

A smiling woman with curly hair is holding a yellow sign. The sign contains the title and logo for the MAG MPO Public Engagement Plan. The background shows a blurred crowd of people.

MAG MPO Public Engagement Plan

Update Approved 2024



MAG

Expert Resources. Enriching Lives.

**Mountainland Association of Governments
Metropolitan Planning Organization Board
RESOLUTION TO APPROVE THE PUBLIC ENGAGEMENT PLAN (2024 UPDATE)**

WHEREAS, the Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO), as the federally designated metropolitan planning organization for the Provo-Orem, Utah urbanized area and the area projected to become urban within 20-25 years; and

WHEREAS, the MAG MPO has the responsibility under the U.S. Department of Transportation for carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan planning area; and

WHEREAS, the Statewide and Metropolitan Transportation Planning rule, as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), requires a Public Engagement Plan (PEP) for transportation planning; and

WHEREAS, the PEP for transportation planning for the MAG MPO was approved by the MPO Board on November 7, 2024; and

WHEREAS, on October 28, 2024 the MPO Technical Advisory Committee (MPO TAC) reviewed the PEP and recommended approval; and

WHEREAS, on August 30, 2024, the draft PEP was released for public comment; and

NOW, THEREFORE, BE IT RESOLVED that the MAG MPO Board approves the PEP for transportation planning for the MAG region.

BE IT FURTHER RESOLVED that the MPO Director is hereby authorized to act on behalf of the Board in matters concerning the PEP, including its administration and execution, and to make adjustments in program element amounts as necessary due to changing state or federal commitments or requirements.

<small>Signed by:</small>	
<i>Mayor Michelle Kaufusi</i>	11/14/2024
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MPO Board Chair, Mayor Michelle Kaufusi	Date

<small>Signed by:</small>	
<i>Michelle Carroll</i>	11/14/2024
<small>BD5F8FBF160C4C9...</small>	
Attest, MAG Executive Director Michelle Carroll	Date

Adopted by the MPO Board at its regular meeting on November 7, 2024.

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:

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Mayor Bill Wright, Vice Chair, City of Payson
Mayor Carla Merrill, City of Alpine
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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, Fedisplay information along the trail for about a month. This feedback is valuable for the MPO and communities to support the development of more infrastructure and enhancements to existing trails.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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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:

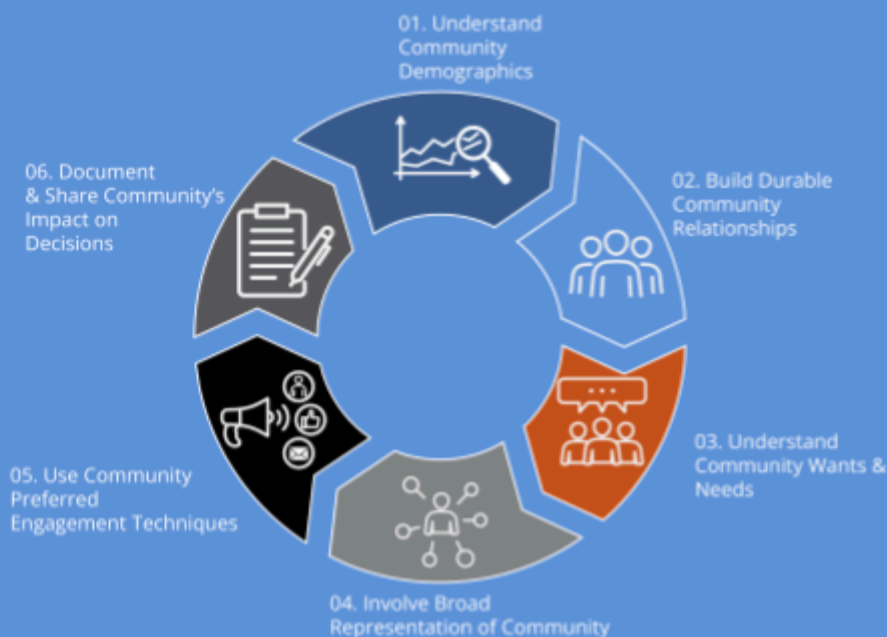
Goal 1 : Increase awareness of regional planning in the area, including communities historically underserved by the planning process.

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.

