plan.

Open Houses

The MPO holds three transportation and planning open houses annually. These informal meetings are generally held at a city hall or senior center. The MPO partners with UDOT, UTA, Utah County, and the MPO municipalities to showcase each partner's current work, answer questions, and gain feedback. These events generally have 75 to 300+ participants.

Conferences

The MPO participates in many conferences, including the Utah Transportation Conference, the Utah League of Cities and Towns, the Utah Geographic Information Services Conference, the Utah American Planning Association and the Utah Public Works Association. At most of these annual events, the MPO sponsors a booth where it shares core products and study information and gathers feedback. Occasionally, the MPO participates in session presentations.

MPO Public Meetings

All MPO committees, including the MPO Technical Advisory Committee and the MPO Board, are advertised as open-to-the-public meetings with time allowed for public comment. Each meeting is advertised on the MAG Website, the state Public Meeting Website, and the MAG social media accounts, including a live broadcast on YouTube. Public meetings are also held during the public comment periods of the RTP and the TIP.

Regional Transportation Plan (RTP)

The MPO staff hold public interest forums at important stages during the development process. MPO committees are responsible for developing, reviewing, making recommendations, and final approval on the plan and air quality conformity determination. Before final adoption and any amendments afterward, an official 30-day public comment period and public meeting are held. MPO staff engage with communities and organizations through workshops, presentations, and website outreach techniques.

Transportation Improvement Program (TIP)

TIP project sponsors conduct public outreach in their jurisdictions regarding specific projects. MPO committees are responsible for developing, reviewing, making recommendations, and approving the final program and air quality determination. Before final adoption and any amendments afterward, an official 30-day public comment period and public meeting are held.

Appendix C: Potential Participants

"The MPO aims to effectively engage those affected by its policies, actions, and decisions and customize engagement efforts for each core product. When applicable, the MPO collaborates with federal, state, and local agencies as well as other organizations to involve the public and seek input in developing plans and processes for our agency and our partners. Below are lists of community services, organizations, agencies, and member jurisdictions that the MPO sees as potential participants in the planning process. These lists are only suggestions and may not include all relevant entities. The organizations listed are provided as examples and do not imply endorsement."

- advocacy organizations
- airport operations
- bike and pedestrian organizations
- Camp Williams Utah National Guard
- chambers of commerce
- city, county, and local agency staff
- city and town council members
- communities of speakers of languages other than English
- communities representing a diversity of ethnic and racial backgrounds
- Community Advisory Committee
- community-based service providers
- conservation interest groups
- county commissioners
- educational institutions
- Department of Environmental Quality
- disability community
- economic development corporations
- elderly and retired communities
- equity priority communities
- Federal Highway Administration
- federal lands agencies
- federal regulatory agencies
- Federal Transit Administration
- freight and transportation service providers
- Gardner Policy Institute
- general public
- Joint Policy and Advisory Committee
- low-income communities
- MPO Board members
- natural resource agencies
- newspaper
- online
- radio
- school districts
- state representatives
- state senators
- television
- U.S. representatives
- U.S. senators
- Utah Department of Transportation
- Utah Governor's Office
- Utah State House and Senate Representatives
- Utah Transit Authority
- Utah Transportation Commission
- Wasatch Choice Active Transportation Committee
- Wasatch Front Regional Council

Appendix D: Public Comment Posting

Public notice was posted on the [magutah.gov website](https://magutah.gov), the [State of Utah Public Notice website](#), in the MAG office, and on the MAG social media accounts on [Facebook](#), [Instagram](#), and [LinkedIn](#).

Website and Social Media Public Comment Writeup

The Metropolitan Planning Organization (MPO) has prepared the MAG MPO Public Engagement Plan (PEP). The PEP outlines how the MPO plans to involve and engage the public, transportation stakeholders, and historically underserved communities in developing and approving core MPO planning products. Federal transportation planning funds, provided through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and state and local funding, provide the revenues for these planning activities.

The public is invited to review and comment on the PEP document during the official public comment period. The comment period will run from Friday, August 30, 2024, until the close of business day on Monday, October 14, 2024. A public meeting will be held at the beginning of the regularly scheduled MPO Board meeting on October 3, 2024, at 5:30 pm at Central Utah Water Conservancy District, 1426 E 750 N St #400, Orem, UT 84097. However, comments and questions are always welcomed, even outside the comment period.

If you would like to give your comments or ask questions, you can do so by:

- Mail: PEP Comments, Attn. Kendall Willardson, 586 East 800 North, Orem, UT 84097
- Email: kwillardson@mountainland.org
- Website: www.magutah.gov/public
- Phone: 801-229-3800

Comments Received and Actions Taken

(to be inserted after the public review period)

Appendix E: List of Acronyms

The following is a list of acronyms used within the transportation planning community. Not all acronyms listed are used in this document, and the list is not all-inclusive.

- AA Alternatives Analysis
- ACS American Community Survey
- ADA Americans with Disabilities Act
- AGRC State Automated Geographic Reference Center
- AOG Association of Governments
- APC Automated Passenger Counting
- ATC Active Transportation Committee
- ATMS Advanced Traffic Management System
- AVL Automated Vehicle Location
- BEBR Bureau of Economic and Business Research
- BIL Bipartisan Infrastructure Law (see as IIJA)
- BMS Bridge Management System
- BRT Bus Rapid Transit
- BYU Brigham Young University
- CAT Committee on Accessible Transportation
- CDBG Community Development Block Grant
- CEDS Comprehensive Economic Development Strategy
- CMAQ Congestion Mitigation and Air Quality
- CMP Congestion Management Process
- CO₂ Carbon Dioxide
- COG Council of Governments – Counties
- CPG Consolidated Planning Grant
- DAQ Division of Air Quality
- DBE Disadvantaged Business Enterprise
- DCED Department of Community and Economic Development
- DEIS Draft Environmental Impact Statement
- DHS Department of Homeland Security
- DMU Diesel Multiple Unit
- DSPD State Division of Services for People with Disabilities
- EA Environmental Assessment EDA Economic Development Administration
- EDD Economic Development District
- EDMS Electronic Document Management System
- EEO Equal Employment Opportunity
- EIS Environmental Impact Statement
- EPA Environmental Protection Agency
- ESR Environmental Study Report
- FAA Federal Aviation Administration
- FAST-Act Fixing America's Surface Transportation Act of 2016
- FEIS Final Environmental Impact Statement
- FEMA Federal Emergency Management Agency
- FHWA Federal Highway Administration
- FMCSA Federal Motor Carrier Safety Administration
- FONSI Finding of No Significant Impact
- FTA Federal Transit Administration
- GIS Geographic Information System
- GMAT Grants Management Advisory Team
- GOED Governor's Office of Economic Development
- GOPB Governor's Office of Planning and Budget
- GPS Global Positioning System
- HOV High Occupancy Vehicle
- HPMS Highway Performance Monitoring System
- HUD U.S. Department of Housing and Urban Development
- ISTEA Intermodal Surface Transportation Efficiency Act of 1991
- IT Information Technology
- ICT Interagency Consultation Team
- IIJA Infrastructure Investment and Jobs Act of 2021
- ITS Intelligent Transportation System
- JARC Job Access and Reverse Commute
- JPAC Joint Policy Advisory Committee
- LCC Local Coordinating Council
- LEP Limited English Proficiency
- LPA Locally Preferred Alternative
- LRT Light Rail Transit
- LTAP Local Technical Assistance Program
- MAG Mountainland Association of Governments
- MAP-21 Moving Ahead for Progress in the 21st Century Act of 2012
- MPO Metropolitan Planning Organization

- NAAQS National Ambient Air Quality Standards
- NEPA National Environmental Protection Agency
- NOX Oxides of Nitrogen
- NTD National Transit Database
- PE Preliminary Engineering
- PMS Pavement Management System
- PM10 Particulate Matter < 10 microns
- PM2.5 Particulate Matter < 2.5 microns
- RCR Regional Commuter Rail
- REMM Real Estate Market Model
- RFP Request for Proposals
- RFQ Request for Qualifications
- ROD Record of Decision
- ROW Right-of-Way
- RPO Rural Planning Organization
- RTP Regional Transportation Plan
- SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005
- SIP State Air Quality Implementation Plan
- SOV Single Occupant Vehicle
- STIP Statewide Transportation Improvement Program
- STBG Surface Transportation Block Grant Program
- TAC Technical Advisory Committee
- TAP Transportation Alternatives Program
- TAZ Traffic Analysis Zone
- TCM Traffic Control Measure
- TDM Transportation Demand Management
- TDM Travel Demand Model
- TDP Transit Development Program
- TEA-21 Transportation Equity Act for the 21st Century
- TIP Transportation Improvement Program
- TMA Transportation Management Area
- TOD Transit-Oriented Development
- TSM Transportation System Management
- UAM Urban Airshed Model
- UCATS Utah Collaborative Active Transportation Study
- UCSP Utah Comprehensive Safety Plan
- UDOT Utah Department of Transportation
- UPWP Unified Planning Work Program
- UrbanSim Urban Simulation Land Use Model
- USDOT U.S. Department of Transportation
- USRP Utah State Rail Plan
- UTA Utah Transit Authority
- UVU Utah Valley University
- VMT Vehicle Miles Traveled
- VOC Volatile Organic Compounds
- WBRPO Wasatch Back Rural Planning Organization
- WFRC Wasatch Front Regional Council



M A G

Expert Resources. Enriching Lives.

The MAG MPO Public Engagement Plan is prepared by the MAG Metropolitan Planning Organization (MPO) as part of the Mountainland Association of Governments (MAG)

www.magutah.gov

586 East 800 North

Orem, UT 84097

801-229-3800

A woman with brown hair, looking directly at the camera, is holding a large pink sign with white text. The background is blurred, showing other people in a crowd.

MAG MPO Title VI Plan Draft

Public Comment on Draft Plan
Aug 30- Sept 29, 2024



MAG

Expert Resources. Enriching Lives.

MAG MPO Title VI Plan

The Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO) Title VI Plan is prepared by the MPO staff, in cooperation with the United States Department of Transportation, Utah Department of Transportation (UDOT), Utah Department of Environmental Quality (UDEQ), Utah Transit Authority (UTA), and the members of the MPO Board:

Mayor Michelle Kaufusi, Chair, City of Provo
Mayor Bill Wright, Vice Chair, City of Payson
Mayor Carla Merrill, City of Alpine
Mayor Brad Frost, City of American Fork
Mayor Natalie Hall, City of Bluffdale
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Director Bryce Bird, Utah Division of Air Quality

Acknowledgment

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Notice of Nondiscrimination

The MAG MPO follows all civil rights provisions of federal statutes and related authorities prohibiting discrimination in programs and activities requiring federal financial assistance. Therefore, the MPO does not discriminate based on race, sex, color, age, national origin, religion, disability, or income status in admission or access to and treatment in the MPO's programs and activities, as well as the MPO's hiring or employment practices. If you have any complaints of alleged discrimination or inquiries regarding the MPO's nondiscrimination policies, you may contact the MAG Title VI Administrator, Rebecca Smyrniotopoulos, 586 East 800 North Orem, UT 84097, or rsmyrn@magutah.gov.

MPO Board Resolution

To be added upon approval of plan

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1. Introduction

MAG Background

The Mountainland Association of Governments (MAG) is a planning organization through which local governments collaborate to establish guidelines, set policies, and allocate funding for transportation, local planning, community development, and aging and disability resources. The region includes Summit, Utah, and Wasatch Counties.

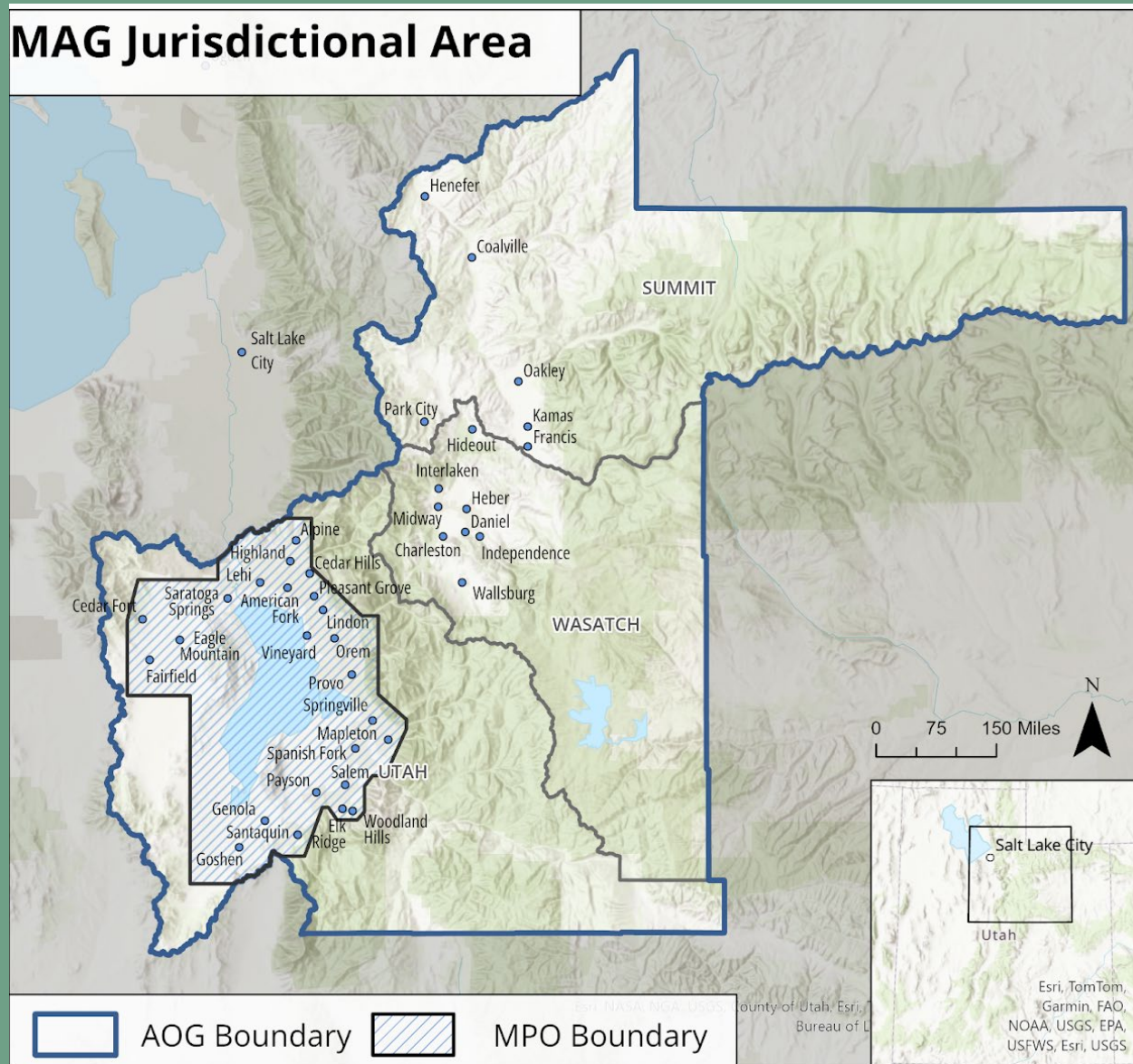
Within MAG is the federally designated Metropolitan Planning Organization (MPO) for the Provo-Orem urban area which provides comprehensive, coordinated planning for the metropolitan transportation planning process. The MAG and the MPO boundaries are shown in Figure 1.

The MPO is responsible for creating and implementing the Regional Transportation Plan and Transportation

Improvement Program, which plan and program the region's transportation needs, including roads, transit, and active transportation for the next 20+ years.

The MPO works with local communities to create regional transportation plans, anticipate growth, maintain environmental standards, and develop programs for overall mobility needs. The MPO provides technical assistance, conducts studies to address member local governments' requests, fosters cooperation among different groups, and involves the private sector. The MPO is committed to involving the region's residents in the planning process and will follow federal Title VI and environmental justice mandates to create an inclusive planning process with transparent public participation.

Figure 1: MAG Jurisdictional Area



Title VI Background

The MPO is a recipient of federal financial assistance. All recipients are required to comply with various non-discrimination laws and regulations including Title VI of the Civil Rights Act of 1964, which assures that,

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance.”

The MPO's work must be done with the involvement and for the benefit of all the region's residents. The MPO is guided by federal Title VI and Environmental Justice mandates and strives to meet these mandates and create an overall transparent, inclusive process. The MPO is committed to making Title VI and Environmental Justice a part of its process, integrated into all its programs and plans, and to guide public participation efforts.

Legal Framework

The following acts and executive orders guide the framework of this plan as they relate to non-discrimination:

Federal Non-Discrimination Acts

- Age Discrimination Act of 1975: “Prohibits discrimination based on age in programs or activities that receive federal financial assistance.”
- Americans with Disabilities Act of 1990: “Prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.”
- Civil Rights Restoration Act of 1987 (Pub. L. 100-159) “Clarifies the intent Title VI and other nondiscrimination requirements by restoring the broad coverage of nondiscrimination statutes and requirements to include all programs and activities that receive any portion of Federal funding.”
- Section 504, Rehabilitation Act of 1973 (29 USC 794) “Prohibits discrimination on the basis of disability.”
- Title VI of the 1964 Civil Rights Act states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be

denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

- Title 49 CFR Part 21 describes how the Title VI mandate applies to the transportation planning process for those receiving Federal financial assistance from the Department of Transportation. The Title VI Plan and resulting program policies are pursuant to this requirement.

Subsequent federal acts extend nondiscrimination requirements to gender (Federal Aid Highway Act 1973).

Executive Orders

The President issues Executive Orders to federal agencies, and agencies that receive federal assistance are required to follow the same mandates.

- Executive Order 12898: Federal actions to address Environmental Justice in Minority Populations and Low-Income Populations mandates that federal agencies or those receiving federal funds include Environmental Justice as part of their mission. The fundamental principles of Environmental Justice include:
 - Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on

minority and low-income populations;

- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

These guiding principles are found in the Department of Transportation’s Environmental Justice Strategy and have been incorporated into the Title VI Plan.

- Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency requires federal agencies to examine the services they provide, identify any need for services to those with Limited English Proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them.



2. MPO's Role in Title VI

General Requirements

Policy Statement

The MPO pledges to adhere to Title VI of the Civil Rights Act of 1964 and other federal nondiscrimination statutes that afford legal protection. This policy statement is maintained on MAG's website (magutah.gov), and a copy is also available in Appendix A Title VI Policy Statement.

Assurances

The MPO hereby gives assurances that no person shall, on the grounds of race, color, national origin, age, gender, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity conducted by the MPO regardless of whether those particular programs and activities are federally funded. It is the responsibility of every person within the MPO and all the MPO's responsible agents, contractors, and consultants to incorporate and implement actions consistent with nondiscrimination in programs. Refer to Appendix B Title VI Assurance for a signed copy.

Notice of Rights

The MPO provides a Title VI Notice of Rights against discrimination. This notice is maintained and posted on MAG's website (mountainland.org), in the lobby

of the Orem MAG office, and found in Appendix C Title VI Notice to the Public.

Complaint Procedures and Form

Any individual who believes that they have been subjected to discrimination or retaliation by any of the MPO's programs, services, or activities, as prohibited by Title VI of the Civil Rights Act of 1964, as amended, and related statutes, may file a written complaint. All written complaints received by the MPO shall be reviewed immediately. The complaint procedure and example complaint form can be found on MAG's website (mountainland.org), and a copy is also available in Appendix D Title VI Complaint Procedures and Form.

Public Engagement and Limited English Proficiency Plan

Informing and engaging the public in the transportation planning process is a continual effort. Language barriers may also inhibit or prohibit persons from fully engaging in the process. The MPO produces a Public Engagement Plan (PEP) and Limited English Proficiency (LEP) Plan to address these needs, which are found in the Public Involvement chapter (Ch. 4).

List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

The MPO keeps a log of transit-related Title VI investigations, complaints, and lawsuits, as required by applicable laws and regulations. The MPO does not have any active investigations, complaints, or lawsuits.

Minority Representation on Planning and Advisory Boards

The MPO acknowledges its responsibility to comply with Title 49 CFR Section 21.5(b)(1)(vii); however, at this time, the MPO does not have any transit-related, non-elected planning boards, advisory councils or committees, or similar committees, of which the membership is selected by the MPO staff, and therefore, no table is provided denoting the racial breakdown of the membership of such committees. To the extent that in the future, the MPO staff creates such committees and selects its membership, the MPO will encourage the participation of minorities in these committees and provide the required information.

Board Resolution

The MAG MPO Board adopted the Title VI Plan on October 3, 2024. The adoption resolution is found on page 2.

Organization and Staffing

The MAG Executive Director is ultimately responsible for ensuring full compliance with the provisions of Title VI of the Civil Rights. The MAG Human Resource Manager / Title VI Coordinator reports directly to the Executive Director. The MPO Title VI Liaison reports to the MPO Transportation Manager and works closely with the Title VI Coordinator.

Public Accommodation and Accessibility

The MPO promotes full accommodation and access to its meetings by publishing the following statement on its meeting agendas: "Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify Kimberly Brenneman at 801-229-3834, kbrenneman@mountainland.org at least 24 hours prior to the meeting." Additional information can be found in the ADA Accessibility Plan at magutah.gov/public.

Staff Training

To ensure nondiscrimination in its programs and activities, the MPO continues to offer its employees training related to Title VI and other applicable statutes.

Monitoring and Reporting

Between regular three-year updates, the MPO completes a report that documents completed activities from previous federal fiscal years that illustrate compliance with nondiscrimination requirements.

MPO Requirements

Demographic Profile

Metropolitan Planning Organizations must develop demographic profiles to identify minority populations under the FTA's Title VI Circular 4703.1B. In addition to Title VI and EJ populations, the MPO includes other populations—older adults and people with disabilities. These two different populations were chosen because they often encounter transportation disadvantages and may face barriers to participating in the transportation planning process. The data gathered during these efforts and the profiles themselves contribute to the MPO's planning and analysis efforts. These map profiles are found in the MPO Demographic Profile (Ch. 3) and the data tables in Appendix F Data Collection.

How the Mobility Needs of Minority Populations are Identified and Considered

Planning must be done with the involvement and for the benefit of all the region's residents. The MPO is guided by federal Title VI and Environmental Justice mandates, and the MPO strives to not only meet these mandates, but to create overall transparency and inclusive planning processes. As the MPO for the Provo-Orem urban area, the MPO has integrated Title VI and Environmental Justice planning processes into its programs and public participation efforts.

This helps to foster a region with an enhanced quality of life and a healthy environment for all its residents.

Additional information can be found in Public Involvement (Ch.4).

Public Transportation Investment Analysis

During the Title VI Plan update, staff analyze investments, in the aggregate, for public transit projects funded with state and federal funds in the MPO region. These are compared with demographic profiles previously identified. The analysis can be found in the Transportation System Analysis Section (Ch.5).

MPO Transportation System and Community Impacts

As part of the transportation programming and planning process, the MPO examines the transportation system throughout the region to identify any disparate or disproportionate effect on its vulnerable populations. The can be found in the Transportation System Analysis Section (Ch.5).



3. MPO Demographic Profile

Background

An understanding of regional demographics is needed to ensure that the MPO planning efforts support mobility and accessibility, do not adversely impact equity focus populations, and that the participation efforts reach all segments of the regional population.

The MPO is home to nearly 740,000 people and includes 25 communities. The area consists of the Provo-Orem urban area located in Utah County. The maps on the following pages display the region's census tracts by the percentage of vulnerable populations. Census tracts generally have a population size between 1,200 and 8,000 people, with an optimum size of 4,000 people. The spatial size of census tracts varies widely depending on population density. The vulnerable populations mapped include:

- Individuals of Color (including racial and ethnic minorities)
- Low-income Households (households below the federal poverty level).
- Individuals with limited English proficiency
- Individuals with a disability
- Adults age 65 and older

The populations included in this plan are aligned with the Environmental Justice and Impacted Communities Analysis performed for the Regional Transportation Plan, *Transplan50*. The analyses in this plan are intended to provide a baseline for developing and improving future Title VI Implementation Plans. The populations included fall into two groups:

- **Environmental Justice (EJ) and Limited English Proficiency (LEP):** as required by Title VI and LEP regulations.
- **Other Profiles:** Other vulnerable groups considered.

Environmental Justice and Limited English Proficiency Profiles

People of Color

The U.S. Census Bureau generally defines racial categories as “a social definition of race recognized in this country and not an attempt to define race biologically, anthropologically or genetically.”

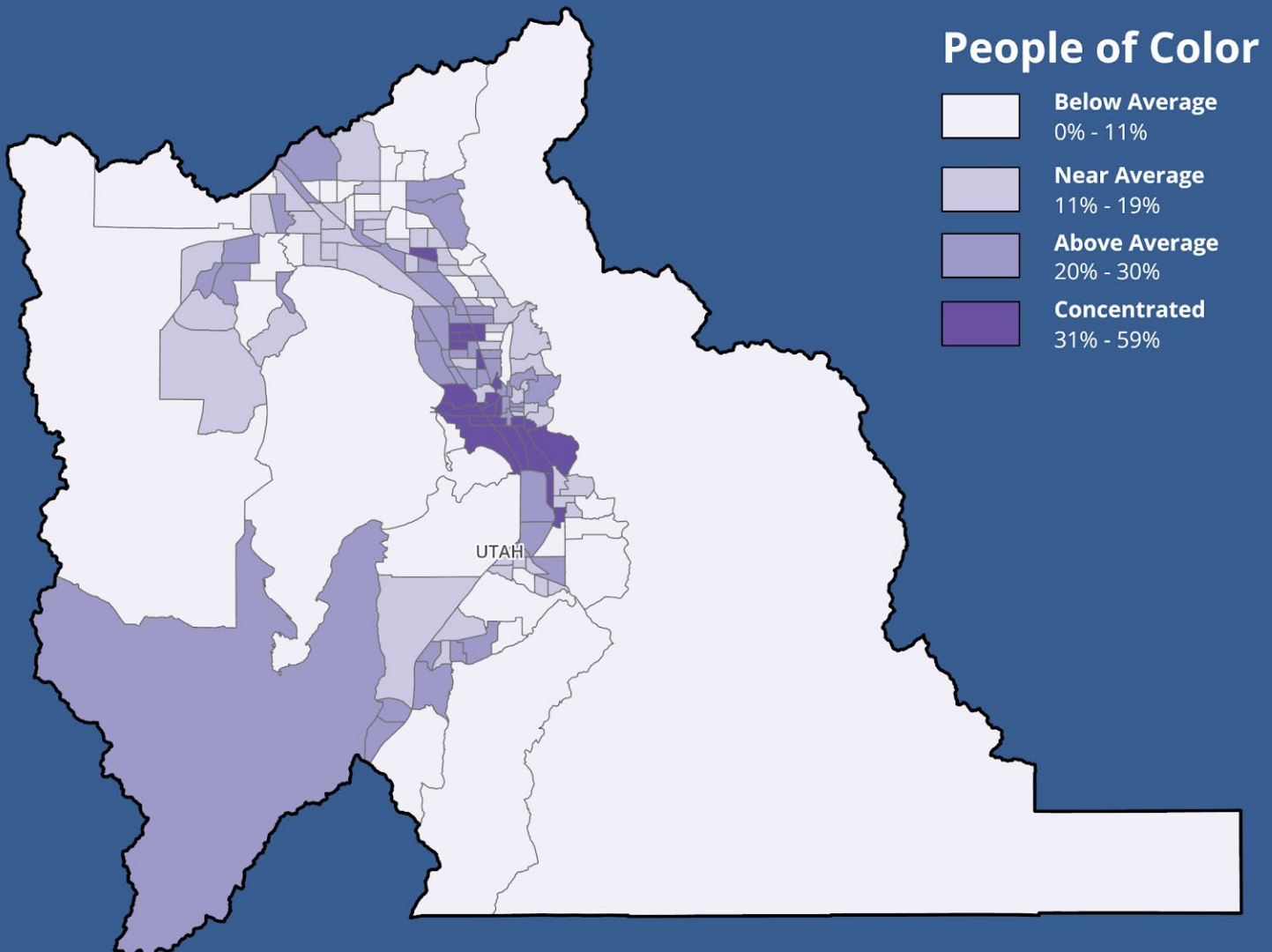
An individual can report as White, Black or African American, Asian, American Indian and Alaska Native, Native Hawaiian, and other Pacific Islander, some other race, or multiple races.

Ethnicity is used to determine whether an individual is of Hispanic origin or not, so

an individual of Hispanic origin may report as any race. The number of people of color is calculated by subtracting the non-Hispanic or Latino White population from the total population, which yields all people of color and Hispanic or Latino people.

In Utah County, 19% of the people Persons of Color. Figure 2 shows the percent of the population in the MPO region who are People of Color by census tract.

Figure 2 People of Color

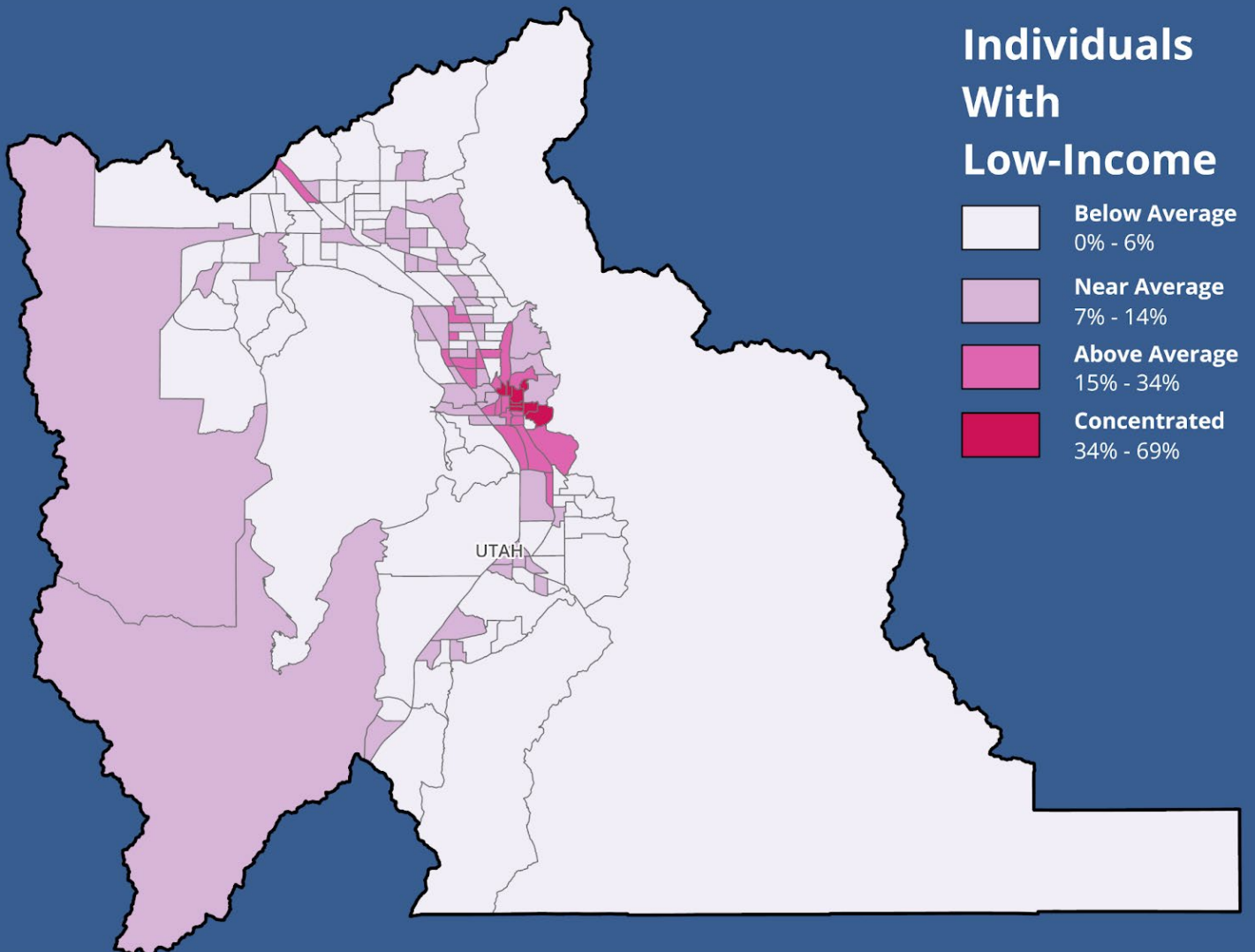


Individuals with Low-Income

Following the Office of Management and Budget's Statistical Policy Directive 14, the U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the poverty threshold, then the family and every individual in it is considered in poverty. The number of people with low income is calculated by summing all people in households with income less than 200% of the poverty level for their respective family size.

In Utah County, 10% of the population is low-income. Figure 3 shows the percentage of the population in the MPO region who are low-income by census tract.

Figure 3: Individuals with Low Income

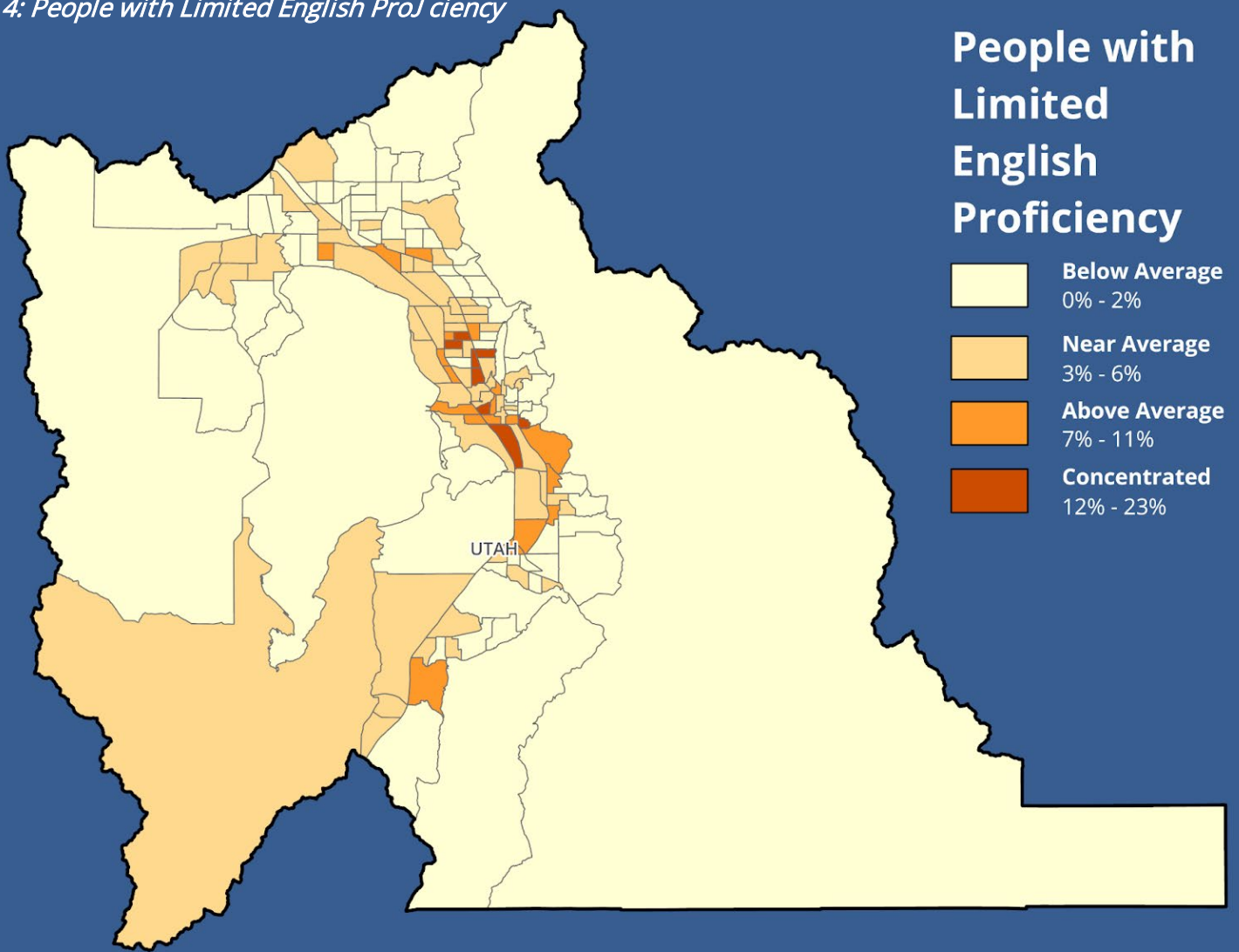


People with Limited English Proficiency

The Department of Justice and the Federal Interagency Working Group on Limited English Proficiency define people with limited English proficiency as “individuals who do not speak English as their primary language and who have a limited ability to read, speak, write or understand English.” The U.S. Census Bureau collects data on limited English-speaking households and individuals 5 years and older through the American Community Survey.

The MPO uses this data to identify the Limited English Proficiency population within the region. The number of people with limited English proficiency is calculated by summing all individuals 5 years and older who report speaking English “well,” “not well,” or “not well at all.” In Utah County, 4% of people have limited English proficiency. Figure 4 shows the percentage of the population in the MPO region with limited English proficiency by census tract.

Figure 4: People with Limited English Proficiency



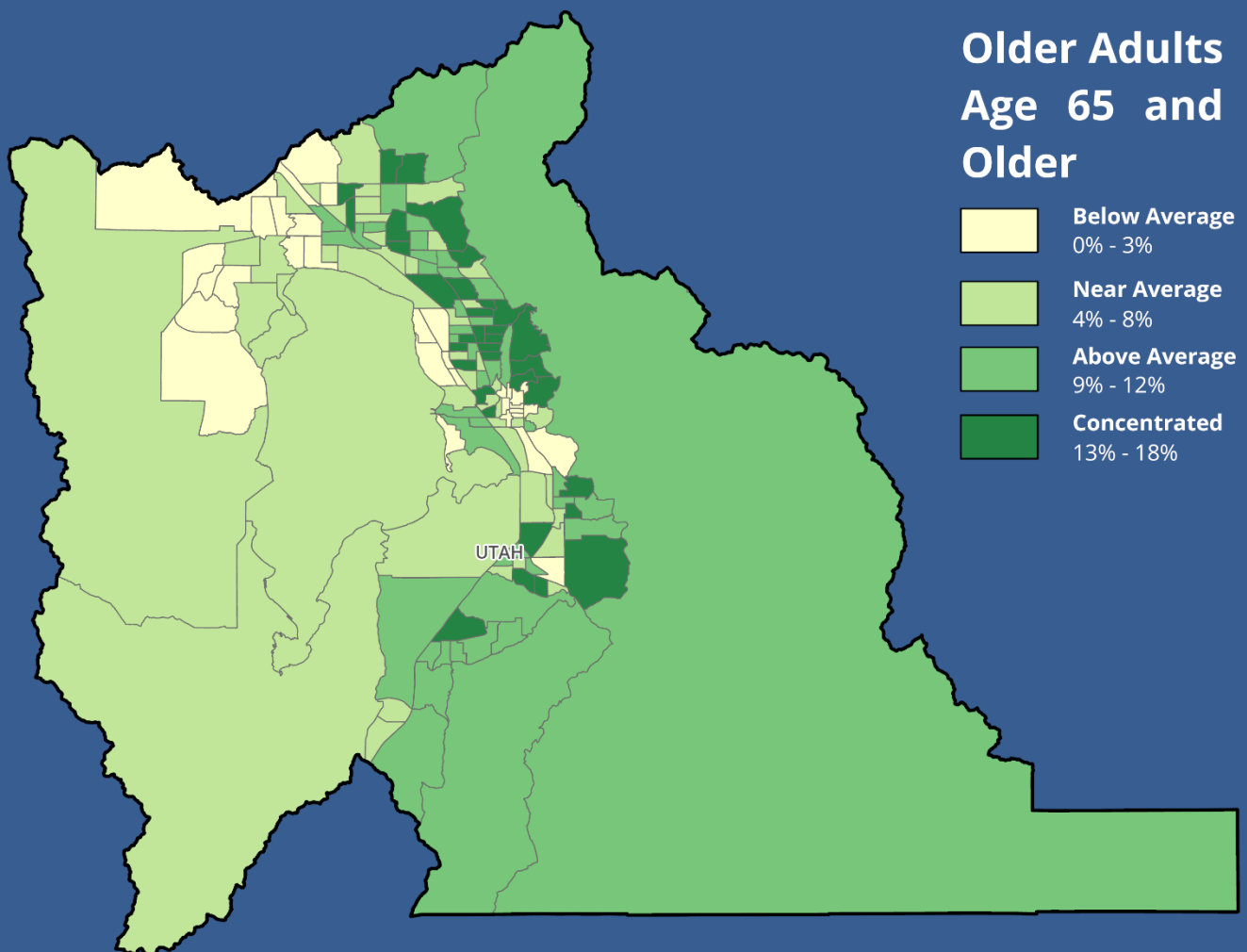
Other Demographic Profiles

Older Adults (65 and older)

In addition to the populations protected under Title VI and the EJ EO, the MPO includes other populations with the goal of improving their access to the MPO's transportation planning process and improving their transportation outcomes through MPO investments, studies, and policies. These additional populations are people with disabilities and older adults (65 years of age and older).

The MPO considers older adults to be those 65 and older. In Utah County, 8% of people are adults 65 and older. Figure 5 shows the percentage of older adults in the MPO region by census tract.

Figure 5 Older Adults Age 65 and Older



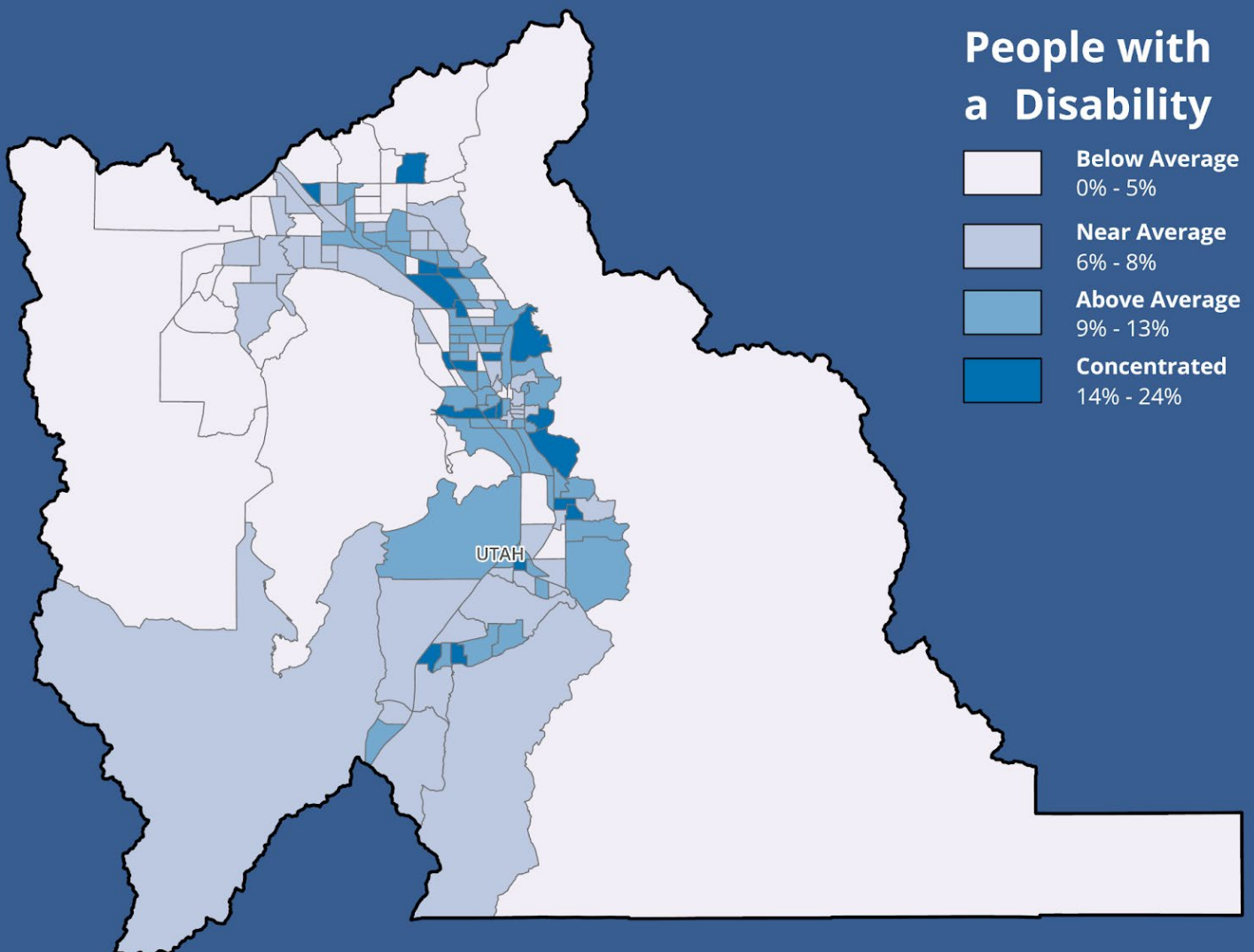
Individuals with a disability

The U.S. Census Bureau uses the definition selected by the U.S. Department of Health and Human Services to define individuals with disabilities, and the definition is outlined in Section 4302 of the Affordable Care Act. The American Community Survey uses a six-item set of yes-or-no questions to identify the portion of the population with at least one disability.

If a participant answers “yes” to any of the questions, that participant is recognized as a person with a disability.

The number of people with a disability at the tract level is calculated by summing males and females of all ages with a disability. In Utah County, 9% of people are individuals with a disability. Figure 6 shows the percentage of the population in the MPO region of people with disabilities by census tract.

Figure 6: People with a Disability



A photograph showing the back of a person with long brown hair wearing a red knit sweater, raising their right hand. In the background, other people are seated, and a whiteboard with colorful sticky notes is visible through a window.

4. Public Involvement

Public Engagement Plan

A Public Engagement Plan (PEP) provides the vision, framework, and process for how the MPO meaningfully engages the public in transportation decision-making. The MPO is committed to transparency and access to our services, information, and the decision-making process for people throughout the region. Figure 7 shows the goals for public engagement. The PEP is guided by goals and principles that consider EJ and Title VI populations. The PEP incorporates the following efforts to help ensure meaningful engagement:

- Community Advisory Committee**
 The CAC aims to ensure engagement and promote access to opportunities for all communities. It advises transportation partner agencies and works with equity groups to

coordinate in-person events accessible to historically disadvantaged communities.

- Translation Services**
 The MPO uses external organizations for translation services for safe-harbor languages, currently limited to Spanish. Staff will accommodate additional languages per the MPO Limited English Proficiency (LEP) Plan.

More information, including past engagement efforts, can be found in the PEP which is available on the MAG website at magutah.gov/public.

Figure 7: Goals for Public Engagement

Goals for Public Engagement

The MPO has developed plan goals to ensure meaningful participation with the public and transportation stakeholders in the MPO region:

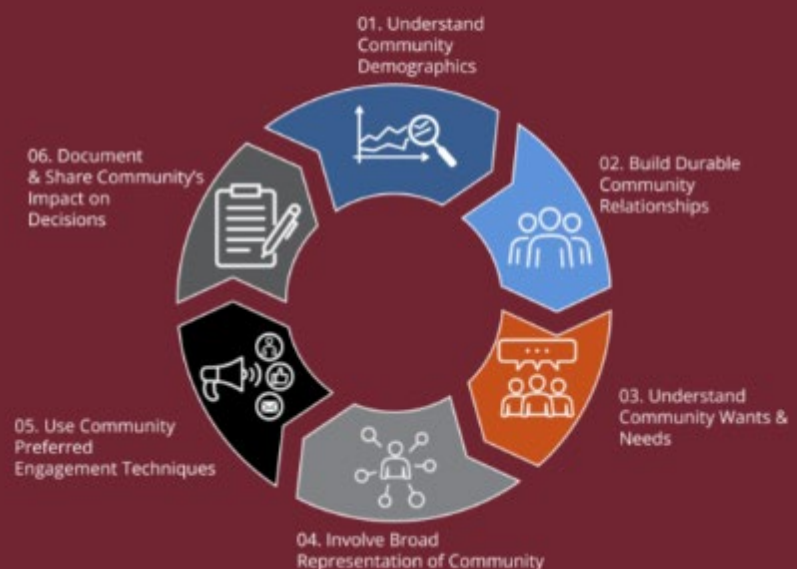
Goal 1 : Increase awareness of regional planning in the area, including communities historically underserved by the planning process.

Goal 2 : Ensure early, continuous, innovative, and broad public notification of and participation in major actions and decisions.

Goal 3 : Coordinate public involvement with agencies & local governments, as applicable.

Guiding Principles

The principles aim to achieve the plan's goals and provide a framework for effective strategies and engagement opportunities.



Limited English Proficiency Plan

The MPO is committed to engaging and involving all residents of the region, including those with limited English proficiency, in its activities. Therefore, in accordance with the best practice standards for public involvement identified by state and federal partners, the MPO has developed a Limited English Proficiency (LEP) Plan. The goal of the LEP Plan is to ensure that all residents of the region can, to the fullest extent practicable, participate in MPO activities.

The LEP Plan includes a Four-Factor Analysis that the MPO uses to assess language needs and determine reasonable steps to ensure meaningful access for LEP persons. The four-factor analysis considers the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives.
4. The resources available to the recipient and costs.

Additional information and other languages prominent in the MPO can be found in the LEP Plan on the MAG website at magutah.gov/public.

Engaging Minority and Other Groups in the MPO Planning Process

Title VI and Environmental Justice (EJ) considerations for minority and other EJ populations are carried out through:

1. Public participation efforts, as described in the MAG MPO Public Engagement Plan (PEP), for the MPO's core products to include the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).
2. Data and analytics efforts including a demographic profile analysis, assessment of public transportation funds, and assessing the regional transportation system as a whole for EJ groups as described in the Transportation System Analysis Section (Ch.5).

The MPO's approach to engagement is centered on the development of strong relationships with community members, particularly groups and organizations representing populations who have historically been underrepresented in the planning process.

Community Advisory Committee (CAC)

The CAC aims to ensure engagement and promote access to opportunities for all communities. The committee is a shared partnership between the MAG MPO and the MPO to the north, the Wasatch Front Regional Council (WFRC). It advises transportation partner agencies and works with equity groups to coordinate in-person events accessible to historically disadvantaged communities.

Activities include informing the CAC of transportation planning processes and gathering feedback on how the MPO can improve and better understand the needs of community groups. The PEP includes stages at which the CAC will be considered during the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) Planning processes.

Local Coordinated Human Service Transportation Plans

Transportation needs are also collected through the development of the Coordinated Plan created in partnership with Utah Transit Authority (UTA). One of the main functions of the plan is to identify unmet transportation needs for seniors and people with disabilities in the MPO region through extensive public engagement and identify strategies and actions to meet those needs.

The Coordinated Plan is completed every four years. Engagement is primarily done through focus groups and interviews with people who work closely with seniors and people with disabilities, such as councils on aging and regional coordinating councils.

More information, can be found in the plan which is available on the UTA website at

<https://www.rideuta.com/Rider-Info/Accessibility/Accessible-UTA/Coordinated-Mobility/Local-Coordinating-Councils>.



5. Transportation System Analysis

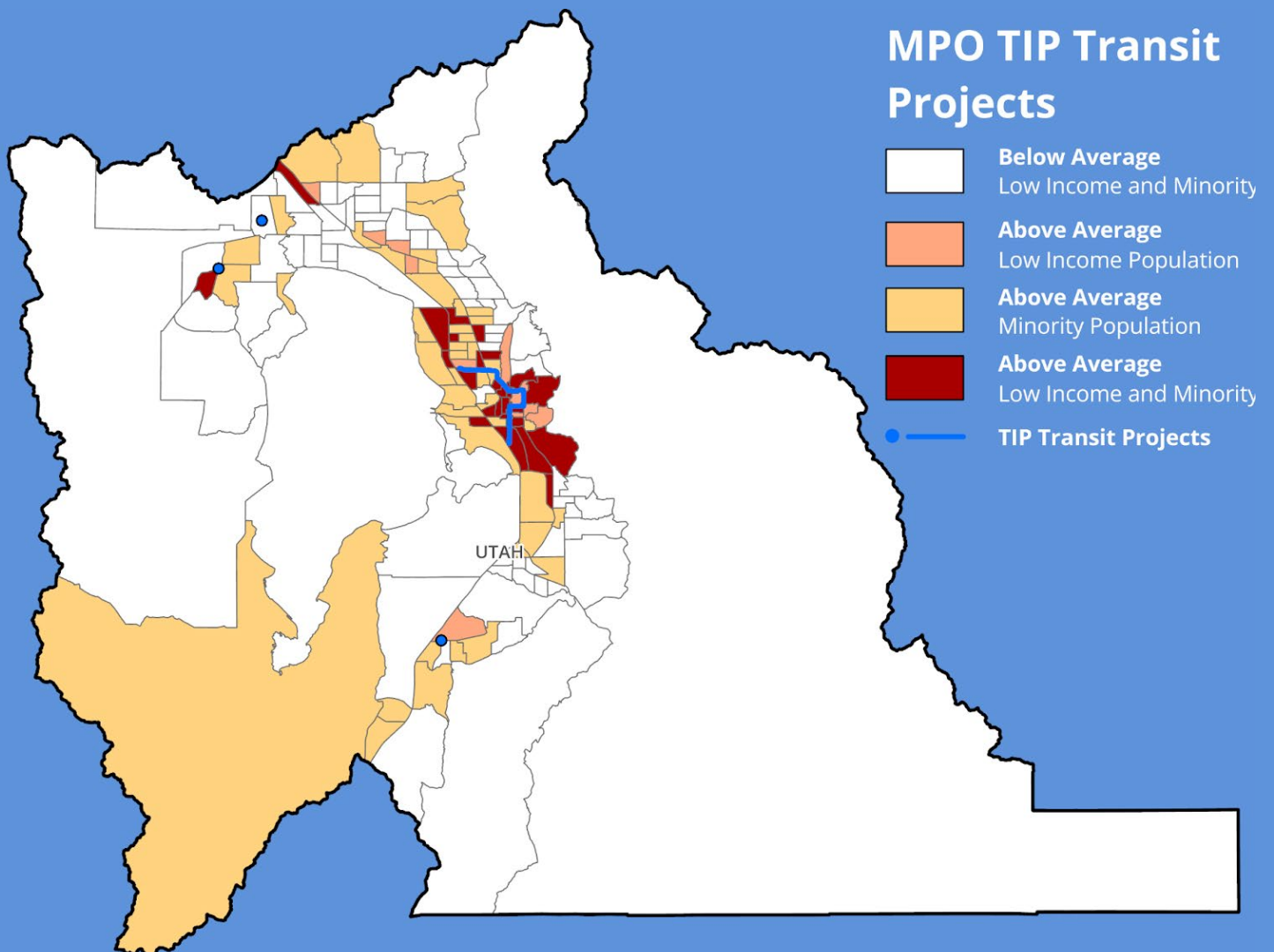
Analysis of Public Transit Investments

During the Title VI plan update, the MPO staff analyzes investments, in the aggregate, for public transit projects funded in the MPO region with state and federal funds. These are compared with demographic profiles previously identified, paying particular attention to environmental justice populations, including people of color (minorities) and low-income individuals.

The Title VI Plan analysis uses projects identified in the most recent Transportation Improvement Program (TIP) from Fiscal Years 2024-2029.

In developing the TIP, the MPO seeks to distribute transportation funds equitably throughout the region. Figure 8 shows census tracts with above-average environmental justice groups compared to transit investments in the current TIP. Figure 9 shows the total transit investments made in the region compared to transit investments that directly impact environmental justice populations or “impacted groups.” Direct impact projects are considered to benefit people who live within one-half mile of

Figure 8 MPO TIP Transit Projects



the project and do not include transit studies or projects that only benefit the region at large. Currently, 21% of transit investments are made in impacted group census tracts. This is near average for minority groups (19% of the population) and above average for individuals with low income (10% of the population).

Transit projects included in the Transportation Improvement Program are likely to increase access to essential opportunities and services, increase access to mobility choices and reduce injuries, fatalities, and crashes, especially for impacted communities.

Title VI, Environmental Justice, and Transportation System Analysis

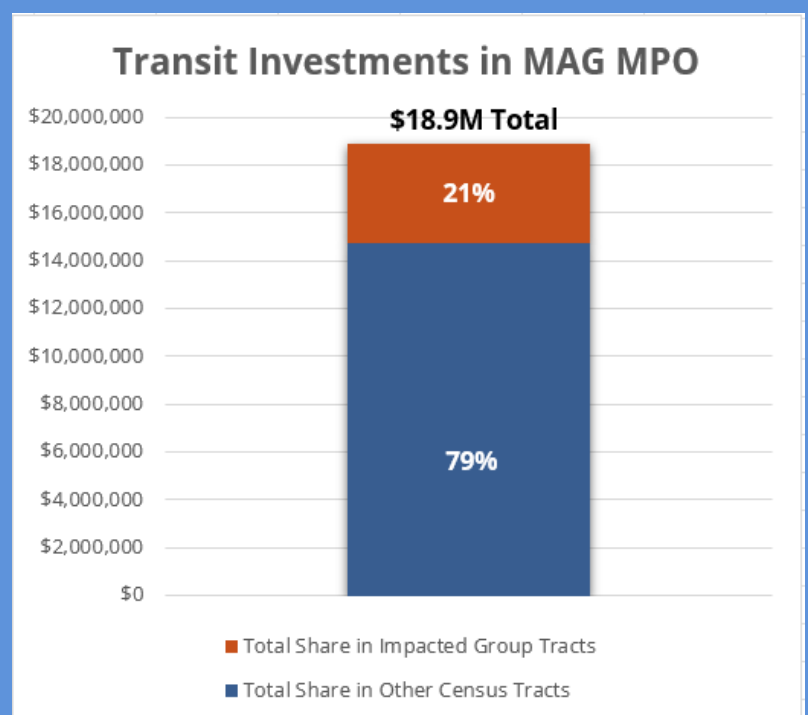
Title VI and Environmental Justice (EJ) considerations for minority and other EJ populations are carried out through:

Public participation efforts, as described in the MAG MPO Public Engagement Plan (PEP), for the MPO's core products which include the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Data and analytics efforts including a demographic profile analysis, an assessment of public transportation funds, and assessing the regional transportation system as a whole for EJ groups as described in this chapter.

These efforts are incorporated into planning processes such as the development of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), and are supported by the Unified Planning Work Program (UPWP), the Public Engagement Plan (PEP), and the Limited English Proficiency Plan (LEP).