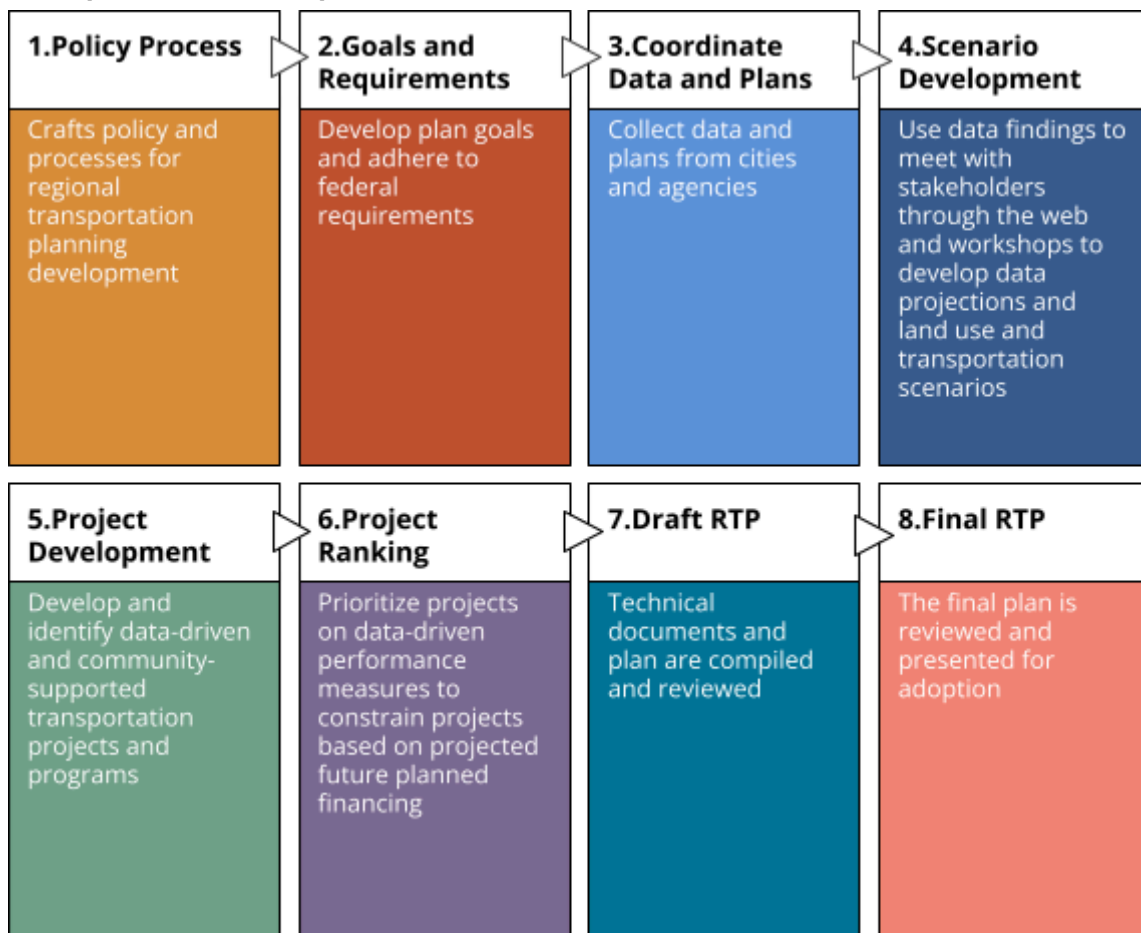


Regional Transportation Plan

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



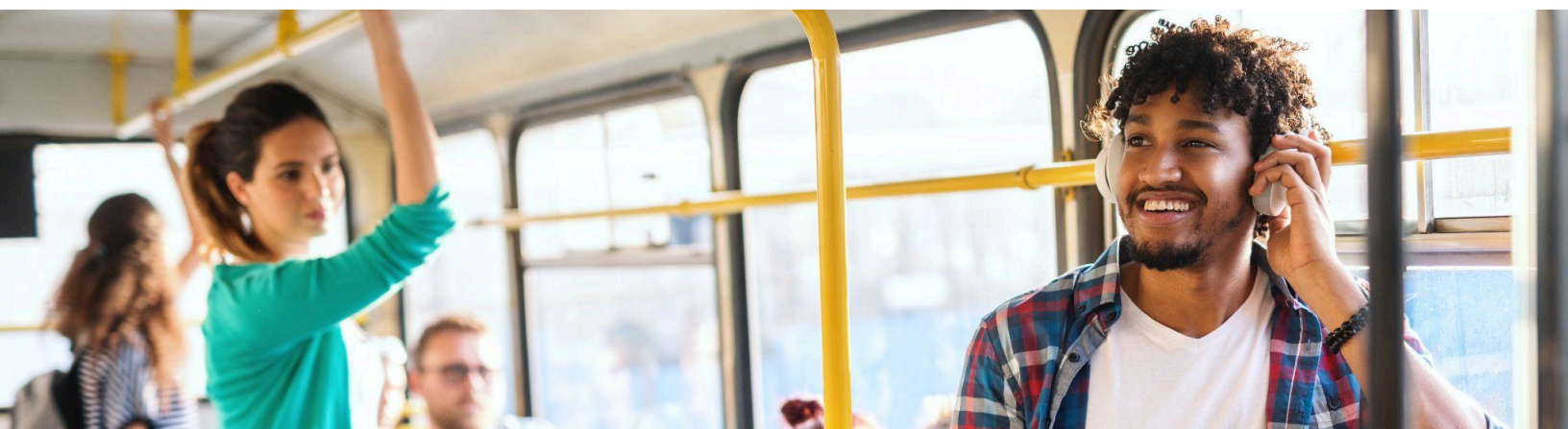
RTP Points of Engagement

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



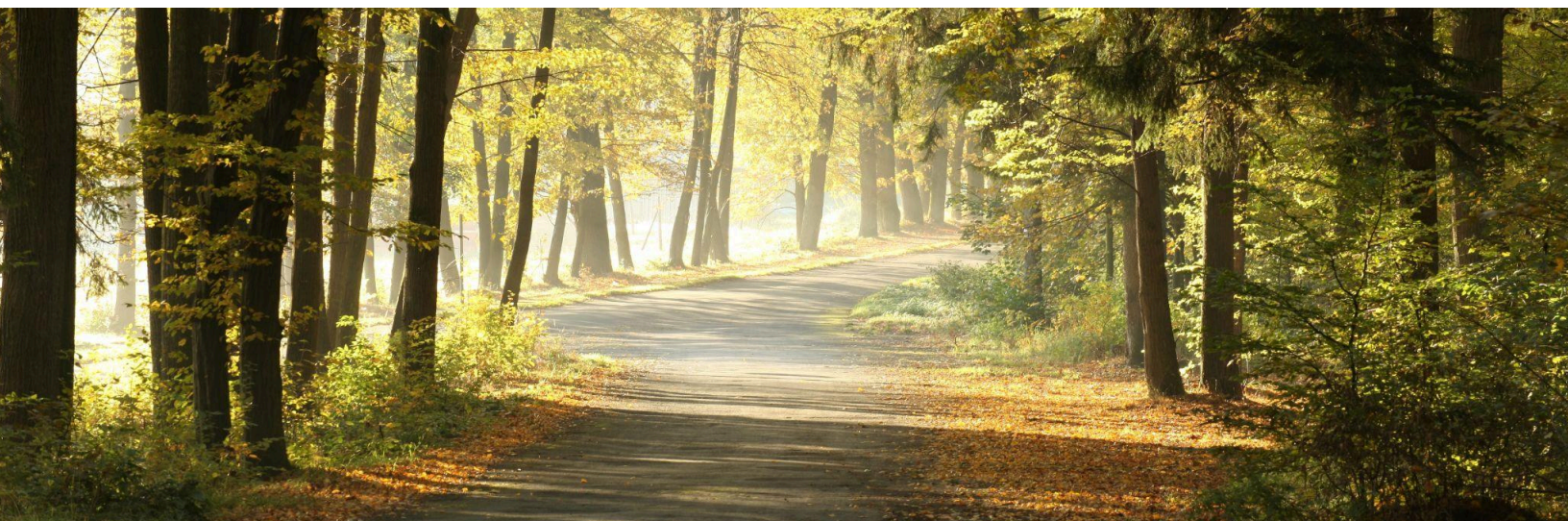
TIP Points of Engagement

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 Council 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.

Local Meetings

Staff meet with neighborhood groups, local active transportation advocates, planning commissions, and other committees to share plans and projects that may affect the area.

Trail Intercept and Online Surveys

Every year, we conduct in-person and online surveys to gather feedback on trail and bike facility usage in the MPO area. Our staff collaborates with cities to choose days and locations in the summer and early fall at major trail facilities to survey users. We also provide an online survey and display information along the trail for about a month. This feedback is valuable for the MPO and communities to support the development of more infrastructure and enhancements to existing trails.

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](http://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

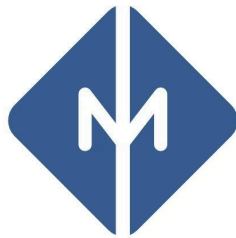
No public comment received.

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
- ISTE 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)

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