Figure 9: Transit Investments in MAG MPO



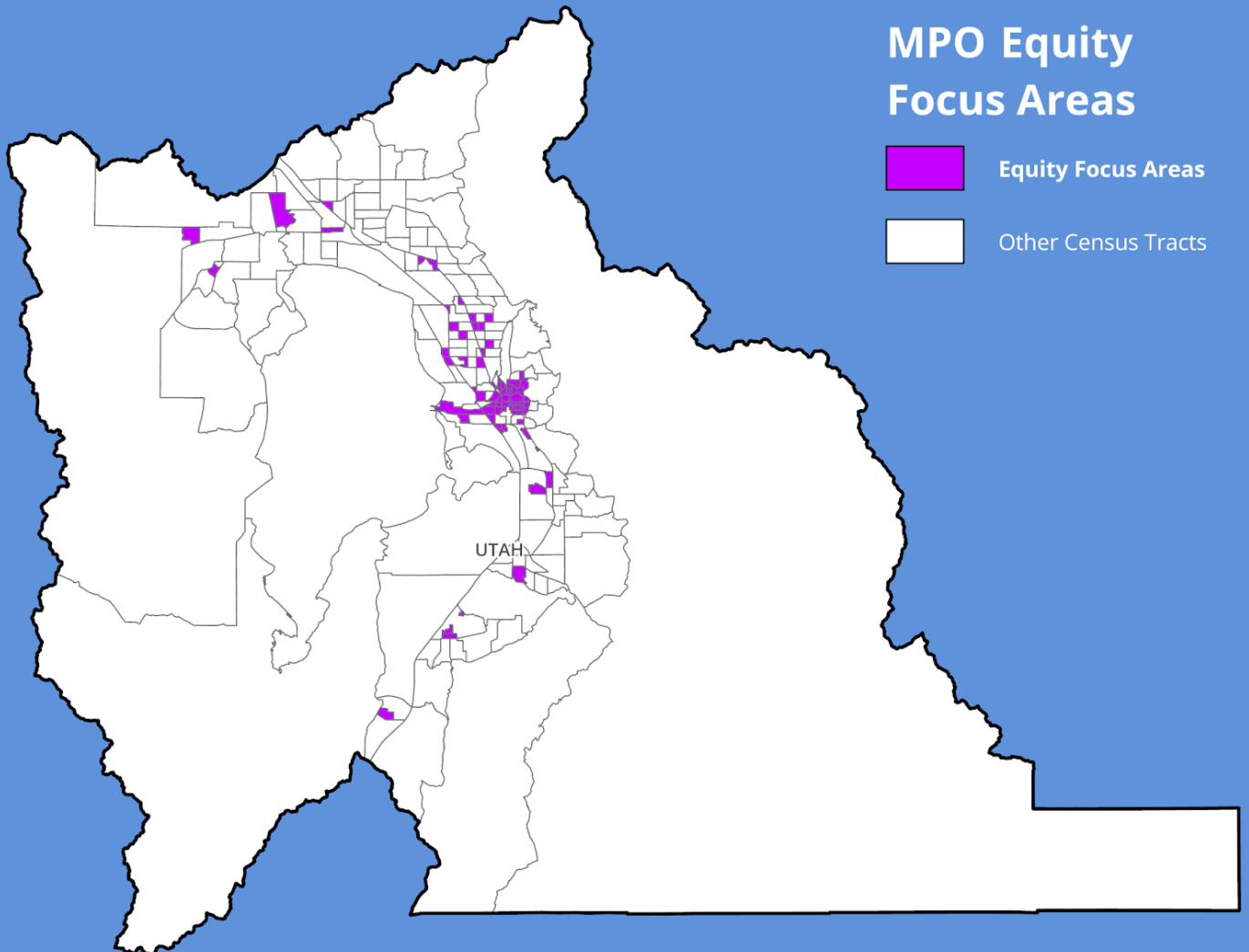
Title VI, Environmental Justice, and Regional Transportation Plan (RTP)

The MPO develops the Regional Transportation Plan (RTP) for the Provo-Orem area. The RTP is the fiscally constrained plan for roadway, transit, and active transportation improvements over the next 20+ years. The RTP is developed in accordance with federal guidelines and includes transportation facilities paired with land use development. Projects are identified, modeled, and financially phased with the help of the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA), as

well as local communities, transportation stakeholders, community-based organizations, and the general public through an extensive planning process.

Demographic data will be used through the Regional Transportation Plan development process to help identify and analyze the impacts of transportation projects that may serve EJ groups. The RTP, *TransPlan50*, considered Equity Focus areas in prioritizing projects, as shown in figure 10.

Figure 10: MPO Equity Focus Areas



This metric was compiled from the following criteria within a census tract:

- Greater than 25% Low-Income
- Greater than 40% Persons of Color
- Greater than 10% Zero-Car Households

With the next RTP, planned to be completed by the summer of 2027, staff will use updated EJ demographic metrics along with other performance measures that will consider EJ populations, including:

1. High Injury Network focused on transportation corridors with high crash rates. The metric was developed using the number and type of crashes and comparing them with equity tracts from USDOT Equitable Transportation Community Explorer.
2. Access to opportunities. In connection with highway and transit modes, analyze corridors that can provide better access for equity-focused areas.

Title VI, Environmental Justice Analysis and TIP

The MPO develops and manages the Transportation Improvement Program (TIP), a six-year program of roadway, transit, and active transportation projects. The TIP's total program amount represents approximately \$3.1B of infrastructure investments over a six-year

period. The TIP is updated annually following public review and comment. Biannually, the MPO selects projects with funds under the MPO's jurisdiction.

As an implementation program of the RTP, *TransPlan50*, the TIP relies on data produced by the RTP, which focuses on different metrics, such as EJ groups.

Biannually, the MPO analyzes TIP policies and procedures to improve how MPO funded TIP projects are scored, selected, and implemented. The Community Advisory Committee, which focuses on equity communities, as described in the Public Involvement chapter, will have the opportunity to comment on metrics that analyze TIP projects. The MPO will consider this feedback during the next TIP policy update.

As part of the Title VI Plan, public transportation investments are analyzed to determine their impacts on minority communities. This information can be found earlier in this chapter.



Appendices

Appendix A: Title VI Policy Statement



Title VI Policy Statement

It is the policy of the Mountainland Association of Governments Metropolitan Planning Organization that no person shall, on the basis of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other applicable non-discrimination Civil Rights laws and regulations.

The Mountainland Association of Governments Title VI Coordinator is granted the authority to administer and monitor the Title VI Plan as promulgated under Title VI Civil Rights Act of 1964 and any subsequent legislation and will provide assistance as needed. Further, the Mountainland Association of Governments Metropolitan Planning Organization recognizes the need for and provides training of staff on Title VI procedures.

Michelle Carroll
Executive Director
Mountainland Association of Governments

Date

For more information, contact:

Mountainland Association of Governments
Title VI Coordinator
Rebecca Smyrniotopoulos
586 East 800 North, Orem, UT 84097,
801-229-3800
rsmyrn@magutah.gov

Appendix B: Title VI Assurance

The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination

Assurances

DOT Order No. 1050.2A

The Mountainland Association of Governments, a Metropolitan Planning Organization (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including the DOT, including the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA)."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Federal Aid Highway Program and Federal Aid Transit Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with the Federal Aid Highway Program and Federal Aid Transit Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Mountainland Association of Governments, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to

provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, Mountainland Association of Governments also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the U.S. Department of Transportation (DOT), through the Utah Department of Transportation (UDOT) and the Federal Highway Administration's (FHWA) access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the U.S. Department of Transportation (DOT), through the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA). You must keep records, reports, and submit the material for review upon request to the U.S. Department of Transportation (DOT), through the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA), or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Mountainland Association of Governments gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Federal Highway Program and Federal Transit Program. This ASSURANCE is binding on Utah, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Federal Aid Highway Program and Federal Aid Transit Program. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Michelle Carroll, Executive Director

DATED _____

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation (DOT), through the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the U.S. Department of Transportation (DOT), through the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA), to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the U.S. Department of Transportation (DOT), through the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA), as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the U.S. Department of Transportation (DOT), through the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA), may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. canceling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the U.S. Department of Transportation (DOT), through the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA), may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the Mountainland Association of Governments will accept title to the lands and maintain the project constructed thereon in accordance with 23 U.S. Code § 107, the Regulations for the Administration of Federal Aid Highway Program, and the policies and procedures prescribed by the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Mountainland Association of Governments all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto Mountainland Association of Governments and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Mountainland Association of Governments, its successors and assigns.

The Mountainland Association of Governments, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Mountainland Association of Governments will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C**CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY,
OR PROGRAM**

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Mountainland Association of Governments pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Mountainland Association of Governments will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Mountainland Association of Governments will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Mountainland Association of Governments and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D**CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM**

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by Mountainland Association of Governments pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non discrimination covenants, Mountainland Association of Governments will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Mountainland Association of Governments will there upon revert to and vest in and become the absolute property of Mountainland Association of Governments and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

Appendix C: Title VI Notice to the Public

MAG MPO provides a notice of rights against discrimination under Title VI of the Civil Rights Act of 1964. This notice is maintained and posted on MAG's website, in the lobby of the Orem MAG office, and in this appendix.

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CIVIL RIGHTS/TITLE VI NON-DISCRIMINATION

Title VI and Nondiscrimination Commitment (FHWA)(FTA):

Pursuant to Title VI of the Civil Rights Act of 1964 and related laws and regulations, Mountainland Associations of Government Metropolitan Planning Organization (MAG) and Utah Department of Transportation (UDOT) will not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age, disability or income status.

Limited English Proficiency (LEP):

In accordance with Presidential Executive Order 13166 – *Improving Access to Services for Persons with Limited English Proficiency (LEP)*, MAG and UDOT is committed to taking the steps necessary to provide meaningful access to its services, programs and activities for people with limited English proficiency.

Language Assistance:

Services are provided free without charge for individuals with special needs and/or disabilities. The public will have access to translators, "I Speak Cards", Text Telephone (TTY), Telecommunication Device (TDD) services, and vital documents translated when requested.

Environmental Justice:

MAG and UDOT is committed to full compliance with the requirements of Title VI of the Civil Rights Act of 1964 and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." During the public participation process, minority populations, including but not limited to low-income, minority, persons with disabilities, and senior citizen groups that have been traditionally under-served by existing transportation systems, shall be sought out in order to obtain their input relative to transportation needs. Title VI states that "no person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." UDOT and MAG have developed and adopted a comprehensive Title VI Plan, available at www.udot.utah.gov/go/titlevi and www.magutah.gov/public.

ADA/504 Statement:

Pursuant to Section 504 of the Rehabilitation Act of 1973 (Section 504), the Americans with Disabilities Act of 1990 (ADA) and related federal and state laws and regulations, MAG and UDOT will make every effort to ensure that its facilities, programs, services, and activities are accessible to those with disabilities. MAG and UDOT will provide reasonable accommodation to disabled individuals who wish to participate in public involvement events or who require special assistance to access MAG and UDOT facilities, programs, services or activities. Because providing reasonable accommodation may require outside assistance, organization or resources, MAG and UDOT asks that requests be made at least five (5) calendar days prior to the need for accommodation. Questions, concerns, comments or requests for accommodation should be made to UDOT's ADA Coordinator.

Complaint Procedures:

FHWA /FTA has established a discrimination complaint procedure and will take prompt and reasonable action to investigate and eliminate discrimination when found. Any person who believes that he or she has been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with FHWA/FTA. Any such complaint must be in writing and filed with the FHWA/FTA within one hundred eighty (180) calendar days following the date of the alleged discriminatory occurrence. For more information, please contact MAG or UDOT's Title VI Coordinator.

MAG Title VI Coordinator

Rebecca Smyrniotopoulos
586 East 800 North
Orem, UT 84097
Email: rsmyrn@magutah.gov
Phone: 801-229-3800

UDOT Title VI Specialist

PO BOX 141265
Salt Lake City, UT 84114-1265
Email: civilrights@utah.gov
Phone: 801-965-4384

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DERECHOS CIVILES/TÍTULO VI NO DISCRIMINACIÓN

Título VI y Compromiso de No Discriminación (FHWA)(FTA):

De conformidad con el Título VI de la Ley de Derechos Civiles de 1964 y las leyes y reglamentos conexos, Mountainland Association of Governments (MAG) y El Departamento de Transporte de Utah (UDOT) no excluirá de la participación en, negará los beneficios o sujeto a discriminación a cualquier persona por motivos de raza, color, origen nacional, sexo, edad, discapacidad o ingresos Estado.

Dominio limitado del inglés (LEP):

De acuerdo con la Orden Ejecutiva Presidencial 13166 – Mejorar el acceso a los servicios para personas con dominio limitado del inglés (LEP), MAG y UDOT se compromete a tomar las medidas necesarias para proporcionar un acceso significativo a sus servicios, programas y actividades para personas con dominio limitado del inglés.

Asistencia de idiomas:

Los servicios se proporcionan de forma gratuita para personas con necesidades especiales y/o discapacidades. El público tendrá acceso a traductores, "I Speak Cards", Text Telephone (TTY), servicios de dispositivos de telecomunicaciones (TDD) y documentos vitales traducidos cuando se solicite.

Justicia Ambiental:

MAG y UDOT está comprometido con el pleno cumplimiento de los requisitos del Título VI de la Ley de Derechos Civiles de 1964 y la Orden Ejecutiva 12898, "Acciones Federales para Abordar la Justicia Ambiental en Poblaciones Minoritarias y Poblaciones de Bajos Ingresos". Durante el proceso de participación pública, se buscarán poblaciones minoritarias, incluidos, entre otros, los grupos de bajos ingresos, minorías, personas con discapacidad y personas de la tercera edad que tradicionalmente han sido desatendidos por los sistemas de transporte existentes, a fin de obtener sus aportaciones en relación con las necesidades de transporte. El Título VI establece que "ninguna persona en los Estados Unidos, por motivos de raza, color u origen nacional será excluida de la participación en, se les negarán los beneficios de, o será objeto de discriminación bajo cualquier programa o actividad que reciba asistencia financiera federal." UDOT y MAG han desarrollado y adoptado planes completo del Título VI, disponible en www.udot.utah.gov/go/titlevi, y www.magutah.gov/public.

Declaración ADA/504:

De conformidad con la Sección 504 de la Ley de Rehabilitación de 1973 (Sección 504), la Ley de Estadounidenses con Discapacidades de 1990 (ADA) y las leyes y regulaciones federales y estatales relacionadas, MAG y UDOT hará todo lo posible para garantizar que sus instalaciones, programas, servicios y actividades sean accesibles para las personas con discapacidades. MAG y UDOT proporcionará adaptaciones razonables a las personas discapacitadas que deseen participar en eventos de participación pública o que requieran asistencia especial para acceder a las instalaciones, programas, servicios o actividades de MAG y UDOT. Debido a que proporcionar adaptaciones razonables puede requerir asistencia, organización o recursos externos, MAG y UDOT solicita que las solicitudes se realicen al menos cinco (5) días calendario antes de la necesidad de adaptación. Las preguntas, inquietudes, comentarios o solicitudes de adaptación deben hacerse al Especialista Título VI de UDOT.

Procedimientos de reclamación:

FHWA / FTA ha establecido un procedimiento de queja por discriminación y tomará medidas rápidas y razonables para investigar y eliminar la discriminación cuando se encuentre. Cualquier persona que crea que ha sido agraviada por una práctica discriminatoria ilegal bajo el Título VI tiene derecho a presentar una queja formal ante FHWA / FTA. Cualquier queja de este tipo debe presentarse por escrito y presentada ante la FHWA / FTA dentro de los ciento ochenta (180) días calendario siguientes a la fecha del presunto hecho discriminatorio. Para obtener más información, comuníquese con MAG o el Especialista Título VI de la UDOT.

MAG Coordinador Titulo VI

Rebecca Smyrniotopoulos
586 East 800 North
Orem, UT 84097
Email: rsmyrn@magutah.gov
Teléfono: 801-229-3800

UDOT Especialista Titulo VI

PO BOX 141265
Salt Lake City, UT 84114-1265
Email: civilrights@utah.gov
Teléfono: 801-965-4384

Appendix D: Title VI Complaint Procedures and Form

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal assistance.

As a sub-recipient of the Utah Department of Transportation (UDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), the Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO) has adopted a Title VI Complaint Procedure as part of its Title VI Program. The purpose of Title VI is to prevent the denial, reduction, or delay of benefits to minority populations, to ensure full and fair participation by affected populations in transportation decisions, and to ensure that policies and programs of the MPO avoid producing disproportionately negative effects on minority populations.

Filing of Complaints

Complainants or their representative may file a written complaint with MAG's Title VI Coordinator at any time within one hundred and eighty (180) days from the date of the alleged discriminatory act. Contact information:

Rebecca Smyrniotopoulos, 586 E 800 N, Orem, Utah, 84601, by email at rsmyrn@magutah.gov, or by phone at 801-229-3800.

Complainants or their representative may also file a complaint with UDOT's Title VI Specialist. Contact information:

Vickie Pollock, 4501 South 2700 West, P.O. Box 148380, Salt Lake City, UT 84114-1265, by email at vpollock@utah.gov, or by phone at 801-965-4384.

All complaints to include the following information:

- Name, address, phone number, and email (if available) of the Complainant
- Name, address, phone number, and relationship of a representative to Complainant (if applicable)
- Basis of complaint (i.e. race, color, national origin)
- Date of alleged discriminatory act(s)
- The date complaint was submitted to MAG MPO and/or UDOT
- A statement of the complaint, including specific details, relevant facts, and documentation.

Tracking System

MAG's Title VI Coordinator will maintain a Complaint Intake Log for MAG MPO complaints received establishing the race, color, or national origin or protected class of the complainant; the identity of the recipient; the nature of the complaint; the date of the

investigation, lawsuit, or complaint; a summary of the allegations; the status of the investigation, lawsuit or complaint; and actions taken in response to the investigation, lawsuit or complaint. These logs will be maintained electronically (five years) and in hardcopy format (three years) at the MAG offices.

Procedure of Investigation of Complaints

Within 15 calendar days after receipt of the complaint, MAG's Title VI Coordinator shall confirm receipt and inform the Complainant of the investigation process in writing. The MAG MPO cannot investigate Title VI complaints against itself, so the complaint will be forwarded to UDOT's Title VI Coordinator, and this action will be recorded in the Complaint Intake Log. UDOT's Title VI Coordinator will determine if the complaint has investigative merit. If the complaint is incomplete, additional information will be requested by UDOT's Title VI Coordinator, and the Complainant will have 15 calendar days to submit the requested information. Failure to provide the information may be considered good cause for a determination of no investigative merit.

Within 60 calendar days, if the complaint is determined to have merit, UDOT shall commence an investigation of the allegation(s). If the complaint does not warrant investigation, notification to the Complainant shall specifically state the reason for the decision. An investigation aims to determine whether there is a reason to believe that a failure to comply with Title VI of the Civil Rights Act of 1964 has occurred. In addition, UDOT will render a recommendation for action in a report of findings or resolution.

Within 90 calendar days, UDOT will notify the Complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will also advise the Complainant of his/her right to file a formal appeal with the UDOT's Title VI Coordinator if they are dissatisfied with the final decision rendered.

Resolution of Complaints

If a probable cause of discriminatory practice based on race, color, or national origin is found to exist, MAG MPO shall endeavor to eliminate said practice by means of a Remedial Action Plan. The Remedial Action Plan shall include a list of corrective actions accepted by the agency, a description of how the corrective action will be implemented, and a written assurance that the agency will implement the accepted corrective action in the manner discussed in the plan. Where attempts to resolve the complaint fail, the complainant shall be notified in writing of his or her right to submit the complaint to the Federal Highway Administration or the Federal Transit Administration as cited in FTA Circular 4702.1



TITLE VI DISCRIMINATION COMPLAINT FORM

Section I				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Email:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party:				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No
Section III				
I believe the alleged discrimination I experienced was based on (check all that apply)				
Title VI			Other Federal Non-Discrimination Statutes	
Race	Color	National Origin	Gender	Age
				Disability
Date of Alleged Discrimination (Month, Day, Year):				

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who you believe discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use a separate page and attach it to this form

Name of agency complaint is against:

Contact person:

Title:

Phone:

Explanation:

Section IV

You may attach any written materials or other information that you think are relevant to your complaint.

By signing below you acknowledge that the information in this complaint is true and accurate to the best of your knowledge and belief.

Signature and date required below:

Signature

Date

Appendix E: Data Collection

People of Color	Utah County
White Alone	537,162
Hispanic or Latino	83,047
Black or African American alone	3,616
American Indian and Alaska Native alone	1,834
Asian alone	9,260
Native Hawaiian and Other Pacific Islander alone	5,179
Some other race alone	1,293
Two or more races	24,630
Total Population	666,021
Population of People of Color	128,859
Percent People of Color	19%
Table Source: ACS 5-Year 2018-2022, B03002, Utah County Census Tract Summary	

Individuals with Low Income	Utah County
Population Below Poverty Level	57,565
Total Population	649,200
Percent Below Poverty Level	10%
Table Source: ACS 5-Year 2018-2022, B17001, Utah County Census Tract Summary	

Number or Proportion of LEP Persons in MAG MPO's Service Area		
Languages	Utah County	
	Total	Percent
Spanish	19,612	3.2%
French, Haitian, or Cajun	126	0.0%
German or other West Germanic languages	69	0.0%
Russian, Polish, or other Slavic languages	172	0.0%
Other Indo-European languages	1,248	0.2%
Korean	554	0.1%
Chinese (incl. Mandarin, Cantonese)	970	0.2%
Vietnamese	283	0.0%
Tagalog (incl. Filipino)	80	0.0%
Other Asian and Pacific Island languages	869	0.1%
Arabic	167	0.0%
Other and unspecified languages	155	0.0%
Percent LEP Persons	4%	
Total population	607,764	
Table Source: ACS 5-Year 2018-2022, C16001, Utah County Census Tract Summary		

Older Adults Age 65 and Older	Utah County
Population Over 65	51,513
Total Population	666,021
Percent Over 65	8%
Table Source: ACS 5-Year 2018-2022, B01001, Utah County Census Tract Summary	

Individuals with a Disability	Utah County
Population w/ Disability	56,278
Total Population	663,054
Percent w/ Disability	9%
Table Source: ACS 5-Year 2018-2022, B18101, Utah County Census Tract Summary	

Appendix F: List of Acronyms

The following is a list of acronyms used within the transportation planning community. Not all acronyms listed are used in this document, and the list is not all-inclusive.

AA Alternatives Analysis	EA Environmental Assessment
ACS American Community Survey	EDA Economic Development Administration
ADA Americans with Disabilities Act	EDD Economic Development District
AGRC Automated Geographic Reference Center (state)	EDMS Electronic Document Management System
AOG Association of Governments	EEO Equal Employment Opportunity
APC Automated Passenger Counting	EIS Environmental Impact Statement
ATC Active Transportation Committee	EPA Environmental Protection Agency
ATMS Advanced Traffic Management System	ESR Environmental Study Report
AVL Automated Vehicle Location	FAA Federal Aviation Administration
BEBR Bureau of Economic and Business Research	FAST-Act Fixing America's Surface Transportation Act of 2016
BIL Bipartisan Infrastructure Law (see as IIJA)	FEIS Final Environmental Impact Statement
BMS Bridge Management System	FEMA Federal Emergency Management Agency
BRT Bus Rapid Transit	FHWA Federal Highway Administration
BYU Brigham Young University	FMCSA Federal Motor Carrier Safety Administration
CAT Committee on Accessible Transportation	FONSI Finding of No Significant Impact
CDBG Community Development Block Grant	FTA Federal Transit Administration
CEDS Comprehensive Economic Development Strategy	GIS Geographic Information System
CMAQ Congestion Mitigation and Air Quality	GMAT Grants Management Advisory Team
CMP Congestion Management Process	GOED Governor's Office of Economic Development
CO2 Carbon Dioxide	GOPB Governor's Office of Planning and Budget
COG Council of Governments (counties)	GPS Global Positioning System
CPG Consolidated Planning Grant	HOV High Occupancy Vehicle
DAQ Division of Air Quality	HPMS Highway Performance Monitoring System
DBE Disadvantaged Business Enterprise	HUD U.S. Department of Housing and Urban Development
DCED Department of Community and Economic Development	ISTEA Intermodal Surface Transportation Efficiency Act of 1991
DEIS Draft Environmental Impact Statement	IT Information Technology
DESHS Department of Emergency Services and Homeland Security	ICT Interagency Consultation Team
DMU Diesel Multiple Unit	
DSPD State Division of Services for People with Disabilities	

IIJA Infrastructure Investment and Jobs Act of 2021
ITS Intelligent Transportation System
JARC Job Access and Reverse Commute
JPAC Joint Policy Advisory Committee
LCC Local Coordinating Council
LEP Limited English Proficiency
LPA Locally Preferred Alternative
LRT Light Rail Transit
LTAP Local Technical Assistance Program
MAG Mountainland Association of Governments
MAP-21 Moving Ahead for Progress in the 21st Century Act of 2012
MPO Metropolitan Planning Organization
NAAQS National Ambient Air Quality Standards
NEPA National Environmental Protection Agency
NOX Oxides of Nitrogen
NTD National Transit Database
PE Preliminary Engineering
PMS Pavement Management System
PM10 Particulate Matter < 10 microns
PM2.5 Particulate Matter < 2.5 microns
RCR Regional Commuter Rail
REMM Real Estate Market Model
RFP Request for Proposals
RFQ Request for Qualifications
ROD Record of Decision
ROW Right-of-Way
RPO Rural Planning Organization
RTP Regional Transportation Plan
SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005

SIP State Air Quality Implementation Plan
SOV Single Occupant Vehicle
SPWP Statewide Planning Work Program
STIP Statewide Transportation Improvement Program
STBG Surface Transportation Block Grant Program
TAC Technical Advisory Committee
TAP Transportation Alternatives Program
TAZ Traffic Analysis Zone
TCM Traffic Control Measure
TDM Transportation Demand Management
TDM Travel Demand Model
TDP Transit Development Program
TEA-21 Transportation Equity Act for the 21st Century
TIP Transportation Improvement Program
TMA Transportation Management Area
TOD Transit-Oriented Development
TSM Transportation System Management
UAM Urban Airshed Model
UCATS Utah Collaborative Active Transportation Study
UCSP Utah Comprehensive Safety Plan
UDOT Utah Department of Transportation
UPWP Unified Planning Work Program
UrbanSim Urban Simulation Land Use Model
USDOT U.S. Department of Transportation
USRP Utah State Rail Plan
UTA Utah Transit Authority
UVU Utah Valley University
VMT Vehicle Miles Traveled
VOC Volatile Organic Compounds
WBRPO Wasatch Back Rural Planning Organization
WFRC Wasatch Front Regional Council



MAG MPO

Limited English Proficiency Plan

Draft

Public Comment on Draft Plan

Aug 30- Sept 29, 2024



MAG

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MAG MPO Limited English Proficiency Plan

The Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO) Title VI Plan is prepared by the MPO staff, in cooperation with the United States Department of Transportation, Utah Department of Transportation (UDOT), Utah Department of Environmental Quality (UDEQ), Utah Transit Authority (UTA), and the members of the MPO Board:

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Mayor Bill Wright, Vice Chair, City of Payson
Mayor Carla Merrill, City of Alpine
Mayor Brad Frost, City of American Fork
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Notice of Nondiscrimination

The MAG MPO follows all civil rights provisions of federal statutes and related authorities prohibiting discrimination in programs and activities requiring federal financial assistance. Therefore, the MPO does not discriminate based on race, sex, color, age, national origin, religion, disability, or income status in admission or access to and treatment in the MPO's programs and activities, as well as the MPO's hiring or employment practices. If you have any complaints of alleged discrimination or inquiries regarding the MPO's nondiscrimination policies, you may contact the MAG Title VI Administrator, Rebecca Smyrniotopoulos, 586 East 800 North Orem, UT 84097, or rsmyrn@magutah.gov

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MAG Background

The Mountainland Association of Governments (MAG) is a planning organization through which local governments collaborate to establish guidelines, set policies, and allocate funding for transportation, local planning, community development, and aging and disability resources. The region includes Summit, Utah, and Wasatch Counties.

Within MAG is the federally designated Metropolitan Planning Organization (MPO) for the Provo-Orem urban area which provides comprehensive, coordinated planning for the metropolitan transportation planning process.

LEP Background

Most people living in the United States read, write, speak, and understand English. There are many people, however, for whom English is not their primary language. If those persons have a limited ability to read, write, speak or understand English, they are limited English proficient (LEP). Language barriers can often inhibit or prohibit LEP persons from accessing benefits and services, understanding and exercising rights, fulfilling responsibilities and obligations, and understanding the information provided to them regarding federally funded programs, activities, and services.

In an effort to ensure that all residents of the MPO region can, to the fullest extent practicable, participate in the transportation planning and decision-making process, the MPO has developed this LEP Plan. The LEP Plan outlines how to identify people who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

Legal Framework

The following acts and executive orders guide the framework of this plan as they relate to non-discrimination:

Federal Non-Discrimination Acts

- Title VI of the 1964 Civil Rights Act states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Executive Orders

The President issues Executive Orders to federal agencies, and agencies that receive federal assistance are required to follow the same mandates.

- Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency requires federal agencies to

examine the services they provide, identify any need for services to those with Limited English Proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them.

Four-Factor Analysis

The US Department of Transportation provides guidance that outlines four factors that the MPO uses to assess language needs and decides what reasonable steps should be taken to ensure meaningful access for LEP persons. The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives.
4. The resources available to the recipient and costs.

Factor 1 Analysis: The Number or Proportion of LEP Persons in MAG's Service Area

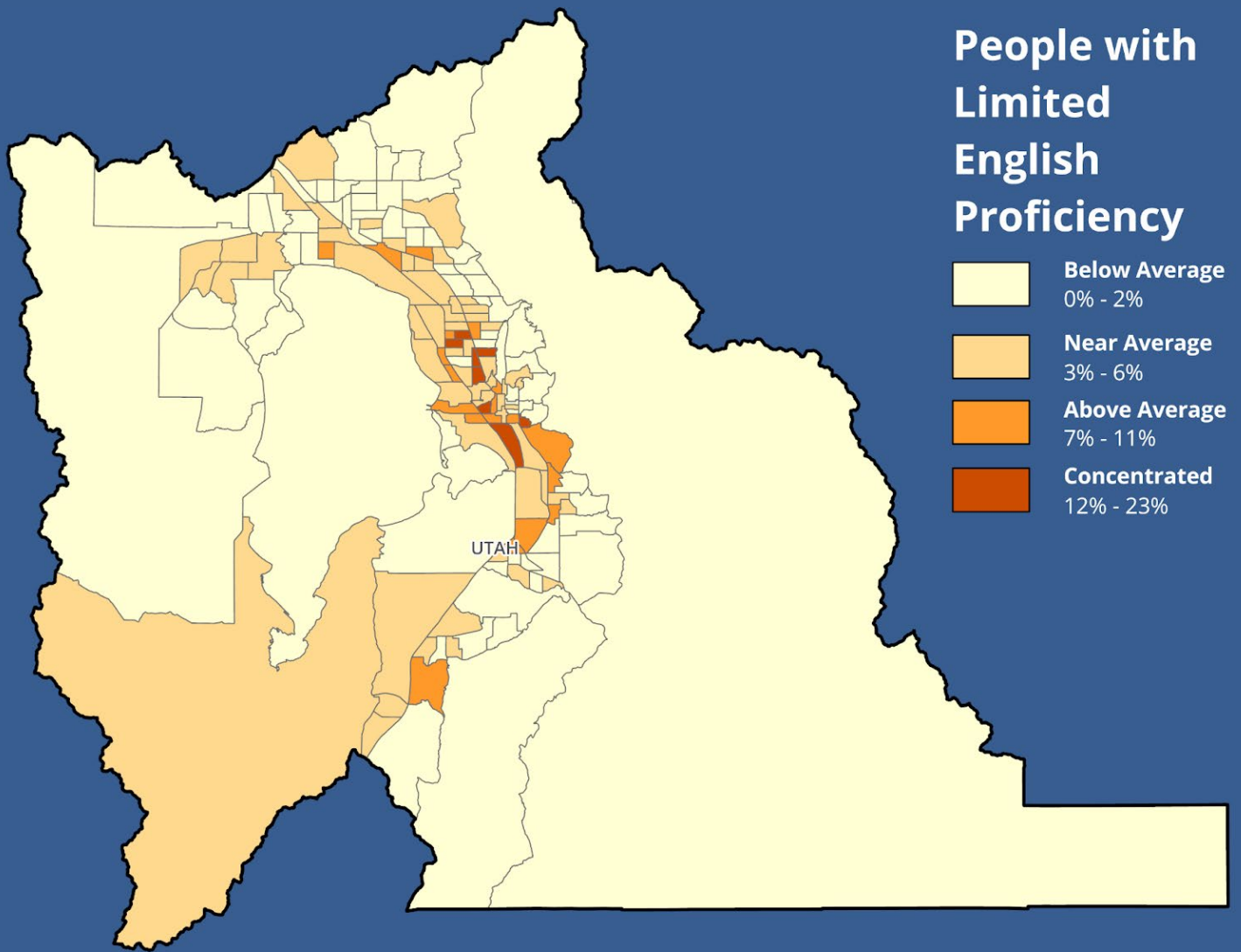
For the purposes of the Limited English Proficiency Plan, people 5 years and older who identified themselves as speaking English less than "very well" are considered to be people with limited English proficiency. Data is derived from the U.S. Census Bureau 2018-2022 American Community Survey. The data is shown in data form in table 1 and map form in figure 1.

The Safe Harbor Provision states that federal agencies are considered to have strong evidence of compliance if they have translated vital documents into the languages for LEP groups numbering 5% of the population or 1,000 persons, whichever is less.

Table 1 Number or Proportion of LEP Persons in MAG MPO's Service Area

Number or Proportion of LEP Persons in MAG MPO's Service Area		
Languages	Utah County	
	Total	Percent
Spanish	19,612	3.2%
French, Haitian, or Cajun	126	0.0%
German or other West Germanic languages	69	0.0%
Russian, Polish, or other Slavic languages	172	0.0%
Other Indo-European languages	1,248	0.2%
Korean	554	0.1%
Chinese (incl. Mandarin, Cantonese)	970	0.2%
Vietnamese	283	0.0%
Tagalog (incl. Filipino)	80	0.0%
Other Asian and Pacific Island languages	869	0.1%
Arabic	167	0.0%
Other and unspecified languages	155	0.0%
Percent LEP Persons	4%	
Total population	607,764	
Table Source: ACS 5-Year 2018-2022, C16001, Utah County Census Tract Summary		

Figure 1: People with Limited English Proficiency



Factor 2 Analysis: The Frequency With Which LEP Individuals Come in Contact with MAG

The MPO region has a rapidly growing population. Although MPO staff have acted only in limited ways with LEP persons to date, this relationship is anticipated to grow in the future. The previous analysis showed that approximately 4% of the region's population are people with limited English proficiency. Since the previous Limited English Proficiency Plan was completed in 2019, the MPO has received no formal requests by people with limited English proficiency seeking the translation of documents or interpreters at public meetings.

Factor 3 Analysis: The Importance of the Service Provided by MAG

MAG programs use federal funds to plan for various activities such as:

- Planning for short and long-range transportation projects implemented by the MPO, local governments, and other agencies.
- Partnering with local agencies and community organizations to develop corridor and small area transportation plans.

The MPO does not include any direct service or program that requires vital, immediate, or emergency assistance,

such as medical treatment or services for basic needs such as food or shelter.

Furthermore, the MPO does not conduct activities, such as applications or interviews, prior to participation in its programs or events. Involvement by any citizen with the MPO or its committees is voluntary.

However, the MPO will ensure that all segments of the population, including LEP persons, have the opportunity to be involved in the process.

As part of the transportation programming and planning process, the impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process for the use of federal funds in of the MPO's Regional Transportation Plan (RTP)

The MPO encourages public input and involvement from all residents or their representatives. The MPO posts agendas for all meetings, which are open to the public, on the MAG website. MPO staff are available to address community organizations as requested. MAG staff field inquiries from the public regarding transportation projects, other planning activities, and aging services. The MPO frequently updates its website so residents can learn about and follow MPO activities.

Factor 4 Analysis: The Resources Available and Overall Cost

The fourth factor of the analysis weighs the preceding three factors to assess the needs of people with limited English proficiency within the MPO region compared with the resources available to the MPO and the costs of providing access. The MPO is committed to offering all residents in the region the opportunity to participate in and receive services from the MPO's activities.

Due to budget constraints, the MPO is unable to translate all vital documents into all languages identified in the Safe Harbor Provision analysis. However, the MPO is committed to providing free oral language translation services at any time requested, as long as an appropriate amount of time is allowed to acquire translation services. MAG will consider requests for translation of other, non-vital, written documents on a case-by-case basis.

Identifying LEP Individuals Who Need Language Assistance

When first encountering an LEP individual in a face-to-face situation, the MPO will use language identification flashcards developed by the US Census Bureau. These cards have the phrase, "Mark this box if you read or speak 'name of language,'" translated into 38 languages. They were designed for use by

government and non-government agencies to identify the primary language of LEP individuals. The Census Bureau's language identification flashcard can be downloaded at www.lep.gov/ISpeakCards2004.pdf. The MPO may make them available at public meetings and other community input events. Once a language is identified, a relevant point of contact will be notified to assess feasible translation or oral interpretation assistance.

Types of Language Services Available

In the event that the MPO should receive a request for assistance in a language other than English, staff members will obtain the name and contact information of the person. Initially, the MPO will use Language Identification Flashcards, if needed, to determine the person's primary language.

The MAG website may be translated using free online translation services, browser extensions, and tools such as Google Translate.

The MPO will provide free oral language translation assistance, if requested. Within its budget and capabilities, and to the best of its abilities, MAG will ensure that LEP persons have a meaningful opportunity to participate in the transportation planning and decision-making process.

MAG MPO Staff Training

Current and incoming staff members will be briefed on the LEP Plan and how to assist LEP persons. They will also be instructed to keep a record of language assistance requests so that needs may be accurately assessed in the future.

Monitoring and Updating the LEP Plan

The Limited English Proficiency Plan will be updated every three years in connection with the required regular three-year update of the Title VI Implementation Plan. The MPO understands that its community profile continues to change and that the four-factor analysis may reveal the need for additional LEP services in the future. The MPO will consider the following components on a regular basis.

- How many LEP persons were encountered? Were their needs met?
- What is the current LEP population in the MAG planning area?
- Has there been a change in the types of languages where translation services are needed?
- Has MAG's available resources, such as technology, staff, and financial costs, changed?
- Has the MAG fulfilled the goals of the LEP Plan?
- Were there any complaints received?

- Have new federal or state regulations concerning LEP Plans been approved that necessitate changes to the current LEP Plan or MAG process for addressing LEP persons?
- Are there new methods or opportunities to conduct outreach to LEP populations?

Providing Notice to LEP Persons

As it is important to notify LEP persons that oral translation services are available, free of charge, in a language that would be understood, where appropriate and feasible, the MPO will include the following language in English and Spanish on agendas, on meeting minutes, and in informational/meeting packets.

Public participation is solicited without regard to age, sex, disability, race, color or national origin. Persons who require translation for a meeting should contact MAG's Executive Assistant at 801-363-4250 or kbreneman@magutah.gov.

Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar a asistente ejecutiva de MAG al teléfono 801- 363-4250 o kbreneman@magutah.gov.

Dissemination of the MAG's Limited English Proficiency Plan

The LEP Plan will be posted on the MAG's website and will be provided to the Utah Department of Transportation (UDOT), the Federal Highway Administration (FHWA), FTA, and/or any person or agency requesting a copy.

Complaint procedures and forms

Any individual who believes they have been subjected to discrimination or retaliation by any of the Mountainland Association of Governments programs,

services, or activities, as prohibited by Title VI of the Civil Rights Act of 1964, as amended, and related statutes, may file a complaint. All complaints received by the MPO shall be reviewed immediately. Visit the MAG website magutah.gov/public to access the latest versions of complaint procedures and forms.

MAG Title VI Coordinator

Rebecca Smyrniotopoulos
586 East 800 North
Orem, UT 84097
Email: rsmyrn@magutah.gov
Phone: 801-229-3800



MAG MPO

ADA Accessibility Plan

Draft

Public Comment on Draft Plan
Aug 30- Sept 29, 2024



MAG

Expert Resources. Enriching Lives.

MAG MPO ADA Accessibility Plan

The Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO) Title VI Plan is prepared by the MPO staff, in cooperation with the United States Department of Transportation, Utah Department of Transportation (UDOT), Utah Department of Environmental Quality (UDEQ), Utah Transit Authority (UTA), and the members of the MPO Board:

Mayor Michelle Kaufusi, Chair, City of Provo
Mayor Bill Wright, Vice Chair, City of Payson
Mayor Carla Merrill, City of Alpine
Mayor Brad Frost, City of American Fork
Mayor Natalie Hall, City of Bluffdale
Mayor Wyatt Cook, Town of Cedar Fort
Mayor Denise Andersen, City of Cedar Hills
Mayor Troy Walker, City of Draper
Mayor Tom Westmoreland, City of Eagle Mountain
Mayor Robert Haddock, City of Elk Ridge
Mayor Hollie McKinney, Town of Fairfield
Mayor Marty Larson, City of Genola
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Trustee Jeff Acerson, UTA Board
Director Bryce Bird, Utah Division of Air Quality

Acknowledgment

The preparation and publication of this document is financed in part by funds provided by the United States Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The provision of federal financial assistance should not be construed as denoting U.S. Government approval of any plans, policies, programs, or projects contained herein.

Notice of Nondiscrimination

The MAG MPO follows all civil rights provisions of federal statutes and related authorities prohibiting discrimination in programs and activities requiring federal financial assistance. Therefore, the MPO does not discriminate based on race, sex, color, age, national origin, religion, disability, or income status in admission or access to and treatment in the MPO's programs and activities, as well as the MPO's hiring or employment practices. If you have any complaints of alleged discrimination or inquiries regarding the MPO's nondiscrimination policies, you may contact the MAG Title VI Administrator, Rebecca Smyrniotopoulos, 586 East 800 North Orem, UT 84097, or rsmyrn@magutah.gov

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MAG Background

The Mountainland Association of Governments (MAG) is a planning organization through which local governments collaborate to establish guidelines, set policies, and allocate funding for transportation, local planning, community development, and aging and disability resources. The region includes Summit, Utah, and Wasatch Counties.

Within MAG is the federally designated Metropolitan Planning Organization (MPO) for the Provo-Orem urban area which provides comprehensive, coordinated planning for the metropolitan transportation planning process.

ADA Accessibility Background

The MPO will ensure that communications with individuals who have hearing, speech, vision, and/or other physical, mental, or cognitive limitations are as effective as communications with others in the delivery of its programs, services and activities. Upon request of a qualified individual with a disability affecting hearing, speech, vision, and/or other physical, mental, or cognitive limitations, the MPO will furnish appropriate auxiliary aids and services and reasonable accommodations to afford such an individual an equal opportunity to participate in and have

access to the MPO's programs, services and activities.

Legal Framework

The following acts and executive orders guide the framework of this plan as they relate to non-discrimination:

Federal Non-Discrimination Acts

- Americans with Disabilities Act of 1990: "Prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public."
- Section 504, Rehabilitation Act of 1973 (29 USC 794) "Prohibits discrimination on the basis of disability."

Reasonable Accommodation Plan

A qualified individual may request reasonable accommodation at any time; however, the accommodation may require advance planning, so receiving a request 72 hours prior to the time the accommodation is needed is preferred. The MPO may ask for documentation verifying the need for a reasonable accommodation, only to confirm the disability-related need(s) for the requested accommodation(s). The MPO may also request that the individual provide suggestions for reasonable accommodation.

Examples of reasonable accommodation may include, but are not limited to:

- Permitting a family member or other authorized representative to assist;
- Providing qualified language translators and interpreters;
- Permitting a service animal to assist while on the premises;
- Extending a submission deadline, if there is difficulty completing or collecting necessary documentation.

The decision to approve or deny a request for reasonable accommodation is made on a case-by-case basis and takes into consideration the disability and the needs of the individual as well as the

nature of the program, service, or activity in which the individual seeks to participate. A requested accommodation will not be approved if one of the following would occur as a result: a violation of State and/or Federal law, a fundamental alteration in the nature of the MPO program, service or activity, creation of an undue financial or administrative burden or an alteration that requires the removal or alteration of a load-bearing structural item or is otherwise structurally infeasible. Requests for reasonable accommodation should be submitted to the MPO's Executive Assistant.

MAG MPO Executive Assistant

Kimberly Brenneman

586 East 800 North

Orem, Utah, 84097

Email: kbrenneman@magutahgov

Phone: 801-229-3834

Request for Auxiliary Aids and Services

A qualified individual who anticipates participation in any MPO program, service, or activity should make a request for the type of auxiliary aid or service that he/she needs 72 hours prior to the time the aid or service is needed. The qualified individual's authorized representative may make the request for aid or service on his/her behalf. The MPO may make reasonable requests for documentation regarding the disability and the

appropriateness of, or need for, a specific auxiliary aid. The MPO will evaluate each request for an auxiliary aid or service on a case-by-case basis. Decisions for granting or denying an auxiliary aid or service will not be based on any generalized rules or broad policies but may include evaluation of whether another equally effective means of communication is available. In addition, the MPO is not required to provide an auxiliary aid or service if such would result in a fundamental alteration in the nature of the MPO program, service or activity or create an undue financial or administrative burden. Requests for auxiliary aids and services should be made to MPO's Executive Assistant.

MAG MPO Executive Assistant

Kimberly Brenneman
586 East 800 North
Orem, Utah, 84097
Email: kbrenneman@magutah.gov
Phone: 801-229-3834

Grievance Procedure

Any individual who believes that there has been a violation of this policy may register a grievance with the MPO. The MPO's Grievance Procedure has been established to meet the requirements of the ADA. It may be used by anyone who wishes to file a grievance alleging discrimination on the basis of disability in the provision of programs, services, activities, or benefits by the MPO. The MPO's Personnel Policy governs

employment-related grievances of disability discrimination. The grievance should be submitted by the complainant and/or his/her designee as soon as possible and no later than 60 calendar days after the alleged violation. The grievance should be in writing and contain information about the alleged discrimination, such as name, address, phone number of the complainant, and date, location, and description of the problem. Alternate means of filing a grievance, such as a personal interview with, the Title VI Coordinator or a tape recording of the grievance, will be made available upon request, for persons with disabilities:

MAG Title VI Coordinator

Rebecca Smyrniotopoulos
586 East 800 North
Orem, UT 84097
Email: rsmyrn@magutah.gov
Phone: 801-229-3800

Within 15 calendar days after receipt of the grievance, MAG's Title VI Coordinator or designee will meet with the complainant to discuss the grievance and the possible resolutions. Within 15 calendar days of the meeting, the Compliance Administrator or designee will respond to the complainant in writing, and where applicable, in a format accessible to the complainant, such as large print or audio tape. The response will explain the position of the MPO and

offer options for substantive resolution of the grievance.

Grievances can also be submitted to :
UDOT Civil Rights Department, Utah
Department of Transportation 4501
South 2700 West, PO BOX 141265, Salt
Lake City, UT 84114-1265 Phone: 801 965
4384; TTY Relay: 711 or 800 346 4128
civilrights@utah.gov

Within 15 calendar days after receipt of the grievance, the UDOT Civil Rights Administrator or designee will meet with the complainant to discuss the grievance and the possible resolutions. Within 15 calendar days of the meeting, the UDOT Civil Rights Administrator or designee will respond to the complainant in writing, and where applicable, in a format accessible to the complainant, such as large print or audio tape. The response will explain the position of UDOT and offer options for substantive resolution of the grievance.

If the response(s) do not satisfactorily resolve the issue, the complainant or his/her designee may appeal the decision within 15 calendar days after receipt of the response.

Within 15 calendar days after receipt of the appeal, the UDOT Civil Rights Administrator or designee will meet with the complainant to discuss the grievance and possible resolutions. Within 15 calendar days after the meeting, the

UDOT Civil Rights Administrator or designee will respond to the complainant in writing, and where applicable, in a format accessible to the complainant, with a final resolution of the grievance.

All written grievances received by MAG's Title VI Coordinator or UDOT's Civil Rights Administrator or their designees, or appeals to UDOT's Civil Rights Administrator or their designee, as well as all responses from these offices will be retained for three years after the date of the final resolution. In addition to, or in lieu of, filing a grievance with MAG or UDOT, an individual may submit a written complaint within 180 days of the alleged violation to either address below:

Director, Civil Rights Center

US Department of Labor
200 Constitution Ave, NW - Room N4123
Washington, DC 20210

Office of Fair Housing and Equal Opportunity

US Department of Housing and Urban Development
1670 Broadway, 22nd Floor
Denver, CO 80202
Phone: 303-672-5437 Toll Free: 1-800-877-7353 TDD/TTY: 303-672-5248 Fax: 303-672-5026
www.hud.gov/fairhousing

Notification of Policy

Notification of this policy will be provided to employees, applicants, participants, and members of the public who have hearing, speech, vision, communication

and/or cognitive limitations in a manner determined most effective, including making the policy available in large print or audio format. A staff member may also read this policy to an individual upon request.

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6 | MPO Grid Study Introduction

Shawn Eliot, Transportation Manager – 801-229-3841, seliot@mountainland.org

Alexis Verson (Horrocks) - 801-201-6373, alexis.verson@horrocks.com

BACKGROUND

The study team would like to update the MPO TAC on the streamlined approach for this analysis that will include existing conditions and prior plan review, stakeholder outreach, a network and gaps analysis, the development of typologies, a prioritized project list, and a process for jurisdictional transfers, based on local and national best practices. Finally, recommendations for code and rule changes, and funding recommendations will be presented.

Initiated in June 2024 and taking about 18 months to complete, this study will take a comprehensive look at the completeness, connectivity, and typologies of each roadway system in the state's four MPO planning areas. This study will define how a gridded roadway network directly affects the transportation outcomes that regions care about most, including access to opportunity, economic development, efficiency, safety, and equity. The study will explain the benefits of a strategically planned regional grid network and provide tools to each MPO, jurisdiction, and agency partner to show the value added through these investments and work together to implement them.

The study goals for this effort are to:

1. Define and communicate an ideal grid and its benefits for each MPO area
2. Develop common definitions, typologies, and performance metrics
3. Identify gaps and potential solutions
4. Prioritize solutions with the greatest multimodal benefits
5. Assess facility jurisdictional ownership and shed light on the process
6. Develop criteria and recommendations for optimal ownership and funding

Building a better grid network that is responsive to each region's geographies and growth patterns will require developing a clear picture of how each region's current and planned network evolved up to today, building understanding and buy-in on the value of a better network across the four MPOs and empowering each area with a vision, projects, and tools to move forward on implementation.

Part of the study will provide a foundation for a more refined and streamlined approach to the jurisdictional transfer process, which can be a major challenge for all parties involved. The financial implications for giving and receiving entities are a major hurdle, but non-monetary considerations are also critical. Factors such as function, speed, access, appearance, and maintenance frequency all

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come into play when considering jurisdictional ownership. By combining a fresh look at gaps, barriers, and potential improvements in the roadway grid with a re-evaluation of jurisdictional ownership, new opportunities may be unlocked for right-sizing streets to fit community needs and forging new connections that municipalities could not accomplish individually.

STAFF RECOMMENDATION

None, informational item only.

SUGGESTED MOTION

None, informational item only.

ATTACHMENTS

[Presentation](#)

MAG TAC

Statewide MPO Grid Study Update

August 26, 2024

01

Grid System Intro

02

Project Goals

03

Why Grids?

04

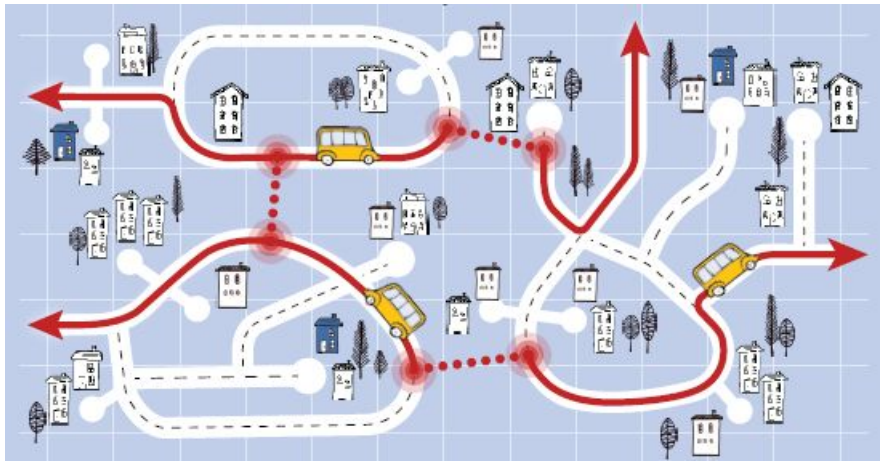
**Scope and Schedule
Review**

05

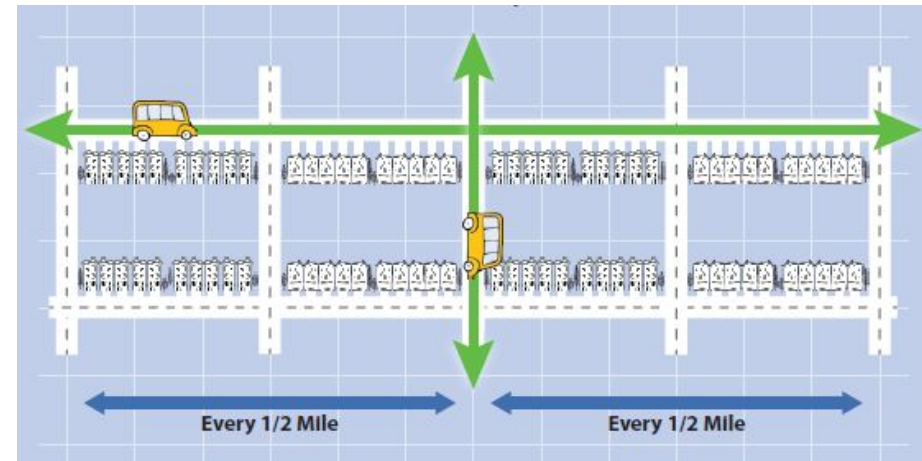
Logistics

What is a grid network?

- Regional in nature
- Provides mobility
- Provides access

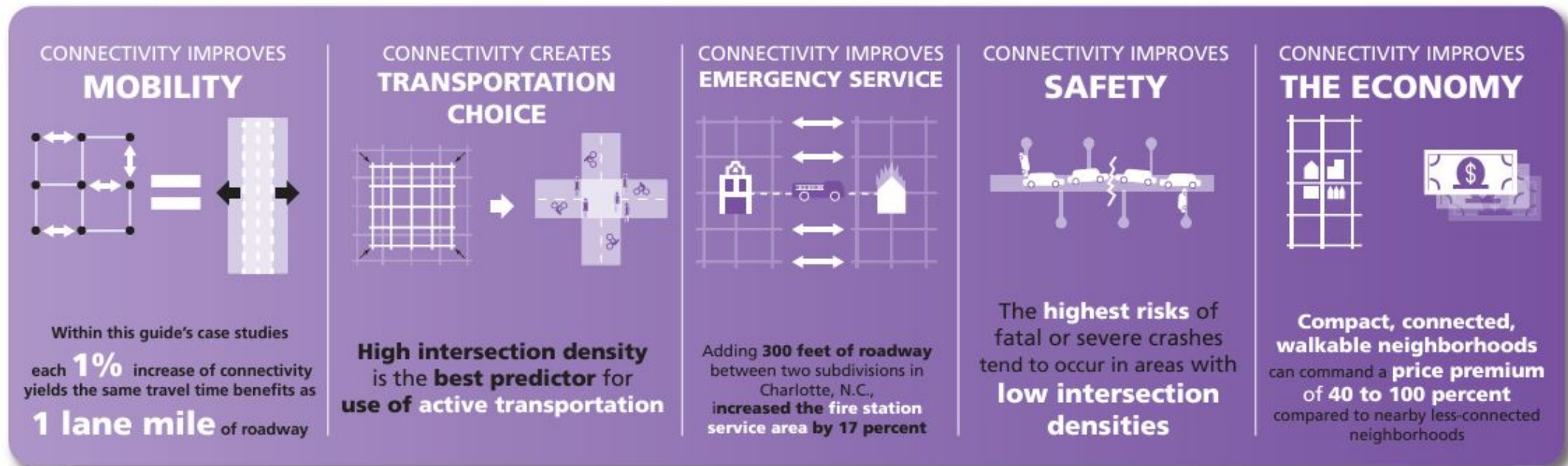


versus



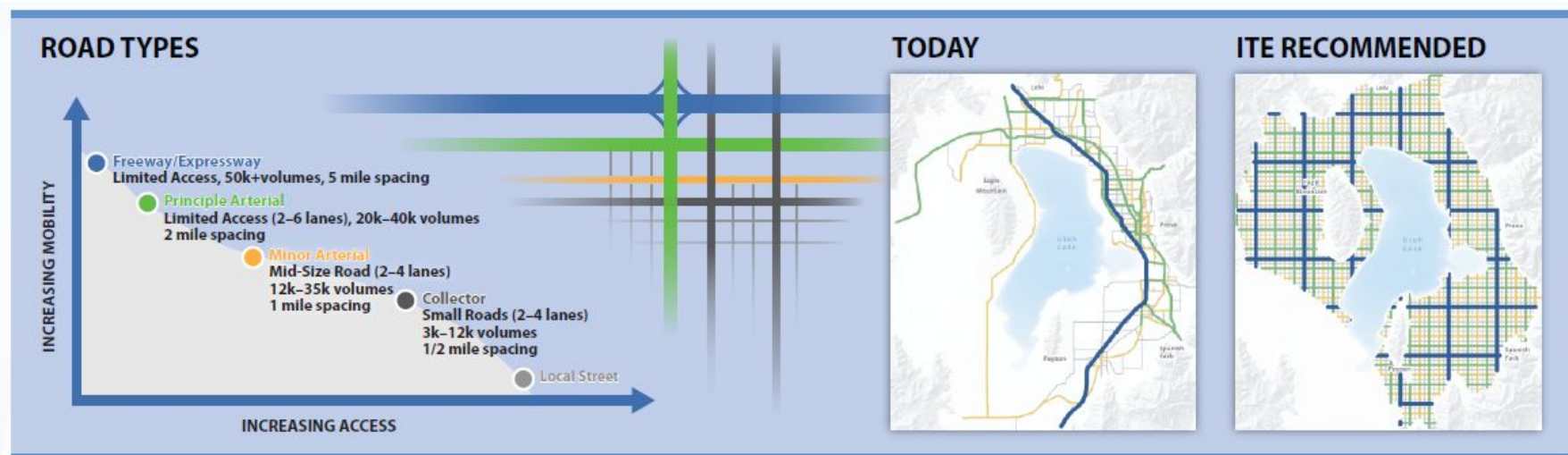
What are the benefits of a gridded network?

- Mobility and connectivity
- Safety
- Economic vitality
- Health



Study Needs

- Many roadways in the MAG area are at or near capacity
- The population of Utah County alone is expected to reach 1.3M in less than 30 years (currently ~730,000)
- Infrastructure changes must be made to absorb growth
- We know the needs in each area may differ due to the community context, built environment, land uses, and other factors



Study Goals

PHASE ONE

- Define and communicate an ideal grid and its benefits for each MPO area
- Develop common definitions, typologies, and performance metrics
- Identify gaps and potential solutions
- Prioritize solutions with greatest multimodal benefits

PHASE TWO

- Assess facility jurisdictional ownership and shed light on process
- Develop criteria and recommendations for optimal ownership and funding

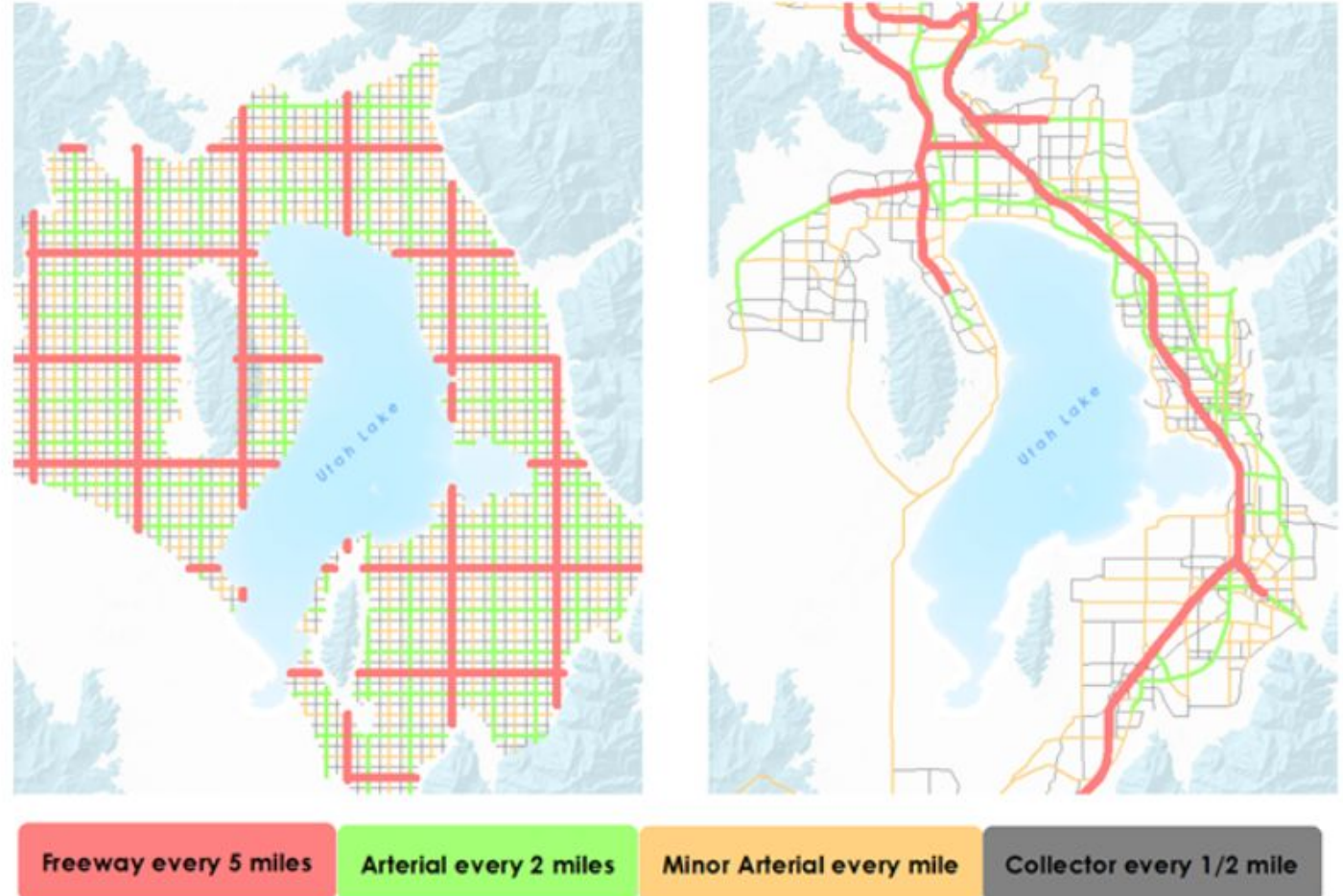
Key Considerations

- Building on prior work
- Multimodal
- Statewide
- Stakeholder-focused
- Policy and projects

Considering Context

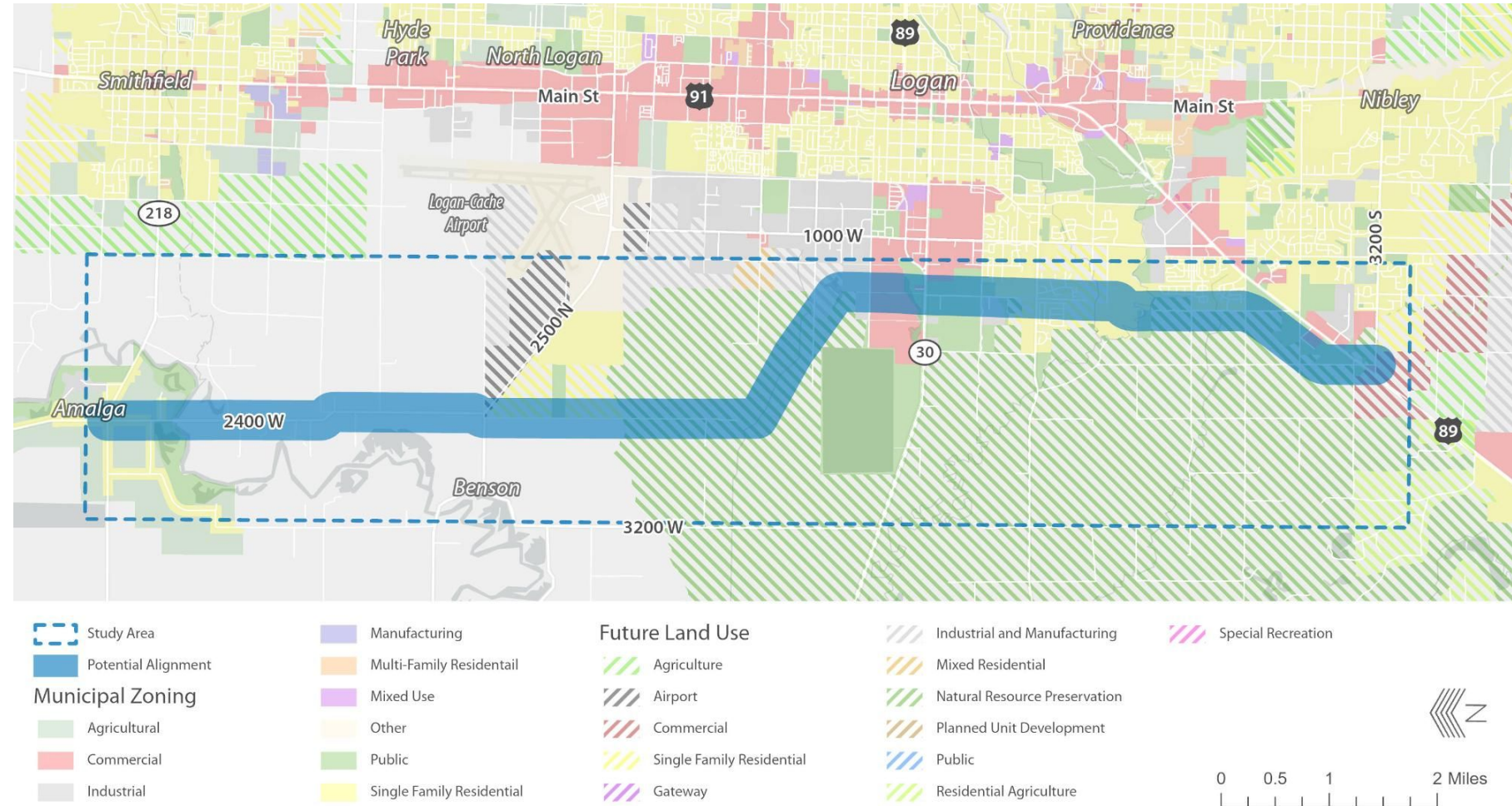
- Leveraging existing resources and recommendations
- “Right-sizing” to local context

ITE Ideal Spacing vs Planned 2040 Spacing*



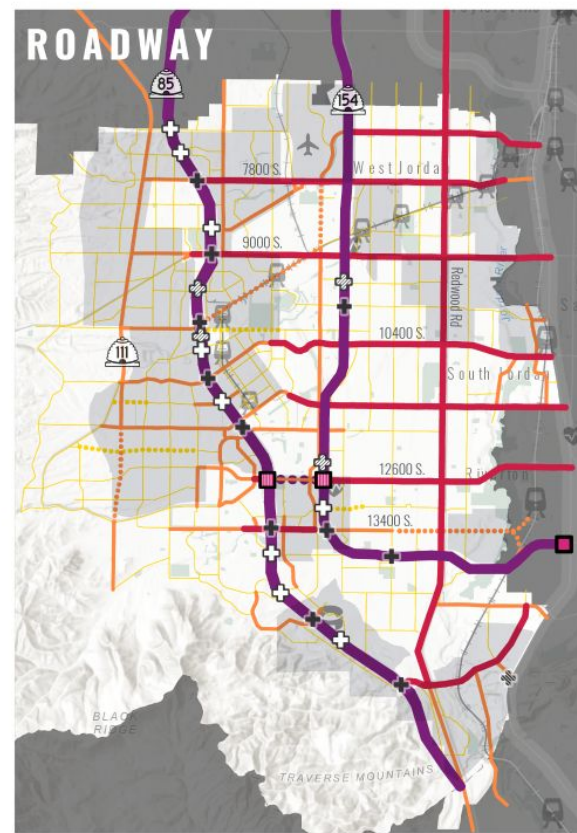
Considering Context

- Multimodal
- Responsive to community character
- Feasible

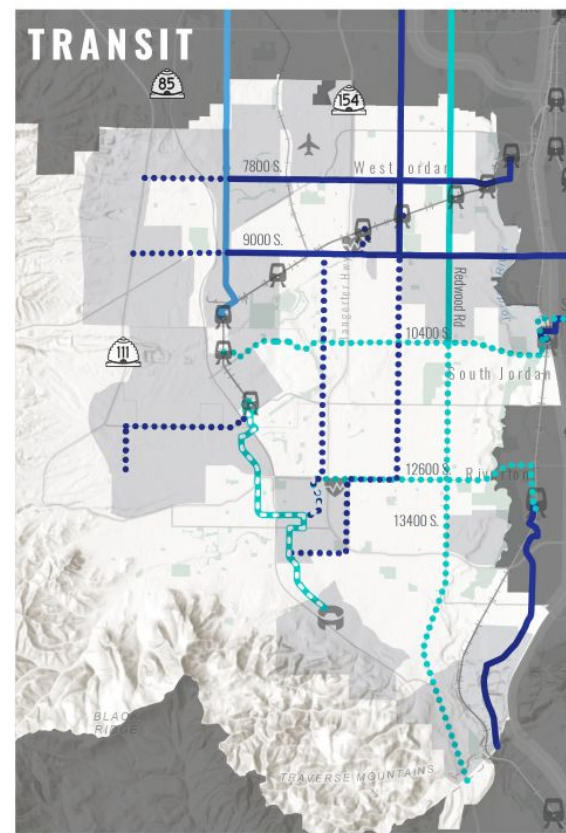


Considering Context

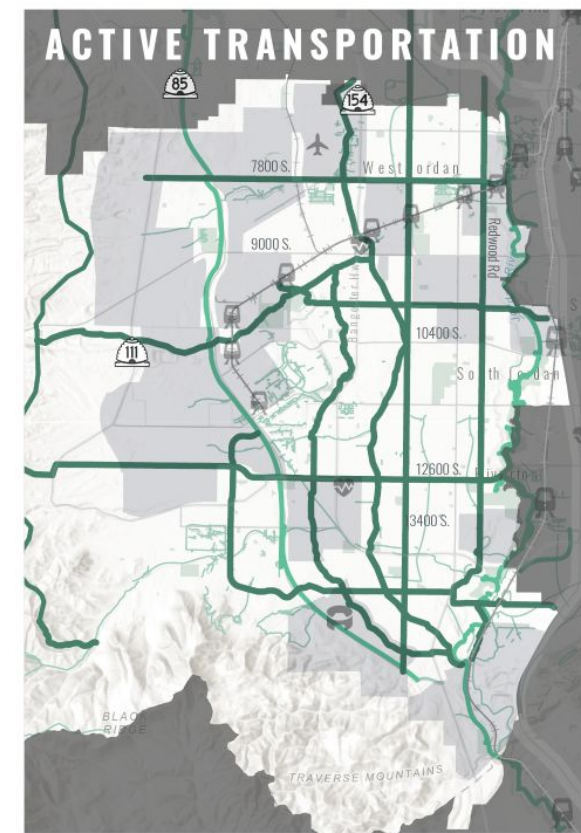
- Multimodal
- Responsive to community character
- Feasible



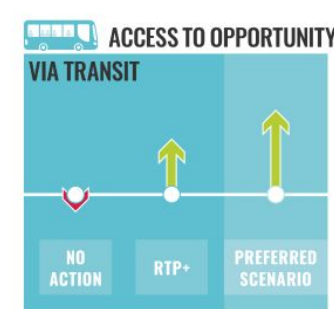
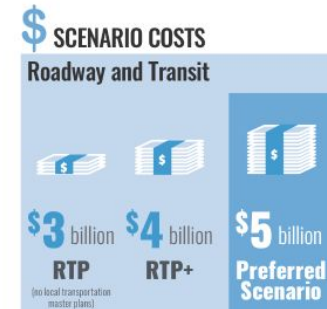
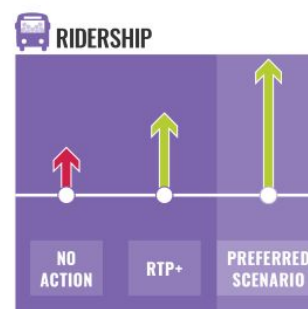
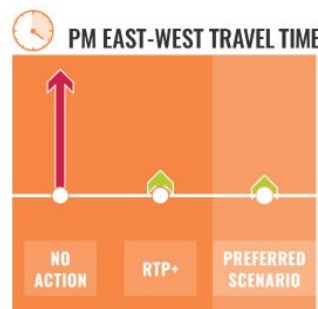
ROADWAY SOLUTIONS



TRANSIT SOLUTIONS



ACTIVE TRANSPORTATION SOLUTIONS



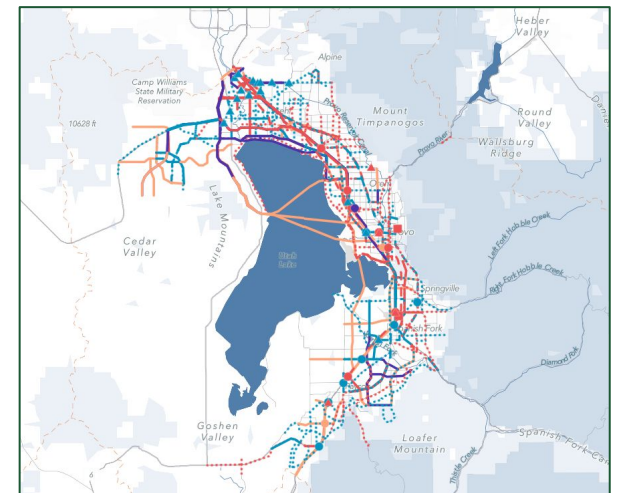
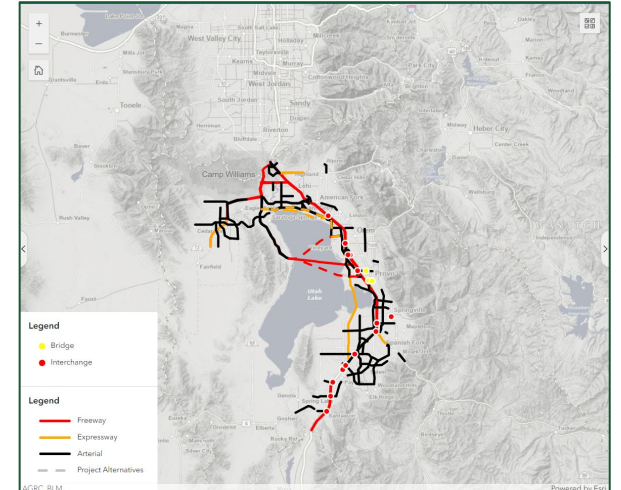
"No Action" is an unrealistic scenario as it assumes expected growth occurs, but no additional transportation investments are made.

Utah MPO Grid Study Schedule

[illegible]

Local Plans & Studies

- Capturing local plans of influence
- TransPlan50
- UDOT Unified Plan



Meetings & Engagement

- Quarterly Steering Committee Meetings
- Monthly one-on-ones with each MPO
- Regular updates to this TAC meeting
- Several presentations at conferences including ULCT, APA, etc.



Discussion

- What benefits do you see in a grid network for your community?
- What concerns do you have?
- What areas in your community would benefit from better connectivity?
- Anything else you'd like to tell us?



Contact

Project Manager: t.baird@fehrandpeers.com

CMPO: t.baird@fehrandpeers.com

DMPO: MichaelH@horrocks.com

MAG: alexis.verson@horrocks.com

WFRC: m.vyas@fehrandpeers.com

Scope Review

TASK 1: PROJECT MANAGEMENT

1.0: Kickoff Meeting

1.1: Steering Committee Meetings (quarterly check-ins with this group)

1.2 MPO Meetings (monthly one-on-one meetings with each MPO)

1.3 Internal Coordination (project team coordination)

Scope Review

TASK 2: REGIONAL ROADWAY GRID NETWORK DEVELOPMENT

2.1 Project Guidebook (existing conditions and prior plan review: draft September, complete October)

2.2 Stakeholder Outreach (bi-monthly TAC meetings, five conference sessions, community meetings: ongoing)

2.3 Layered Network & Gap Analysis (data development, modeling, GIS analysis: complete January '25)

2.4 Typologies and Project Identification (draft and evaluate packages of improvements: complete April '25)

2.5 Prioritized Project List (prioritize projects and develop cutsheets: complete July '25)

Scope Review

TASK 3: JURISDICTIONAL OWNERSHIP

3.1 Jurisdictional Transfer Database & Interviews (background research on last 10 years of JTs: complete November)

3.2 Optimal Ownership Criteria (comparison and analysis of road ownership models: complete March '25)

3.3 Code and Rules Recommendations (collaboratively develop recommended changes to Code, Administrative Rules, and related policies regarding JTs: complete June '25)

3.4 Funding Recommendations (estimate cost implications of potential JTs and equitable funding options: complete August '25)

Scope Review

TASK 4: FINAL REPORT

4.1 Storymap Deliverable (key findings and recommendations summary)

4.2 Legislative Whitepapers (short summary papers of key findings/recommendations for legislative audience)

4.3 Jurisdictional Transfer Summary Document (short summary of existing process and recommended changes to JTs in Utah)

All deliverables anticipated to be complete or ready for final review by last Steering Committee meeting (November '25)

MPO TAC | Staff Report

August 26, 2024



7 | Wasatch Choice Vision - Utah County Update

Shawn Eliot, Transportation Manager, seliot@magutah.gov, 801-229-3841

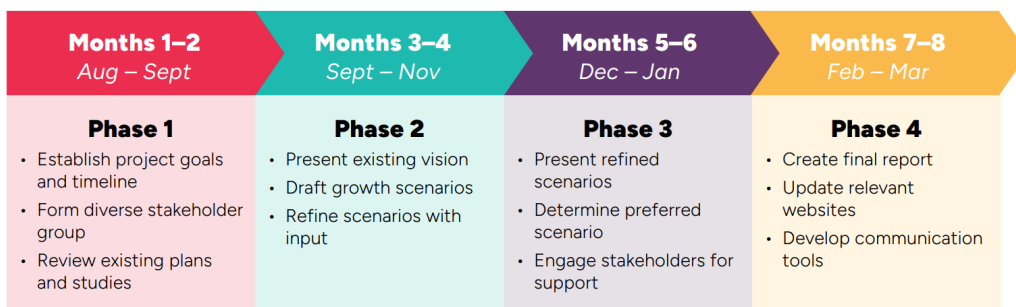
Ryan Beck (Envision Utah), rbeck@envisionutah.org, 801-303-1458

BACKGROUND

Utah County finds itself in the spotlight as the epicenter of growth and transformation in the Beehive State. To a large extent, Utah County's growth will determine the future of Utah. Between now and 2050, Utah County will capture much of Utah's growth and vie for the title of Utah's most populated county.

Accommodating Utah County's growth in a way that maintains what residents love about the place is critical for the well over a million people who will call Utah County home and those who work, play, or learn there. Achieving the goals of the Wasatch Choice Vision is essential. Housing, transportation, water, and open space will all be pivotal for ensuring future generations can achieve their desired quality of life. The Vision creates a framework to help communities coordinate on regional issues. It also helps direct millions in transportation spending as an input to the Regional Transportation Plan. However, the vision does not replace or supersede good local planning.

With this in mind, the **Mountainland Association of Governments (MAG)** is leading the charge to update the Wasatch Choice Vision for Utah County. Over the next eight months, MAG will work with a consultant team led by Envision Utah to update the Wasatch Choice Vision. Multiple opportunities will be available for elected officials, city staff, community partners, and the public to help shape the Vision through meetings, workshops, and surveys.



STAFF RECOMMENDATION

Information only

SUGGESTED MOTION

Information only

ATTACHMENTS

[Presentation](#)

Wasatch Choice Vision Utah County



MAG
Expert Resources. Enriching Lives.



Consultant Team



**Envision
Utah** How we grow matters.

RCLCO
REAL ESTATE CONSULTING

Kimley»Horn



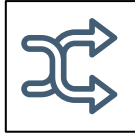
METICULAR

The Wasatch Choice Vision is our communities' shared vision for coordinated transportation investments, development patterns, and economic opportunities. The Vision:



Coordinate

Helps communities coordinate on regional issues; supports and enhances local planning



Invest

Informs the RTP which directs millions in transportation investments



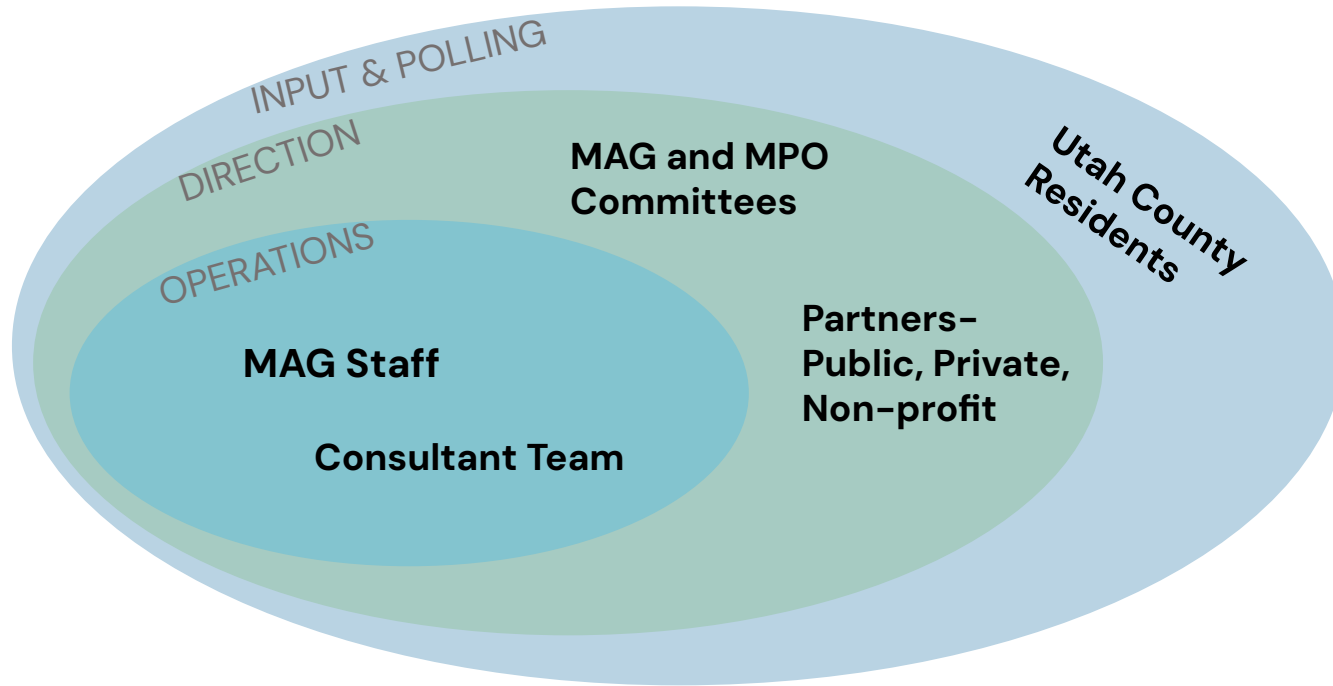
Assist

Influences scoring for MAG's programs, e.g. Technical Assistance to Governments (TAG)



M A G

Whose vision is it anyway?



■ ■ The people of Utah County!



WASATCH FRONT NEWS

Utah's growth remains strong, thanks to people from out of state

by: [Jonathan May](#)

Posted: Jan 23, 2024 / 06:42 PM MST

Updated: Jan 23, 2024 / 07:05 PM MST



M A G

These are the fastest-growing cities in Utah, data shows

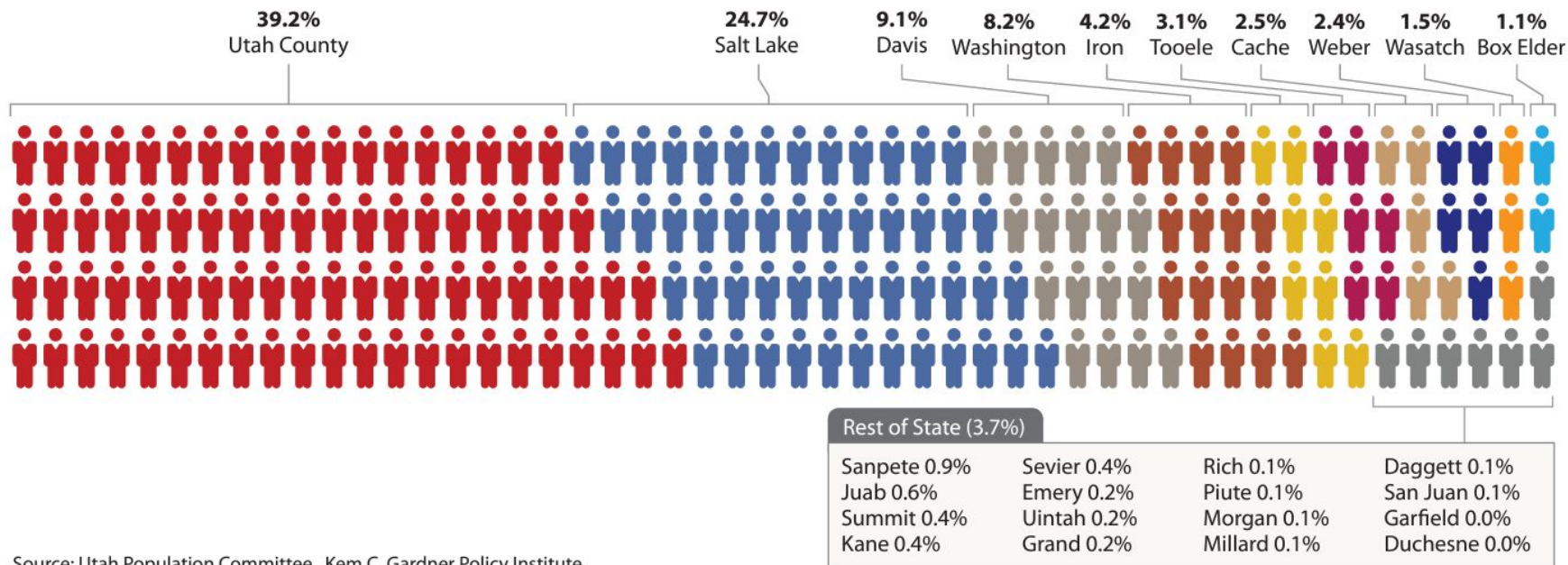
by: [Derick Fox](#)
Posted: May 16, 2024 / 08:30 AM MDT
Updated: May 16, 2024 / 08:35 AM MDT

Utah's fastest-growing cities

City	Population in 2022	Population in 2023	Change
Lehi	84,378	90,227	+5,849
Saratoga Springs	49,313	52,532	+3,219
Eagle Mountain	54,122	56,932	+2,810
St. George	102,561	104,578	+2,017
Salt Lake City	207,677	209,593	+1,916
West Haven	22,351	24,014	+1,663
Payson	22,525	24,054	+1,529
Syracuse	35,538	37,022	+1,484
Spanish Fork	44,142	45,557	+1,415
American Fork	37,260	38,549	+1,289

Utah County added 22,000 residents in 2022

Figure 8: County Share of State Population Growth, 2022-2023

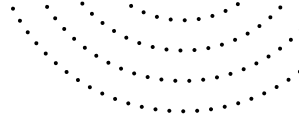


Source: Utah Population Committee, Kem C. Gardner Policy Institute



MAG

1885 Deseret News Quote



"I find the [Utah Valley] settlements crowded up to their utmost capacity, land and water all appropriated, and our young people as they marry off have no place to settle near home—the resources of the people are exhausted."



1885 Population of Utah County approximately 20,000

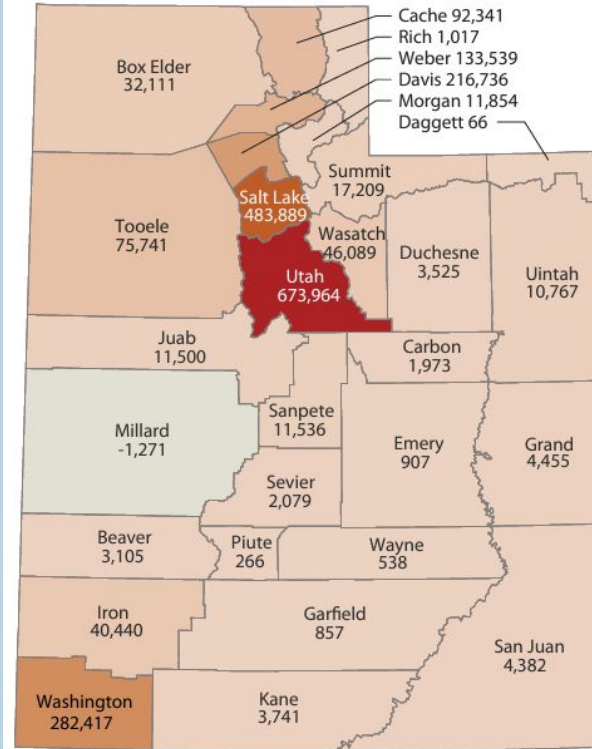


M A G

> 30%

of statewide projected population growth comes from Utah County, gaining the most residents between 2020 and 2060

Figure 8: Utah Projected County Population Change, 2020 to 2060

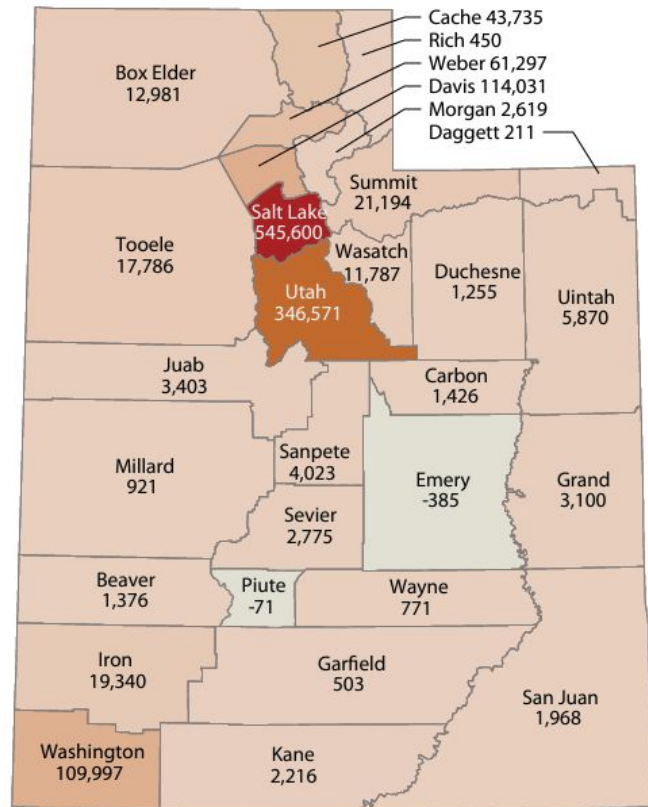


Source: Kem C. Gardner Policy Institute, 2020-2060 Projections



M A G

Figure 14: Projected Job Growth by County, 2020 to 2060



Employment Growth Rate:
93%

Population growth rate:
102%

Household growth rate:
157%

Source: Kem C. Gardner Policy Institute, 2020-2060 Projections

Regional Visions



Wasatch Choice Vision

The Wasatch Choice Vision is shared by the Wasatch Front Regional Council and Mountainlands Association of Governments. The vision highlights 4 key strategies—transportation choices, housing options, parks & public spaces, & city and town centers.



Valley Visioning

Valley Visioning was championed by the Association of Utah County Chambers, Envision Utah, BYU, and UVU. This high-level vision covers 7 topic areas, adding water management, education, and agriculture



Wasatch Choice Vision

CENTERS AND LAND USES

A thriving region requires great places where people can live, work, and play - places that vary from city and town centers to parks and public spaces. City and town centers are the hearts of a community - walkable areas where activity is focused, with a mix of community destinations, jobs, and housing.



METROPOLITAN CENTERS



URBAN CENTERS



CITY CENTERS



NEIGHBORHOOD CENTERS



EMPLOYMENT DISTRICTS



INDUSTRIAL DISTRICTS



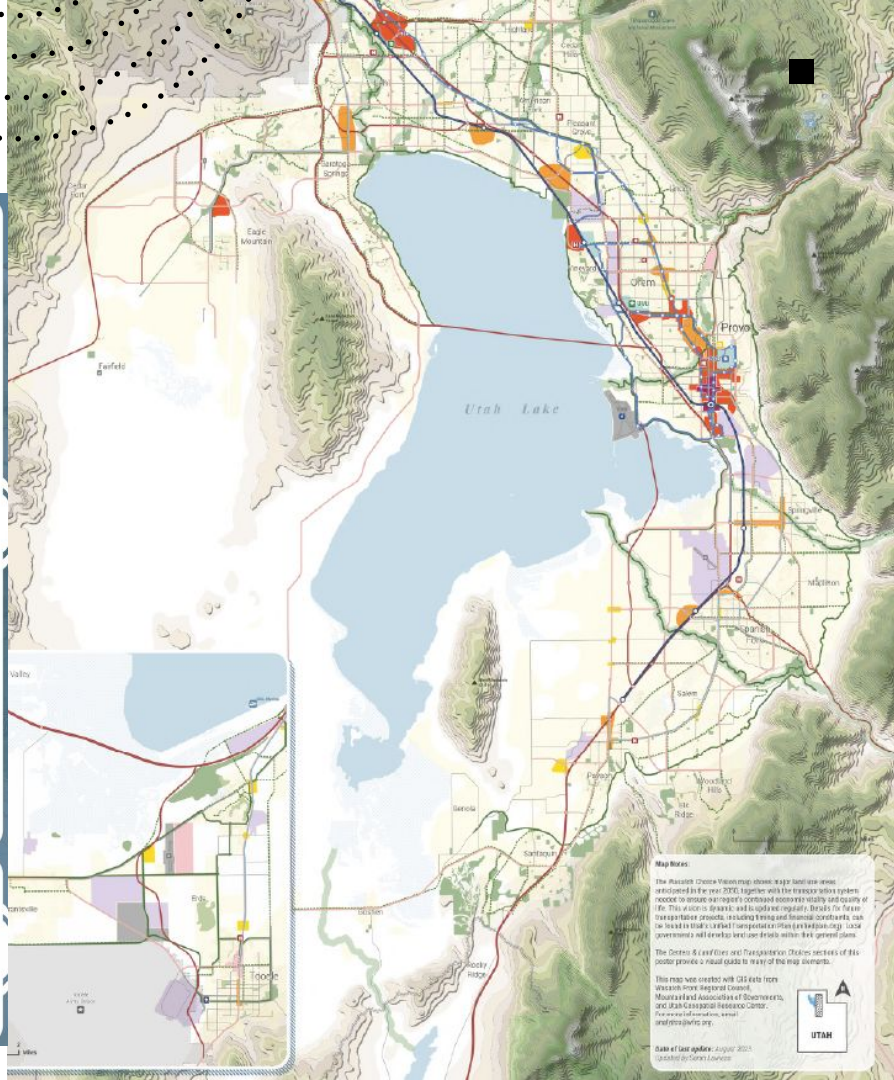
RESIDENTIAL AREAS



PARKS & PUBLIC SPACES

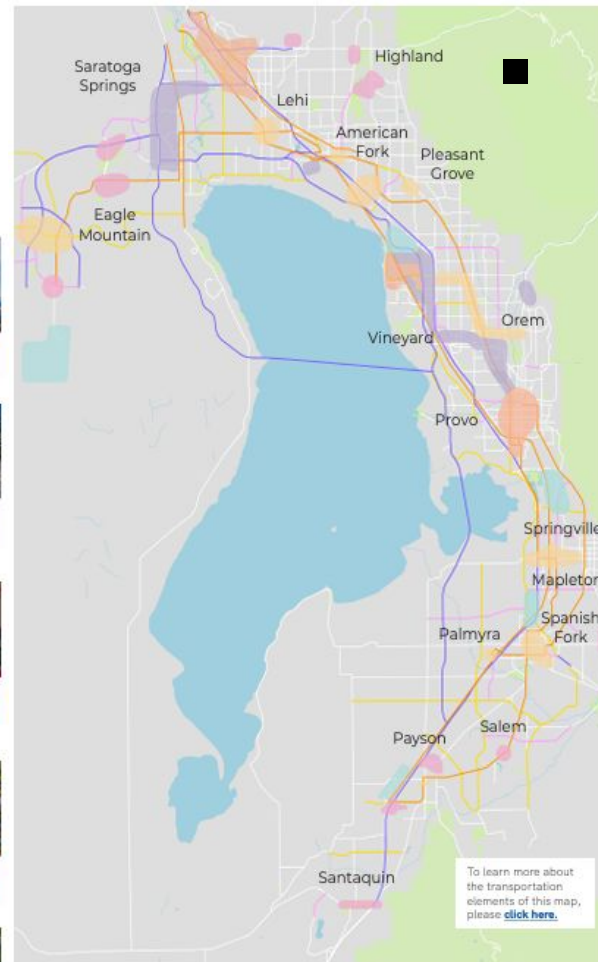
TRANSPORTATION CHOICES

As our region continues to grow, we need choices for how to move around.



Valley Visioning

CENTERS LEGEND



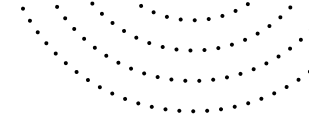
Transit
(BRT,
Frontrunner,
Trax)

Freeway

Principal
Road

Minor
Road

Existing
Roads
(2020)

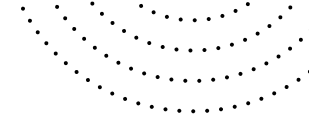


Process – Phase 1

1. Set **goals, schedules, and timelines**.
2. **Review existing plans**, studies, and visions, including Valley Visioning, MAG's 2023 RTP TransPlan50, WFRC's 2023-2050 RTP, local general plans, and any other relevant documents.
3. Define next steps for involving and **engaging existing and potential partners** of the Vision in Utah County, spanning local government, project partners, business groups, and community leaders.



M A G



Process – Phase 2

1. **Conduct four stakeholder workshops** to present the existing Vision. These workshops will serve to set the stage for revising the Vision in Utah County, focusing on crucial aspects such as transportation, city/town centers, and open space.
2. **Develop a public and stakeholder outreach website** capable of gathering quality of life metrics, key objectives, and feedback. This may include an interactive digital mapping exercise.
3. **Draft four growth scenarios** based on stakeholder and public input considering quality of life implications.
4. **Model scenario outputs** for accuracy and consistency. Advise on optimizing the transportation network for each of the four scenarios.

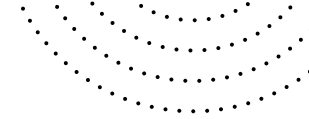




Process – Phase 3

1. **Present the refined scenarios** in four stakeholder workshops and create publicly accessible portrayals of the scenarios. Earned and paid media as well as stakeholder outreach will **inform the public** about the input opportunity.
2. **Analyze feedback** gathered from local governments, stakeholders and the public and collaborate key partners to determine the preferred growth scenario. The preferred scenario may contain elements of multiple scenarios and will incorporate land use, transportation, parks and public space considerations.





Process – Phase 4

1. **Create a final Vision Map and Report**, including project findings and recommendations and present it to decision-makers and stakeholders for review and approval.
2. Coordinate meetings and forums to refine and **garner support for the preferred scenario**.
3. Work with partners to **update relevant websites**, such as wasatchchoice.org and mountainland.org to reflect the final vision.
4. **Develop communication tools**, including visuals, graphics, messaging, and talking points, to promote the final vision.
5. Support MAG in seeking **adoption of the final Utah County RTP** from local governments, and other decision-making bodies.



M A G

Project Timeline

Months 1–2

Aug – Sept

Phase 1

- Establish project goals and timeline
- Form diverse stakeholder group
- Review existing plans and studies

Months 3–4

Sept – Nov

Phase 2

- Present existing vision
- Draft growth scenarios
- Refine scenarios with input

Months 5–6

Dec – Jan

Phase 3

- Present refined scenarios
- Determine preferred scenario
- Engage stakeholders for support

Months 7–8

Feb – Mar

Phase 4

- Create final report
- Update relevant websites
- Develop communication tools

ENVISION THE FUTURE YOU
WANT TO MAKE A REALITY.

PANDA EXPRESS



MPO TAC | Staff Report

August 26, 2024



8 | UTA Planning Updates

Kendall Willardson, Transportation Planner, kwillardson@magutah.gov, 801-229-3840

Alex Beim (UTA) | ABeim@rideuta.com

Dede Murray (UTA) | dede.murray@rideuta.com

BACKGROUND

a. UTA Long Range Plan

UTA's 30-year Long-Range Transit Plan (LRTP), referred to as UTA Moves 2050, is shaped through collaboration with their partners and communities and sets the stage for transforming public transit across the Wasatch Front over the next 30 years. UTA Moves 2050 is all about enhancing mobility and accessibility for everyone, ensuring their services become more frequent, reliable, and effective.

To see plan highlights, view the [UTA Moves 2050 Presentation](#). Additional details are available in the [plan](#) and project [map](#). UTA Moves 2050 will have its next update in 2027.

Selected Highlights:

- New local routes in high-growth areas
- More frequent service corridors
- More service on Sunday
- FrontRunner extension and frequency improvements
- New TRAX line connecting Research Park and the Airport
- New Innovative Mobility Zones

b. UTA 5-Year Service Plan

UTA's updated 2025-2029 Five-Year Service Plan is a vision for the future to guide potential service planning changes over the next few years and get people where they need to go. The changes proposed in this plan are based on systemwide analysis, community requests and feedback, operational and cost concerns, and other factors. Currently, for the UTA FYSP, UTA is identifying priorities to provide a phased plan prioritizing:

- Improve operator work by reducing irregular shifts/more day long service.
- Implement Long-Range Transit Plan and prepare for future service & projects
- Respond to community feedback
- Optimize the system for more access within our current limits
- Restore service in areas where it was previously reduced.

Public engagement opportunities occurred in June and July, and an updated phased plan will be available in August. Visit [Rideuta.com/FYSP](https://rideuta.com/FYSP) for more information and feedback opportunities.

STAFF RECOMMENDATION

None, informational item only.

SUGGESTED MOTION

None, informational item only.

ATTACHMENTS

[Presentation](#)

A collage of various transit-related images including buses, trains, and people, all with a blue tint. The images are arranged in a grid-like fashion around a central blue rectangle containing text.

UTA Moves 2050

Long Range Transit Plan
2023 - 2050

MPO TAC Meeting
August 26, 2024

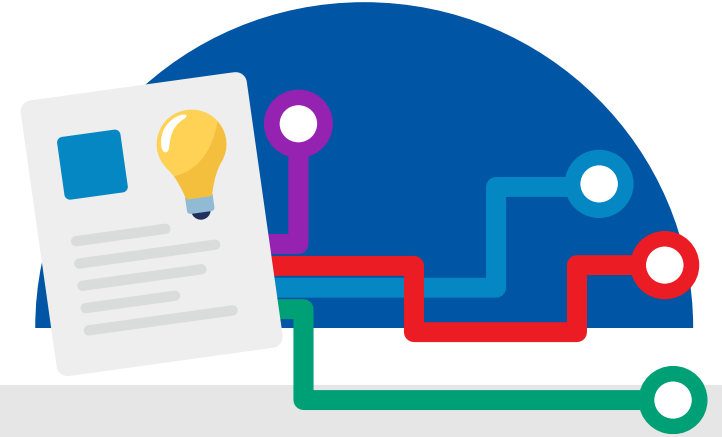


What is the UTA Long Range Transit Plan UTA Moves 2050?



Planning for Needs

UTA has developed a 30-year Long Range Transit Plan focused on understanding and planning for the **future needs of the communities we serve**

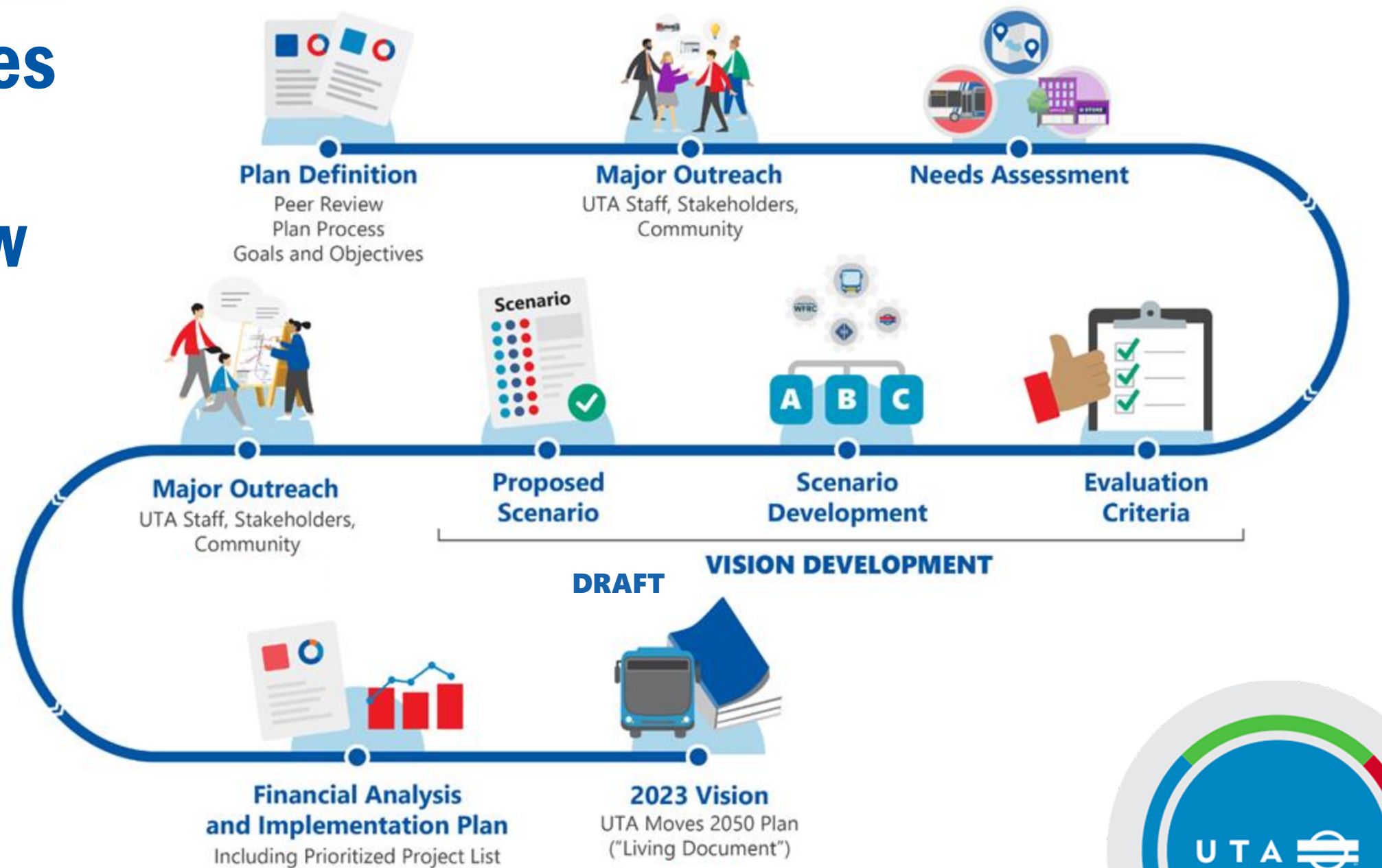


Thinking Big

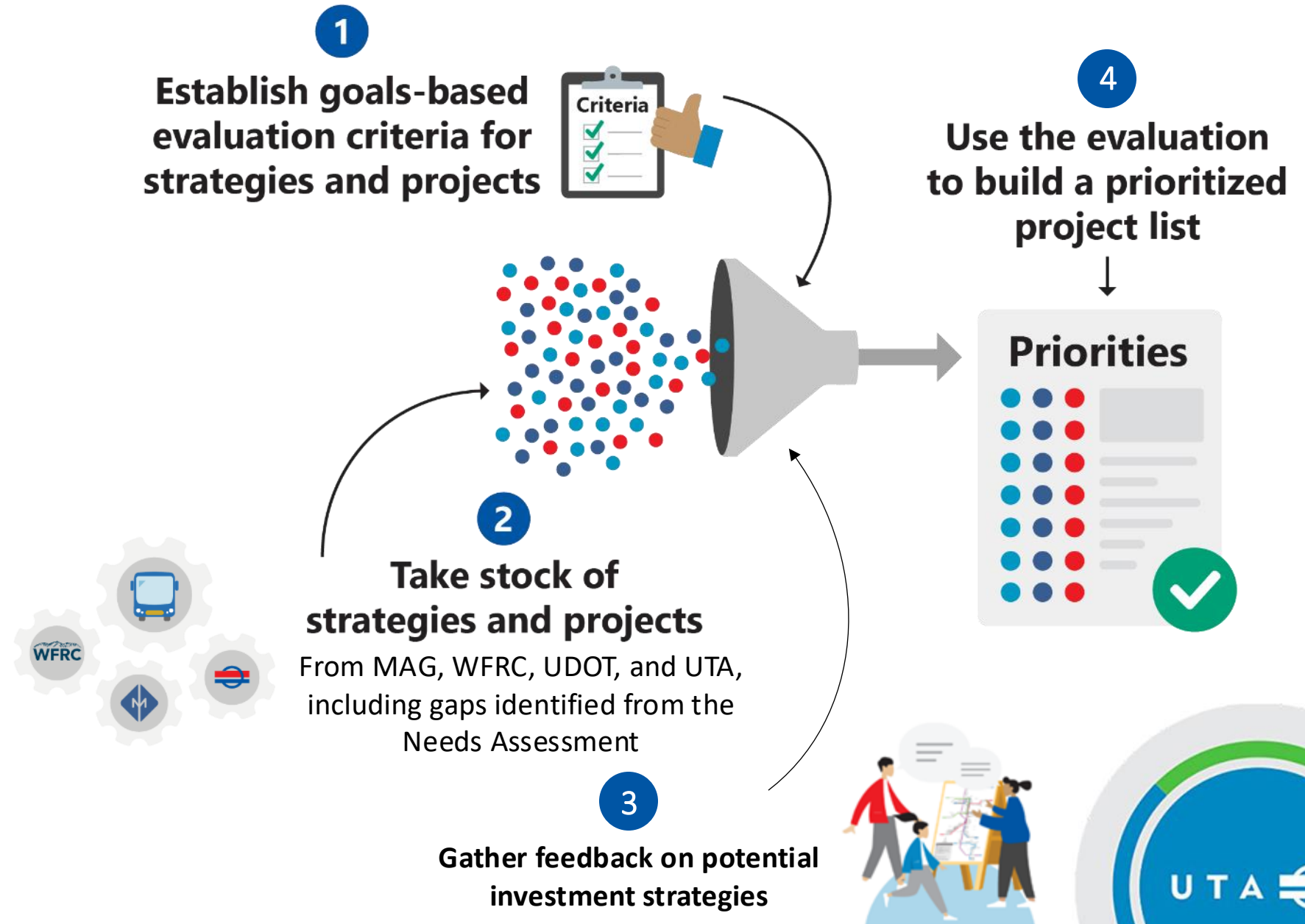
The LRTP presents a comprehensive vision for the future of public transportation—***including a fiscally constrained plan as well as vision items not restricted by funding***



UTA Moves 2050: Overview



Plan Vision Development



Evaluation Goals Tied to UTA Strategic Plan Goals



Moving Utahns to a Better Quality of Life

- Air quality
- Access to transit



Exceeding Customer Expectations

- Ridership
- Increased frequency & span
- Travel time improvements



Achieving Organizational Excellence

- Cost-Effectiveness



Building Community Support

- Access to communities with high need













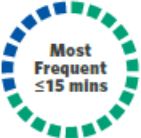




















































Generating Critical Economic Return

- Serving future transit-supportive land use
- Improved access to jobs & essential services



Coordinate Investment Strategy to Growth

Frequent Service Network
15 minute or better all-day service including weekends

Service Type	 Regional Rail (FrontRunner)	 Light Rail (TRAX)	 Streetcar (S-Line)	 Rapid Bus	 Enhanced Bus	 Frequent Bus	 Local Bus	 Limited Stop Bus	 Innovative Mobility Solutions
Frequency	 Frequent (Peak Hours) 30 mins	 Most Frequent ≤15 mins	 Frequent 15 mins	 Very Frequent ≤15 mins	 Frequent 15 mins	 Frequent 15 mins	 Less Frequent (Varies)	 Less Frequent (Varies)	 On-Demand (varies)
Corridor Investment	 Highest Permanence	 Highest Permanence	 High Permanence	 Moderate to High Permanence	 Moderate Permanence	 Corridor Commitment, Maintains Flexibility	 Flexible	 Flexible	 Most Flexible
Market Demand / Activity Density	 Connects urban and suburban centers	 Serves high volume corridors and connects centers	 Serves dense urban areas	 Serves medium-high volume corridors	 Serves medium-high volume corridors	 Serves medium volume corridors	 Serves low-medium volume corridors	 Bidirectional all-day limited stop service	 Serves low density areas or operates at lower-demand times (such as late night)
Passenger Capacity ¹									
Transit Access Shed	 5+ Miles	 1/2 to 1+ Mile	 1/3 Mile	 1/2 Mile	 1/4 to 1/2 Mile	 1/4 Mile	 1/4 Mile	 1/4 Mile	 1/4 Mile
Stop/Station Amenities									

¹Based on vehicle capacity and frequency

Additional service in these modes anticipated to require additional supporting paratransit commitment



How Did We Engage With the Community?

- **57 Listening Sessions** with municipal staff across UTA service area
- **1 Virtual Town Hall Kick-off**
- **8 Public Meetings (1 virtual)** across UTA service area
- **38 Social media posts** gathering over 82,000 impressions
- **2 Online engagements, including survey data** gathering over 5,000 responses
- **30+ Stakeholder Presentations**



What Did We Hear?

- **Frequency** is a priority
- **FrontRunner** improvements and extensions
- **Expanded coverage** & new routes
- **Geographic & route-specific feedback** from across service area with over 1,600 unique responses



Four Investment Strategies

Maintain Our System

Maintain infrastructure and human resource investments.



FLEET



**STATE OF GOOD
REPAIR**



**CORRIDOR
PRESERVATION**



WORKFORCE



FACILITIES

Expand Our Frequent Service Network

Service every 15 minutes or better makes service more attractive.



FREQUENT BUSES



**FRONTRUNNER AND
TRAX**

Enhance Our System

Make the system faster, more reliable, easier to understand, and more responsive.



INFO



CAPITAL



TECH



ON TIME

Serve Our Growth Areas

Expand service to areas that will see new transit-oriented development or activity.



LOCAL SERVICE



**EARLIER AND
LATER SERVICE**



NEW SERVICE

Vision Network

The UTA Moves 2050 Vision Network is designed to provide more service, more choices, and an easy-to-use system over the next 30 years. It is financially unconstrained, meaning not everything in this network can be realized under current future funding assumptions.

What Does the Vision Network Accomplish?



**PROVIDES
MORE
TRANSIT**

110

Total Routes

49

Frequent
Routes



**SERVES
MORE
PEOPLE
AND JOBS**

+365K

People

+250K

Jobs



**GETS
MORE
RIDERS ON
BOARD**

300K+

New
riders per
Weekday



**What Does
the Vision
Network Cost?**



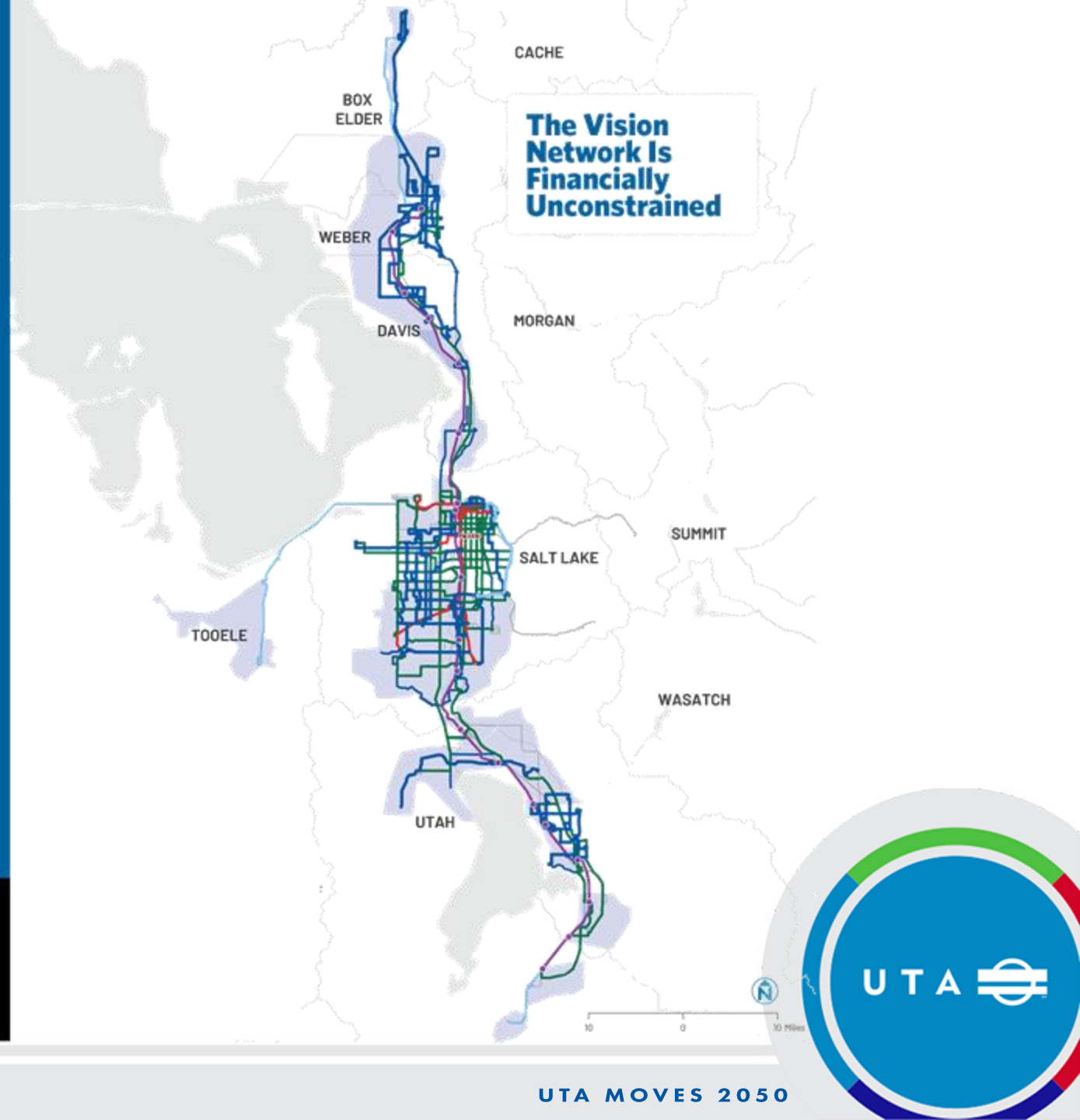
\$6.7B

Capital
cost



\$225M

Additional
annual
operating cost



Plan Network

The UTA Moves 2050 Plan Network is financially constrained. It is designed to provide more service, more choices, and an easy-to-use system over the next 30 years, within the funding assumptions developed in conjunction with regional partners.

What Does the Plan Network Accomplish?



**PROVIDES
MORE
TRANSIT**

100
Total Routes
50+
Frequent
Routes

**PUTS MORE PEOPLE AND
JOBS WITHIN 1/2 MILE OF
TRANSIT**



PEOPLE

+470K Near Any Transit
+650K Near Frequent Transit



JOBS

+320K Near Any Transit
+440K Near Frequent Transit



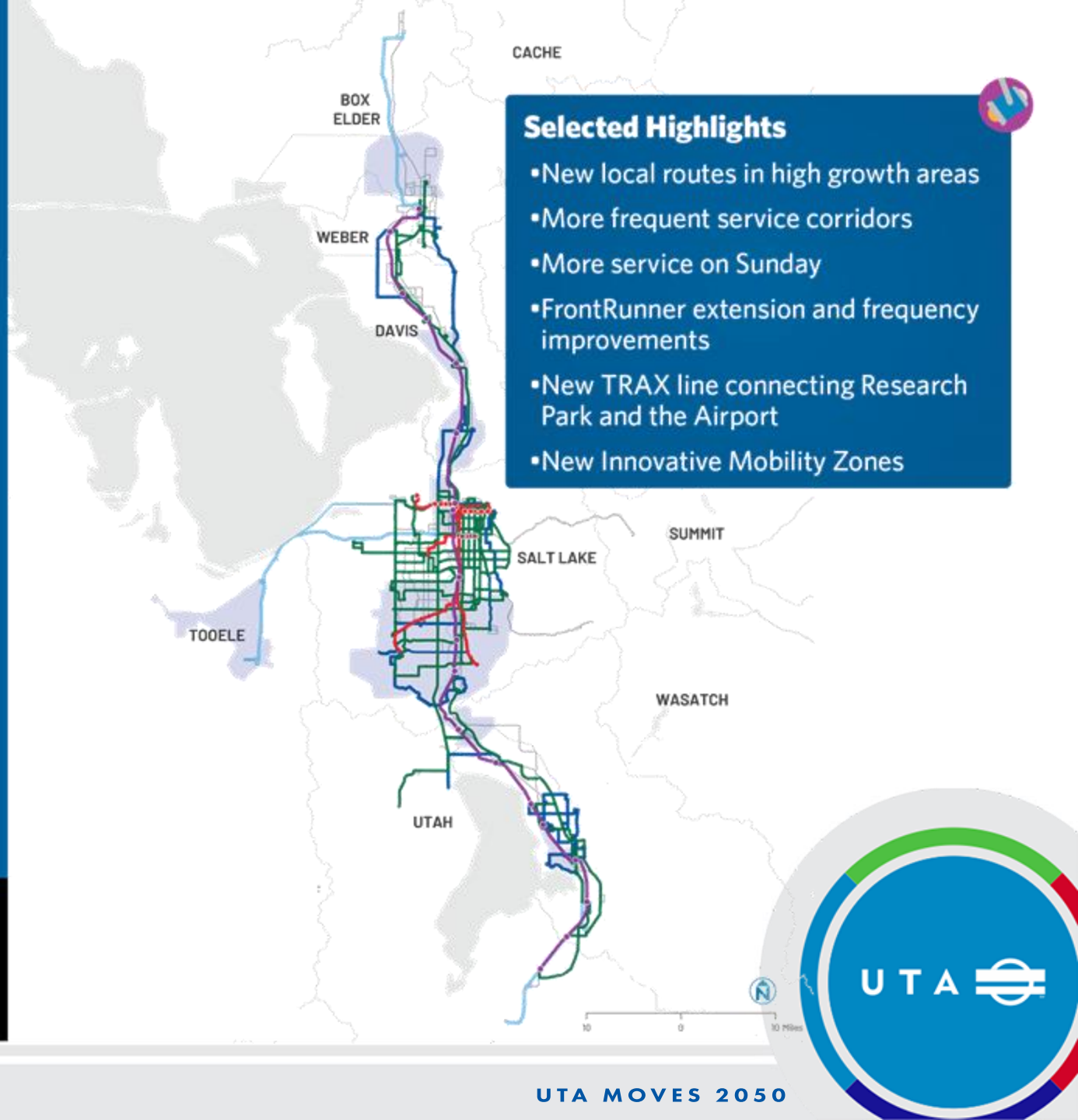
**What Does
the Plan Network
Cost?**



\$6.7B
Capital
cost



\$190M
Additional
annual
operating cost



Concurrent Plans and Community Vision Elements

Including, but not limited to:

Concurrent Efforts:

- Point of the Mountain
- FrontRunner Forward
- LCC EIS
- Seasonal service (ski bus)
- Statewide Transit Connections

Community Vision Elements:

- Rio Grande Plan
- Possible Future Light Rail Extensions
- Additional Transit Service & Projects



UTA Moves 2050 Next Steps

- Phase 1 projects further prioritized in 10 Year Capital Plan
- The LRTP becomes an ongoing UTA program
- LRTP is incorporated into regional planning processes
- Updates to financial assumptions
- Ongoing public engagement
- Next plan update occurs in sync with RTPs - 2027



Thank You!



<https://rideUTA.com/LRTP>

LRTP@rideuta.com

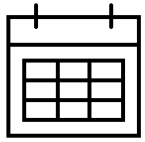


UTA 

2025-2029 FIVE-YEAR SERVICE PLAN

MPO TAC
August 26, 2024

Purpose of the Five-Year Service Plan



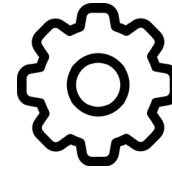
Improve operator work by reducing irregular shifts



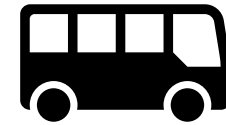
Implement Long-Range Transit Plan and prepare for future service / projects



Respond to community feedback



Optimize the system for more access within our current limits



Restore service in areas where it was previously reduced



Five-Year Service Plan Timeline

**Concept
Review and
Internal
Feedback**
April – May
2024

**Draft Plan
to Board**
June 2024

**Public
Engagement
Period #1**
June – July
2024

**Review
Comments
and Revise
Draft**
July – August
2024

**Public
Engagement
Period #2**
Aug – Sept
2024

**Plan
Adopted**
December
2024

**Service
Changes
Begin**
April 2025



**2026-2029:
Draft Concepts
for Utah County**

South Utah County

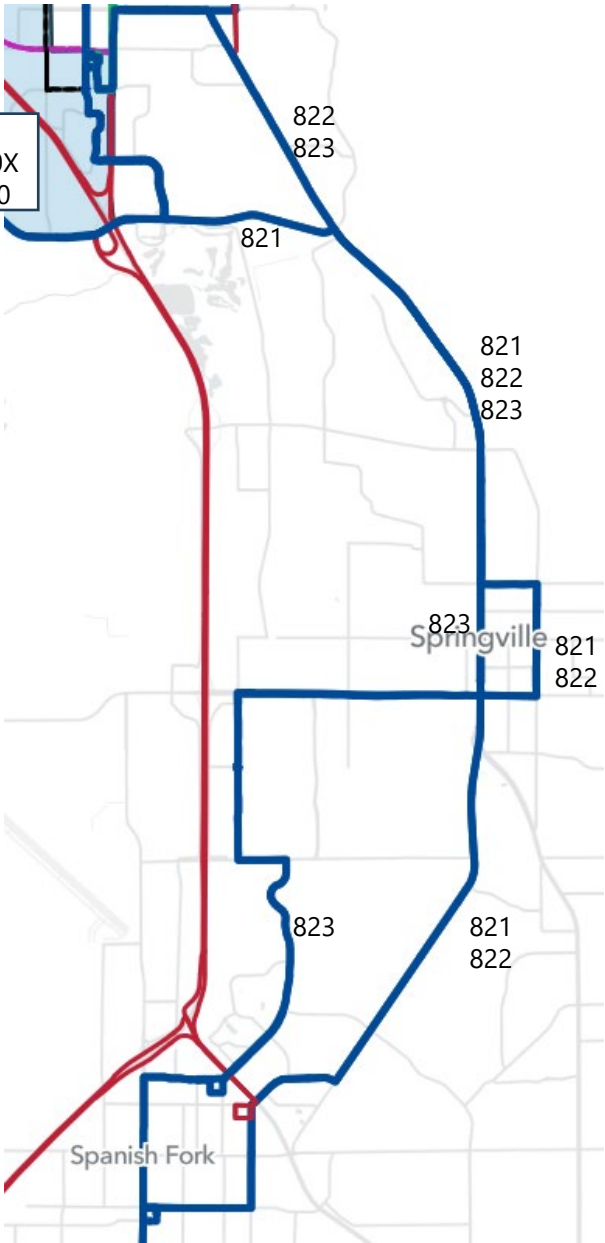
Route 823: New route serves commercial centers in Springville, Spanish Fork

Springville and Spanish Fork EOL Improvements

Hours	Miles	Shifts	Pullout
+14K	+269K	+7	+4



Provo Station:
805 821 823 830X
831 833 834 850



Northwest Utah County

New Park & Rides in Saratoga Springs, Eagle Mountain

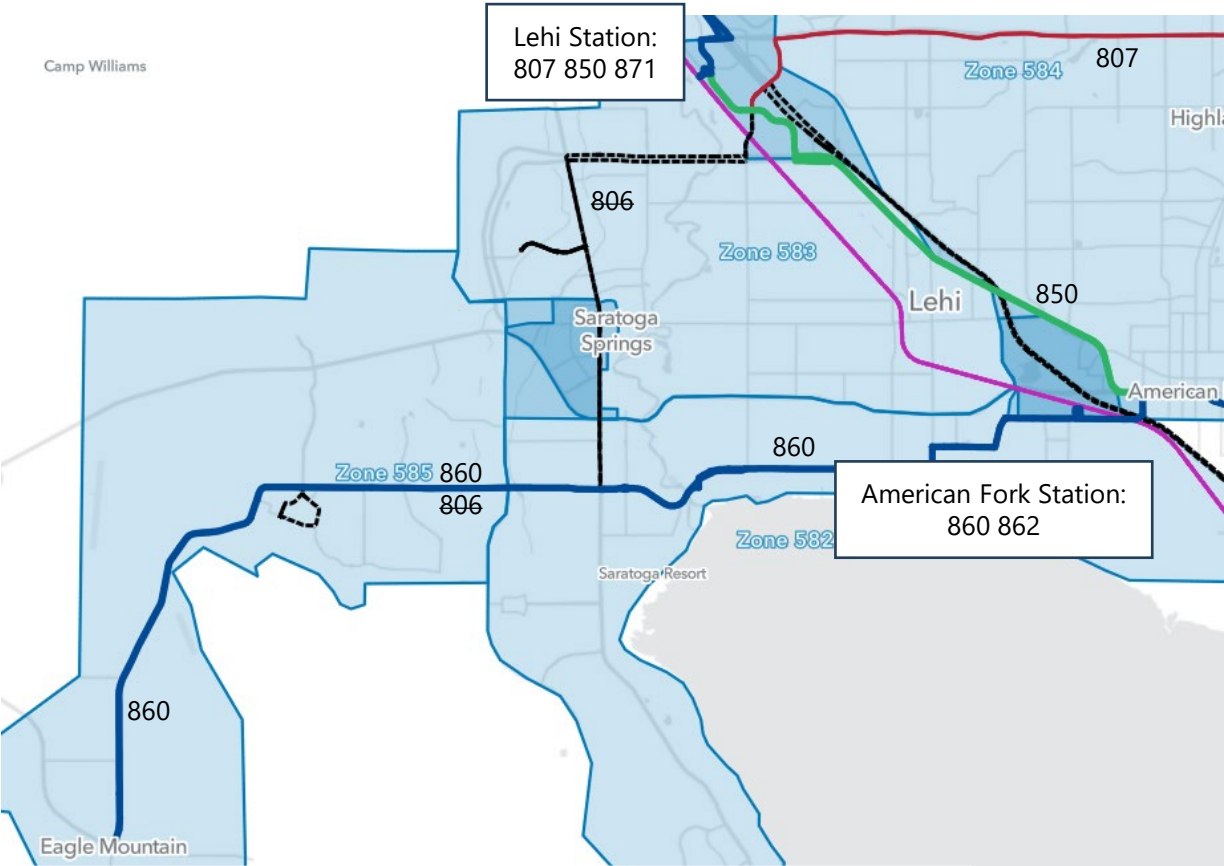
Route 860: new route serves Park & Rides, American Fork Station

New Innovative Mobility Zones

Paratransit coverage expanded

Replaces Route 806

Eagle Mountain, American Fork, and Lehi EOL Improvements or Transit Center



	Hours	Miles	Shifts	Pullout
Bus	+17K	+108K	+8	+1
IMZ	+80K			



North Utah County

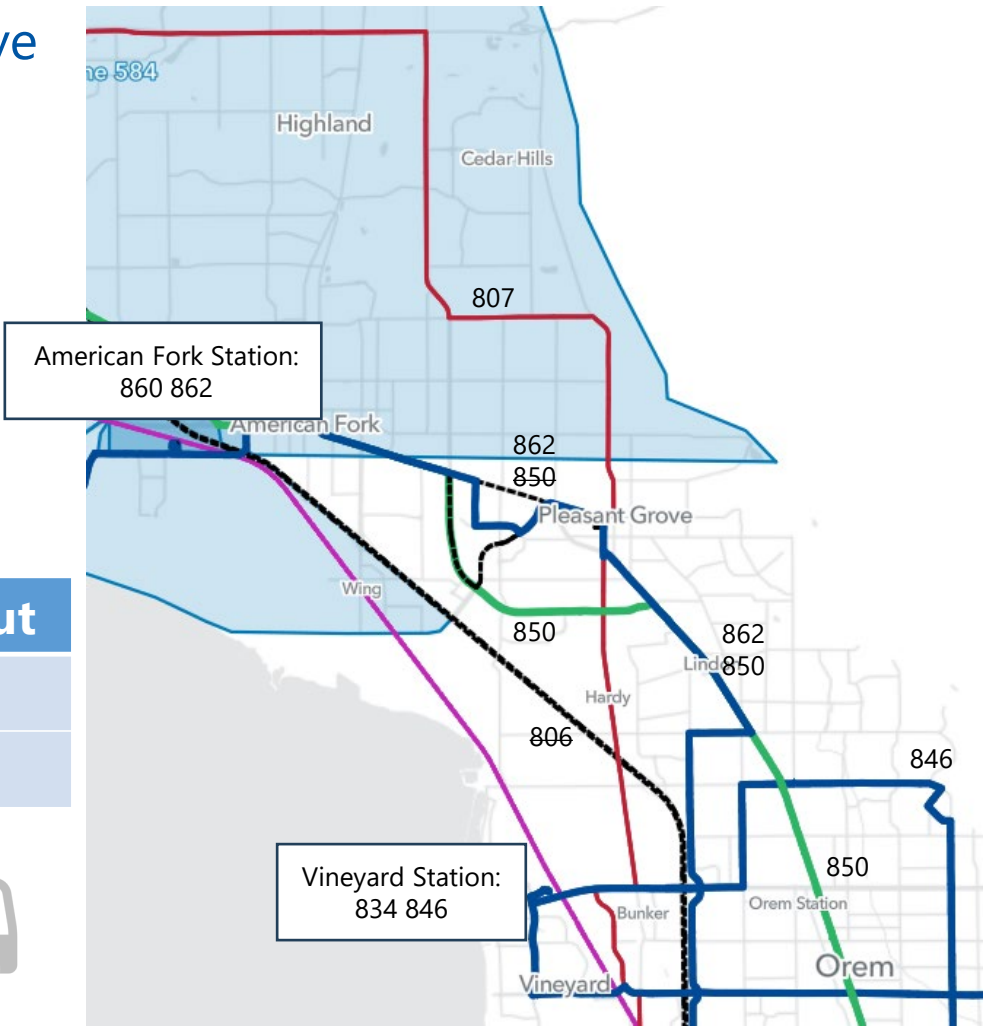
Route 850: reroute to serve Valley Grove area

Route 862: connects Pleasant Grove / Lindon / Vineyard via Geneva Road

New Innovative Mobility Zone

Vineyard Station Transit Center

	Hours	Miles	Shifts	Pullout
Bus	+42K	+370K	+21	+4
IMZ	+23K			

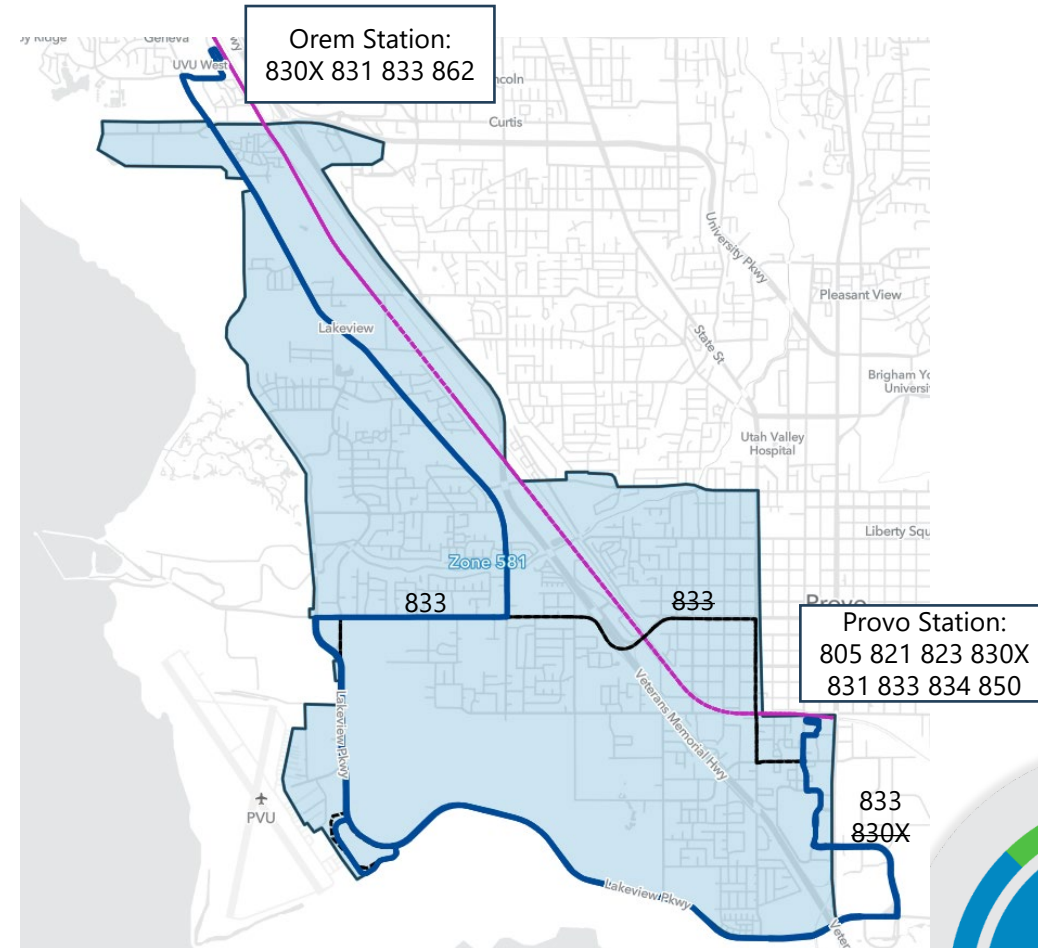
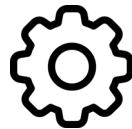


Provo Airport / West Provo

Route 833 serves Provo Airport, East Bay

New UTA On Demand service

	Hours	Miles	Shifts	Pullout
Bus	+10K	+200K	+5	+3
IMZ	+9K			



Questions?



Thank You!



<https://rideUTA.com/LRTP>

LRTP@rideuta.com

MPO TAC | Staff Report

August 26, 2024



9 | UTA FrontRunner South Update

Kendall Willardson, Transportation Planner, kwillardson@magutah.gov, 801-229-3840

BACKGROUND

The Utah Transit Authority is working with the Utah Department of Transportation, Mountainland Association of Governments, Utah County, and the cities of Provo, Springville, Spanish Fork, and Payson on the proposed 13.5-mile-long FrontRunner commuter rail extension from Provo to Payson. The FrontRunner South Extension (FRSE) project would use the existing Provo Central Station as the northern terminus of the project, and three new stations would be constructed in Springville, Spanish Fork, and Payson. In addition, an operations and maintenance facility (OMF) is proposed at the former Intermountain Power Project (IPP) train maintenance facility in Springville. The FRSE project is currently in the scoping phase and is planned to kick off the environmental analysis (NEPA) in late fall 2024 and complete the 30% design in 2026.

STAFF RECOMMENDATION

Information only

SUGGESTED MOTION

Information only

ATTACHMENTS

[Presentation](#)



MAG Technical Advisory Committee Project Update

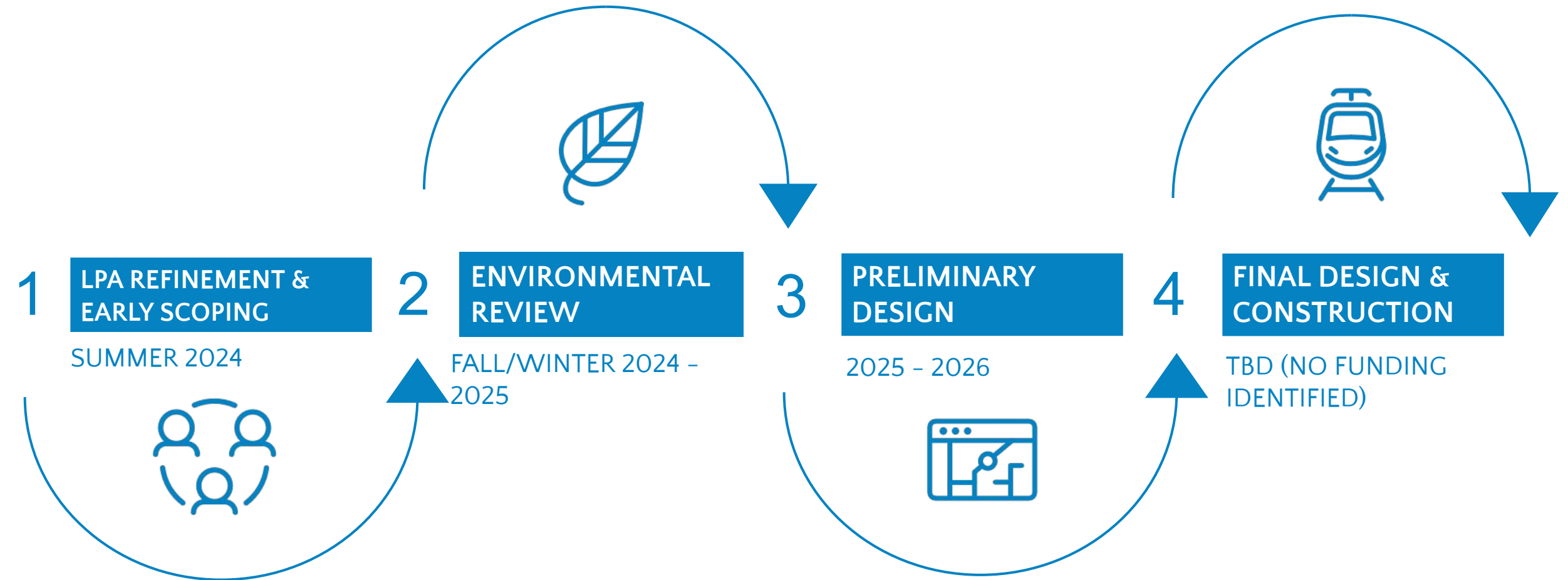
August 26, 2024

Agenda

- Project Update
- Public Meeting Summary
- Locally Preferred Alternative
- Next Steps



Project Timeline



Recent Project Updates



Continued Coordination

Provo, Springville, Spanish Fork, Payson, Utah County, UDOT Spanish Fork Center Street Interchange Team, Sharp-Tintic Team, Station Area Plan (SAP) Teams



Station Area Concepts



Public Scoping Meetings

Provo, Springville, Spanish Fork, Payson



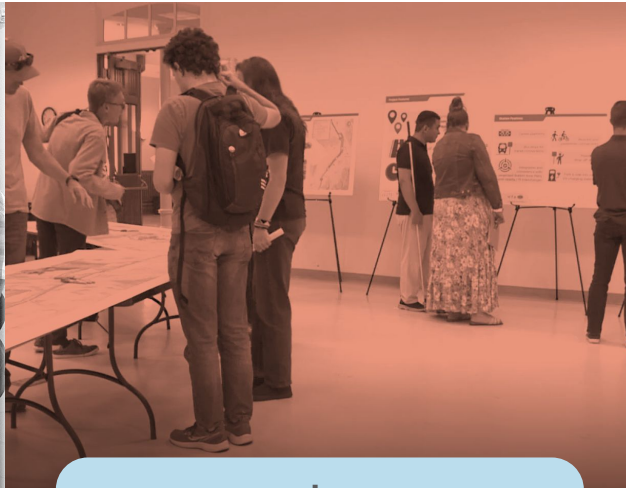
Draft 10% Design Locally Preferred Alternative

Submittal of Draft 10% design – review currently underway

Public Meeting Summary



Payson | May 22
24+ Attendees*



Provo | June 4
25 Attendees



Spanish Fork | June 6
45 Attendees



Springville | June 12
40 Attendees

Comment Summary

Project Support

General support for FrontRunner Provo to Payson, including proposed station locations

Impacts

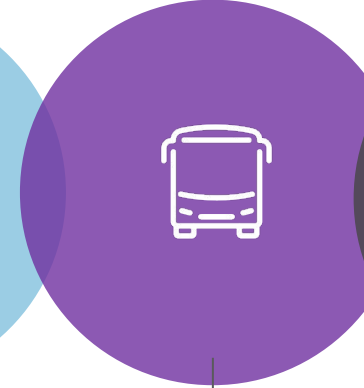
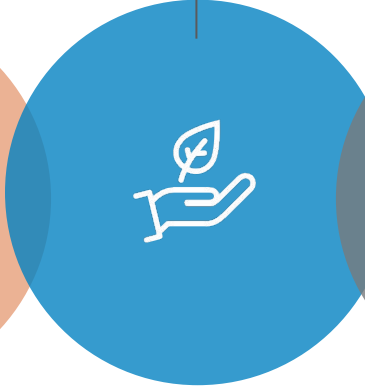
Questions about specific impacts, ranging from noise, to concerns over increases in traffic on surrounding roadways

All User Access

Strong desire for access for all forms of active transportation and accessibility

Agricultural Land

Written comments concerned over loss of agricultural property, verbal comments shared regarding willingness of property owners to sell



Station Locations

Desire for different station locations, primarily expressed in Spanish Fork – for station to be located in existing commercial area

Development Concerns

Concern over either rate of development surrounding stations, or type of development (e.g., apartments, high-density)

Bus Connections

Desire for ample bus connections and additional bus routes to connect to/from FRSE service

Locally Preferred Alternative

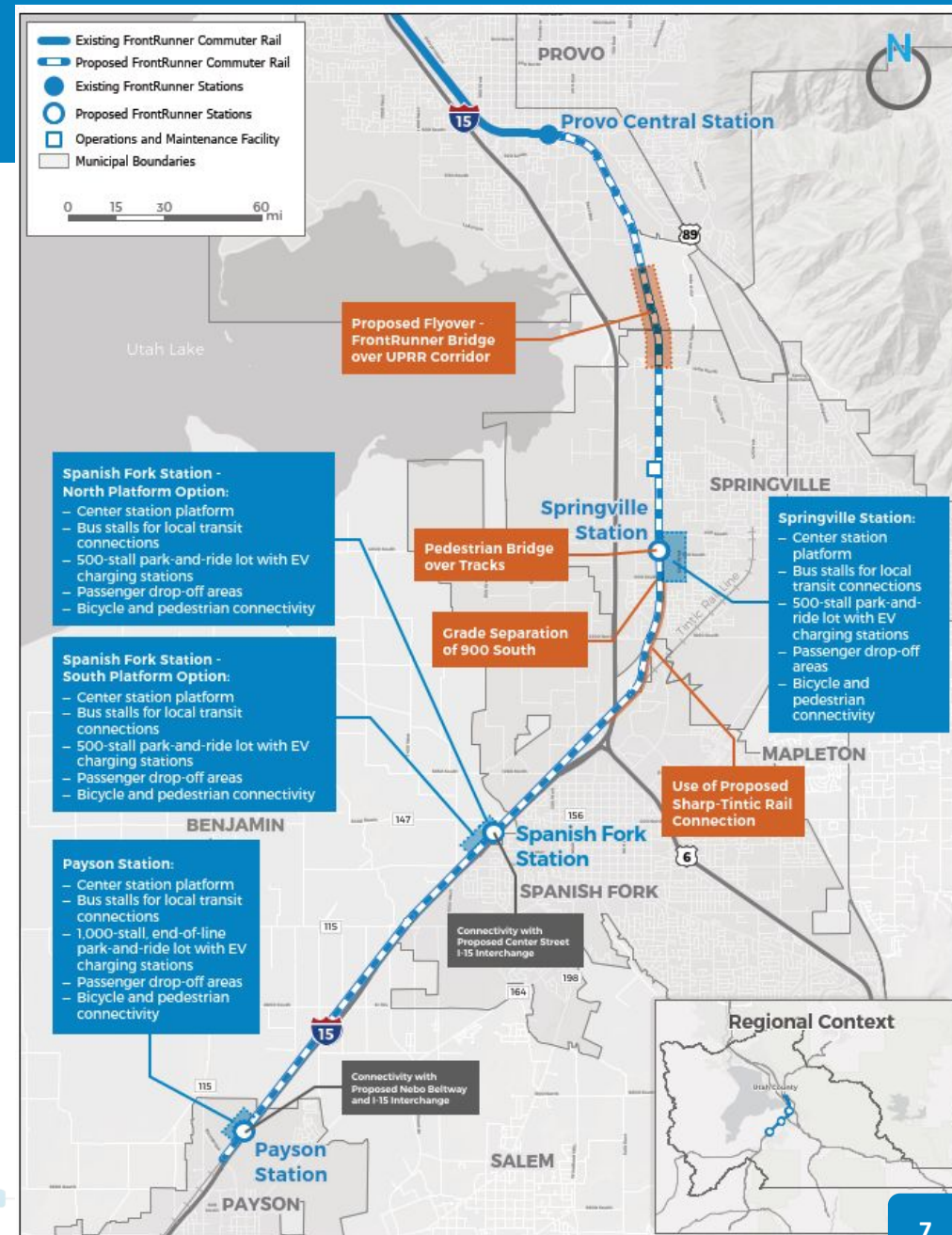
Flyover

Operations and Maintenance Facility (OMF)

Stations

Concurrent Project Integration

- UDOT/UTA Sharp-Tintic Project
- UDOT Spanish Fork Center Street Interchange Project
- UDOT Payson Main Street Interchange (Phase I) Project



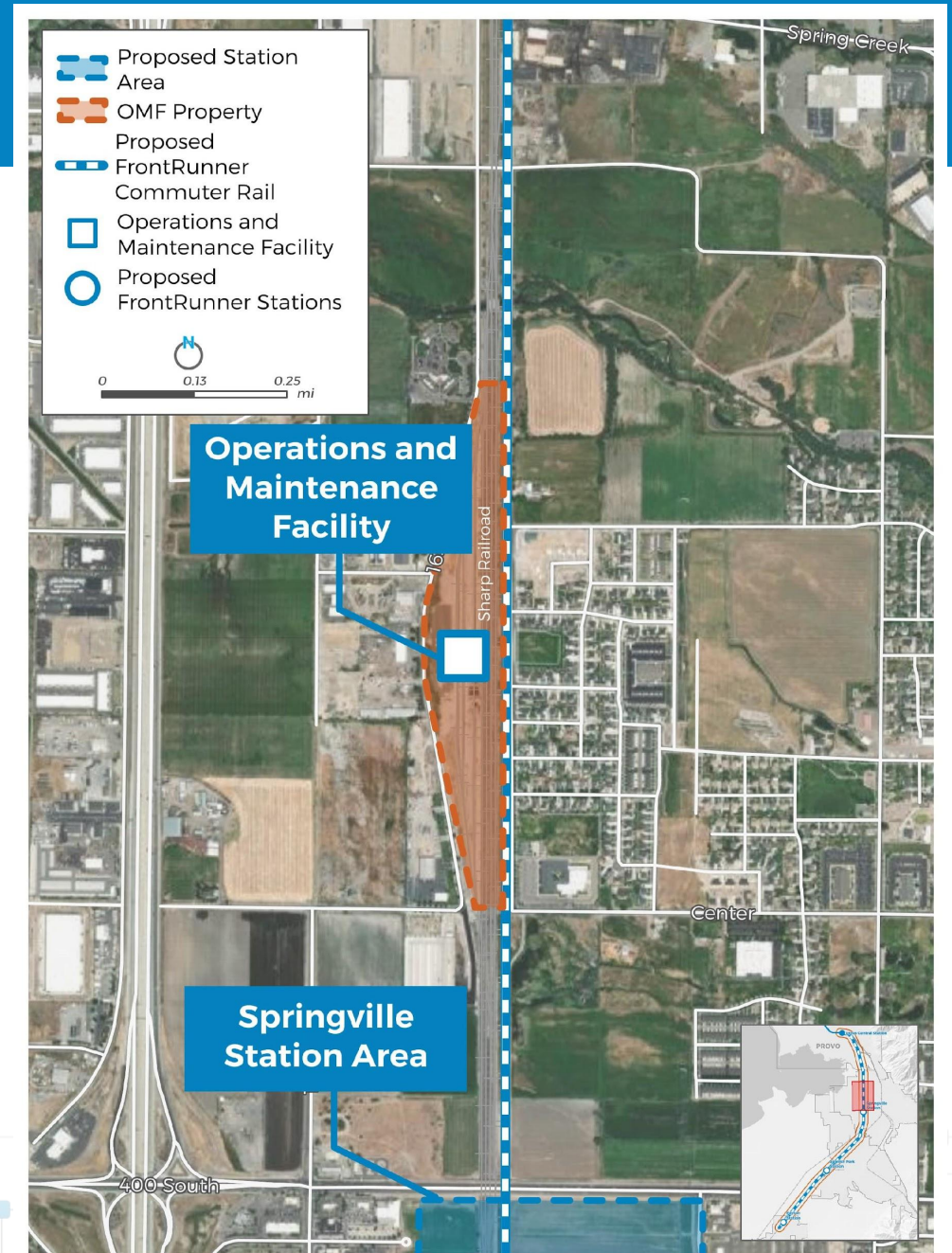
Flyover

- New flyover structure will carry FrontRunner over existing UPRR tracks
- Approximate size of flyover structure: 600 ft long (4,900 ft including ramped approaches) and 45 ft high (at its highest point)
- Proposed UTA FrontRunner right-of-way accommodates future double tracking



Operations & Maintenance Facility

- Preferred location in Springville at the decommissioned Intermountain Power Project (IPP) facility
 - Provides for a functional layout for UTA maintenance activities
 - Potential utility for FrontRunner prior to FRSE construction
 - Accommodates both UPRR and UTA



Springville Station

- Preferred location south of 400 South
- Bus bays adjacent to the platform
- New grade-separated crossing over railroad at 900 South
- New pedestrian bridge near 700 South connecting east to west development areas for direct access to the proposed station
- Ongoing coordination with Springville and Station Area Plan team

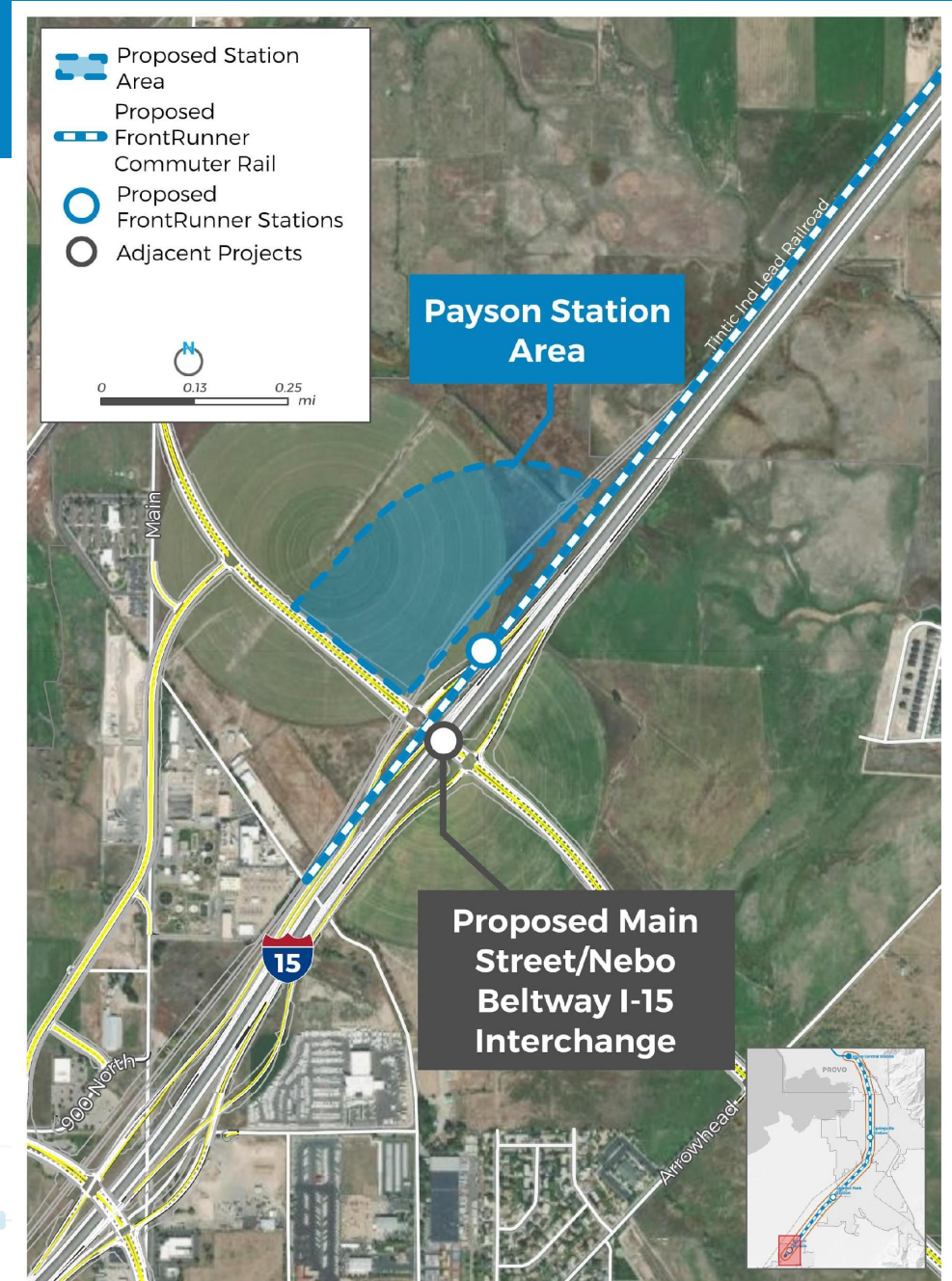
Spanish Fork Station

- Preferred station location not yet confirmed: North and South station locations will be reviewed during NEPA process
- Continued coordination with UDOT Spanish Fork Center Street Interchange Project
- Design assumes Center Street interchange and local roadways are built prior to FRSE
- Continued coordination with Spanish Fork and Station Area Plan team



Payson Station

- Preferred location north of proposed UDOT Payson Main Street Interchange and Nebo Beltway Project (Phase I)
 - Design assumes Nebo Beltway and corresponding interchange is built prior to FRSE
- Continued coordination with Payson and Station Area Plan team
- Will provide for east-west access to future Utah Valley University development



Station Programming Highlights

All Stations

- Park-and-ride lots with EV charging stations
- Bus stalls/loop for local transit connections
- Bicyclist and pedestrian connectivity
- Integration and consistency with proposed Station Area Plans
- Passenger drop-off areas

Springville
500 parking stalls

Spanish Fork
500 parking stalls

Payson
1,000 parking stalls



Next Steps



Quarterly **TAC** meetings



Ongoing meetings and **collaboration** with each city



Complete **10% design**



Documentation of **LPA** refinements, public input received



FTA coordination for environmental document



Start the **Environmental Review**

MPO TAC | Staff Report

August 26, 2024



10 | UDOT Major Projects Update

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BACKGROUND

UDOT Region 3 will update on the following major projects happening within the MAG MPO area:

Mountain View Corridor - New Freeway

Lehi 2100 North to Porter Rockwell BLVD, Bluffdale
Funded at \$466m | Construction 2024-26

Mountain View Corridor - New Freeway in Median

SR-73, Saratoga Springs to Lehi 2100 North
Funded at \$553m | Construction 2029-31

Cory Wride FWY (SR-73) - New Freeway

Mountain View Corridor to Ranches PKWY, Eagle Mountain | Funded at \$459m | Construction 2029-31

Lehi 2100 North Freeway - New Freeway in Median

Mountain View Corridor, Saratoga Springs to I-15, Lehi
Funded at \$555m | Construction 2025-28

Pioneer Crossing Operational Improvements - Reversible Lanes and Additional Lanes

SR-73, Saratoga Springs to I-15, American Fork
Funded at 77m | Construction 2025-26

Payson Main ST Interchange (phase 1) - New Interchange and Road

Includes NB I-15 Freeway ramps to the new Nebo Beltway RD | Funded at \$95m | Construction 2026-28

Sharp-Tintic Connection - New RR Connector

Creates a connection between railroad lines, removing eastern Springville, removing eight railroad crossings | Funded at \$24m | Construction 2028

I-15/Springville 1600 S/SF 2700 North - New Interchange and Widen Road (phase 1)

Creates new $\frac{3}{4}$ interchange at 1600 S/2700 N and widens road from SF Main ST to Tintic Branch RR Crossing | Funded at \$133m | Construction 2024-26

Orem 1600 North - Widen to 5 Lanes

Orem 1200 West to State ST
Funded at 38m | Construction 25-26

I-15/Spanish Fork Center ST Interchange Study

Funded at \$5m | Study Complete in late 2024
Construction Planned for 2033-2042 (needs funding)

I-15/Santaquin Main ST Interchange Study

Funded at \$4m | Study Complete in 2025
Construction Planned for 2033-2042 (needs funding)

I-15/Pleasant Grove BLVD Interchange Study

Funded at \$2.1m | Study Completed in 2023
Construction Planned by 2032 (needs funding)

STAFF RECOMMENDATION

None, informational item only.

SUGGESTED MOTION

None, informational item only.

ATTACHMENTS

[UDOT Presentation](#)



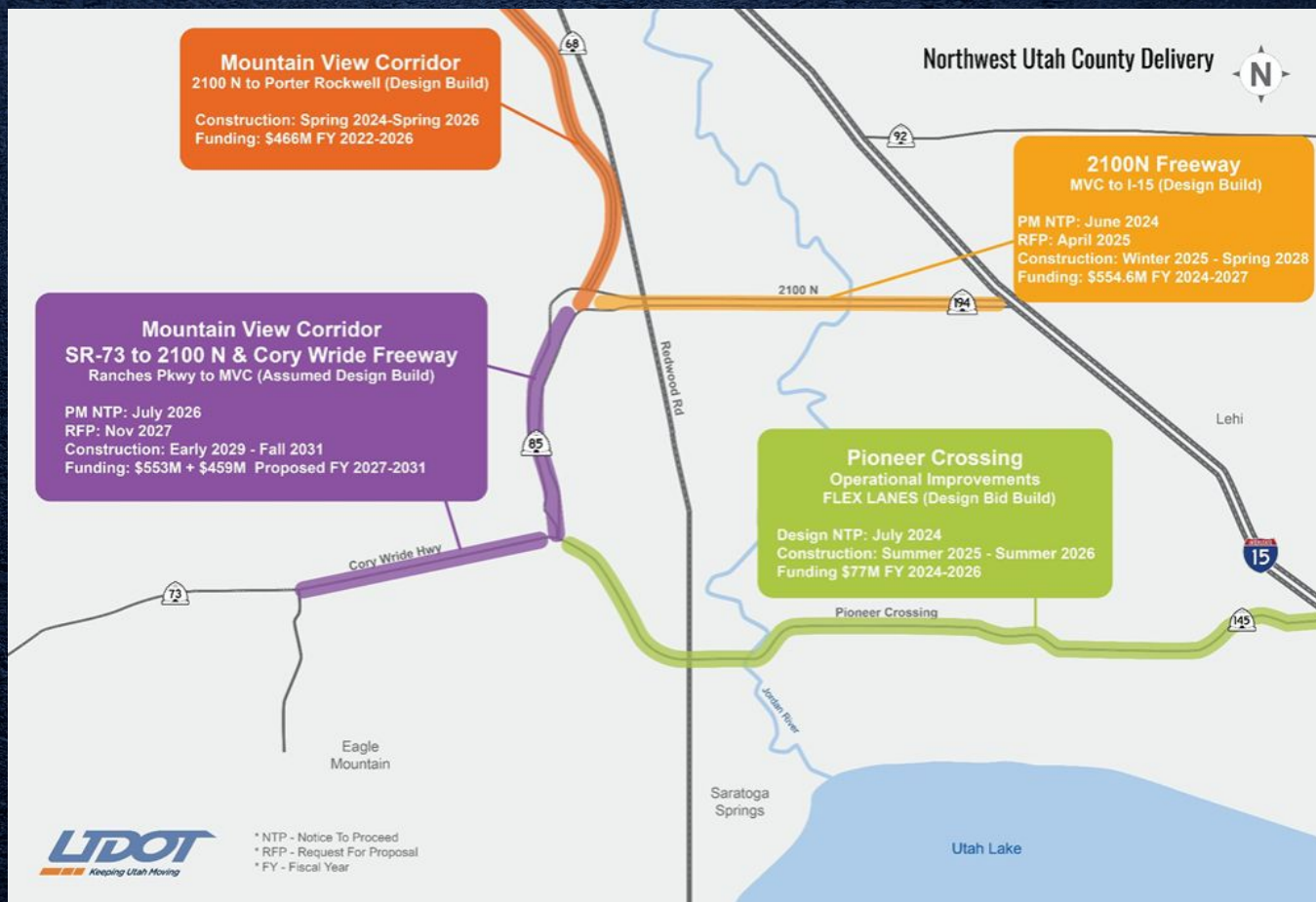
REGION THREE

Major Projects Update

August 26, 2024

Northwest Utah County

NW Utah County Projects Delivery Plan



Other Major Utah County Projects

PIN 11350 - Payson Main St. Interchange (Phase I)

Overview

- Funding Approved by Commision 6/2024
- New Roadway - Nebo Beltway Dr.
- First Phase of Full Improvements

Schedule

Design 2024-26

Construction 2026-2028

Budget

\$95M



PIN 14988 - Springville Sharp-Tintic Railroad Connection

Overview

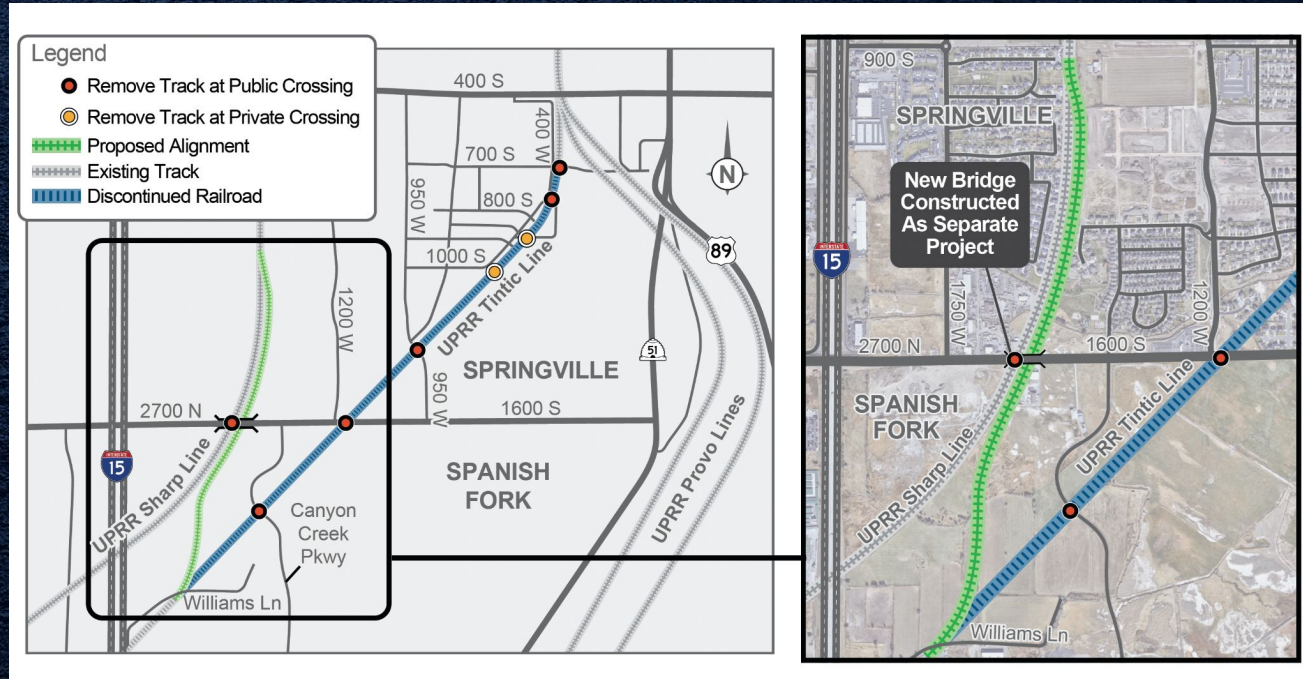
- Railroad Consolidation
- Removal of Six At-Grade Crossings
- UTA FrontRunner Future Corridor

Schedule

2028 Construction

Budget

\$24M Estimate



PIN 15153 - SPRINGVILLE 1600 S / 2700 N; SF MAIN ST TO SR-51

Overview

- Convert existing viaduct over I-15 to $\frac{3}{4}$ interchange

Schedule

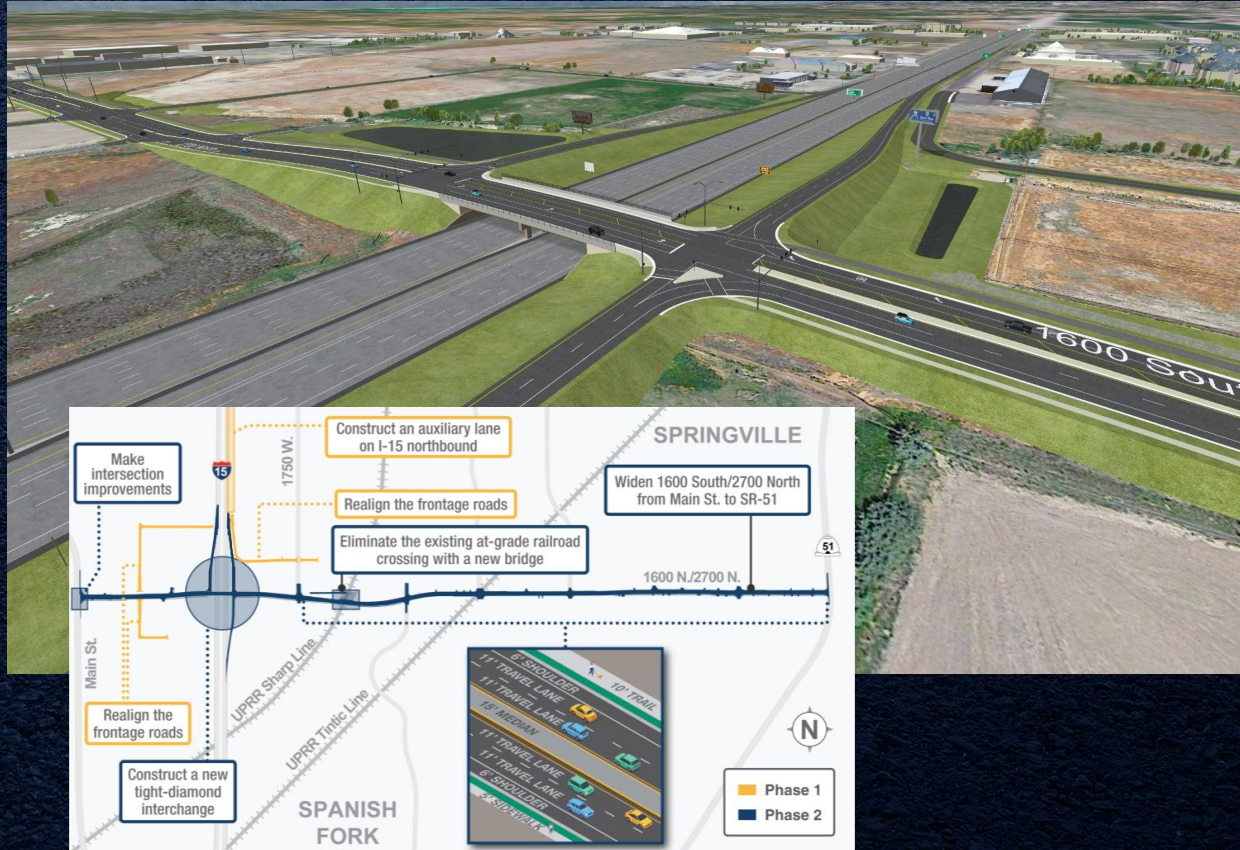
Phase 1: 2024-2025

Phase 2: 2024-2026

Phase 3: TBD

Budget

\$133M



PIN 18428 - OREM 1600 N FROM 1200 W TO STATE STREET

Overview

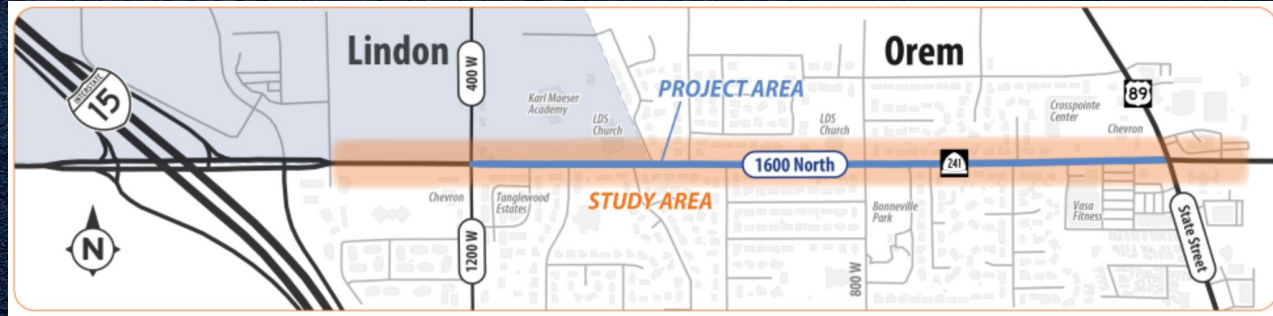
- Widening 1600 N to 5-Lane Section from 1200 W to State Street
- A/T Improvements
- Extensive ROW and Utilities

Schedule

Construction
2025-2026

Budget

\$38M Funded



Studies / Future Needs

PIN 18439 - I-15: CENTER ST SPANISH FORK INTERCHANGE

Overview

- I-15 Interchange Environmental Assessment (EA) Study
- New Interchange

Schedule

EA Complete Late 2024
Phase II Project (2033-2042)

Budget

Study \$5M



PIN 10268 I-15 Santaquin Interchange Study

Overview

Environmental Assessment (EA) study that is evaluating widening I-15 between Payson and Rocky Ridge, and improving the I-15/Main Street interchange in Santaquin.

Schedule

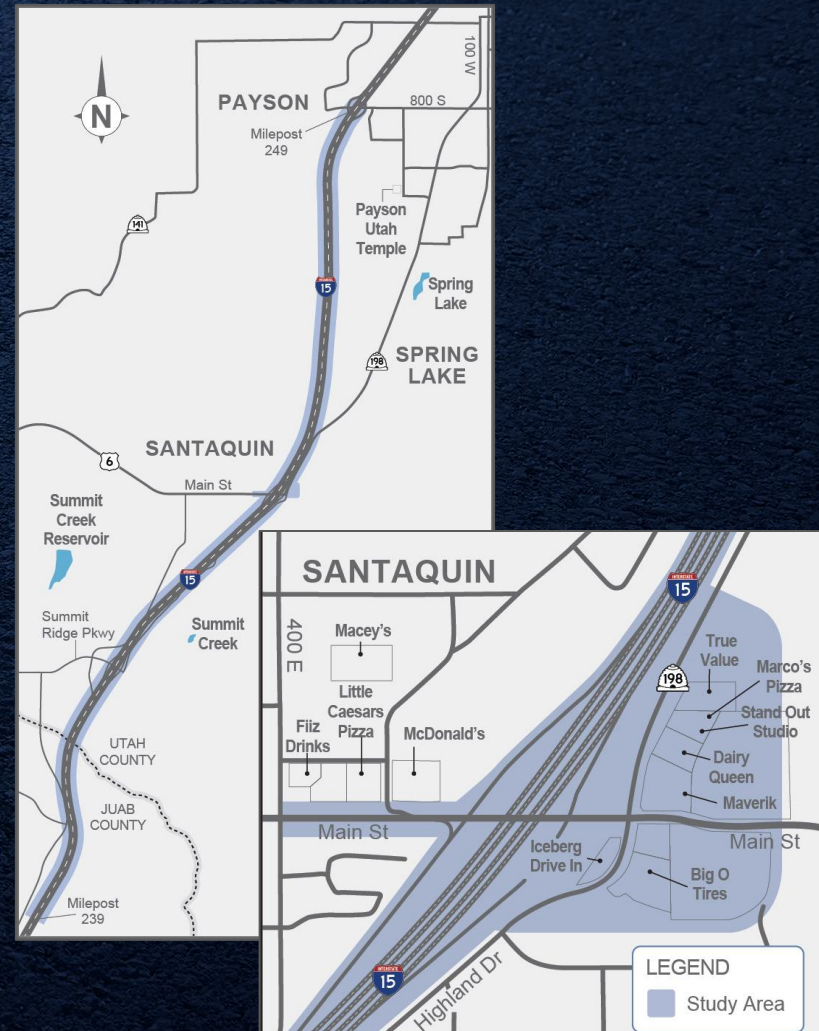
Draft Fall 2024

Final Early 2025

Phase II Project (2033-2042)

Budget

Study \$4M



PIN 15605 - PG Blvd Interchange EA

Overview

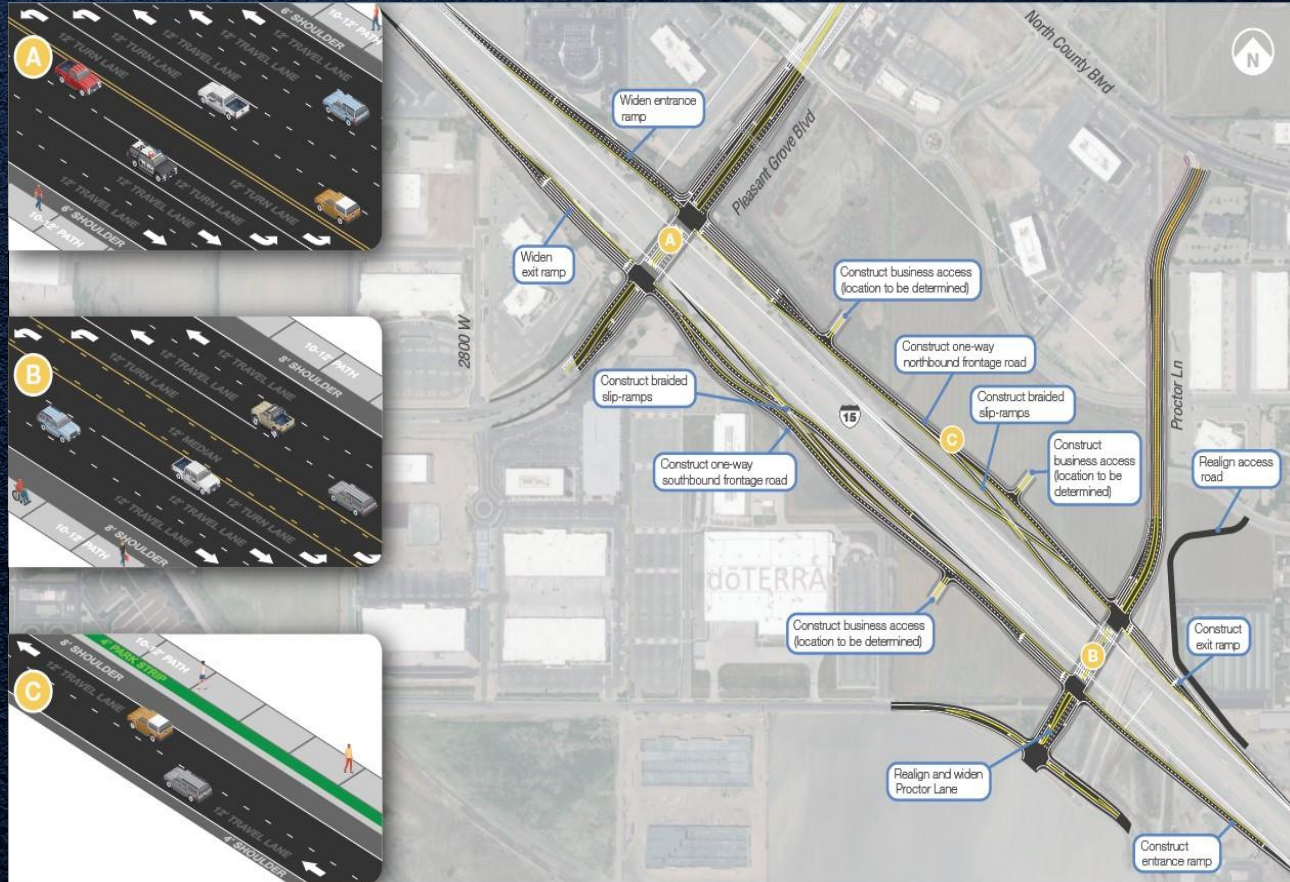
- Interchange Reconfiguration
- New Interchange at Proctor Ln.
- Connect Interchanges via Frontage Rd

Schedule

EA completed 2023
Phase I Project
(2023-2032)

Budget

\$2.1M (Study)
\$172M (Estimate)



Questions?