

Report G  
**Public Engagement**



## 2023 TransPlan50 Timeline 2020 - 2023



**Figure G1: 2023 RTP Process Timeline**

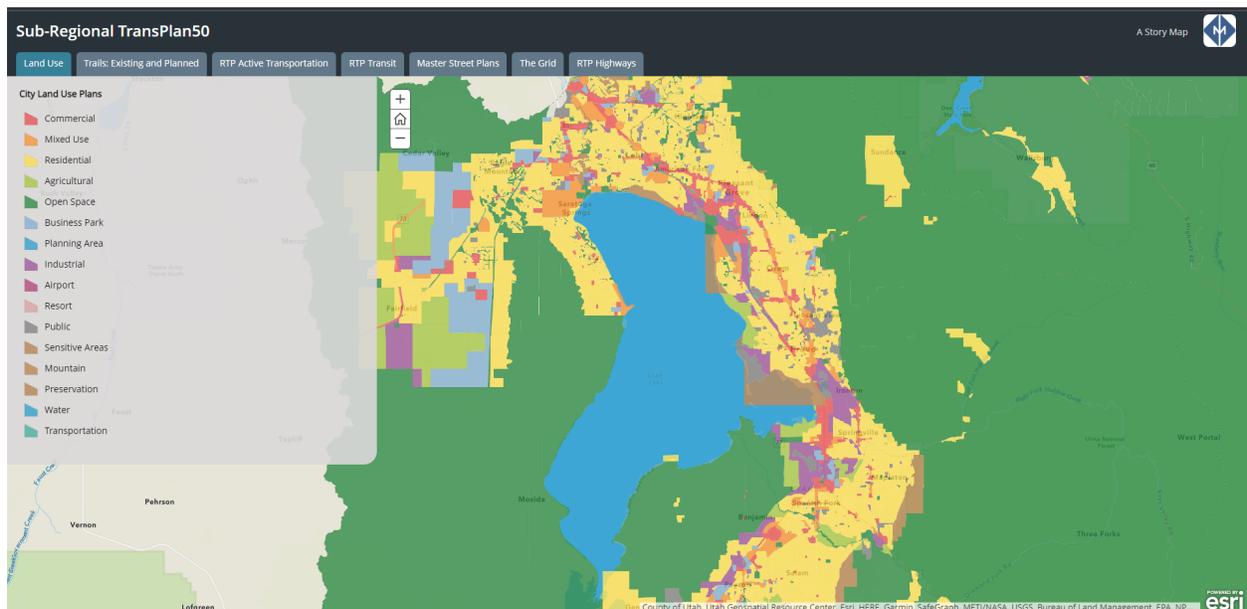
### RTP Process

The process of updating to the 2023 Regional Transportation Plan began in 2020 with the collection of data from various resource agencies. These were fed into MAG travel and real estate models. The previous RTP was reviewed on if the goals, vision, and selection criteria were relevant for the next update. Collaboration then began with cities and agencies to review their current plans to see if they aligned with what is within our database. After the land use and travel models were run, MAG phased projects by needs and brought those to technical committees, stakeholders, and the public. Afterwards MAG refined the projects based on feedback and attached current and planned funds to fiscally constrain for air quality conformity. The RTP and air quality conformity determination were then reviewed by the MPO and Technical Advisory Committees with another public comment period.

The following sections detail feedback and engagement MAG used to craft and inform the RTP process along with feedback to improve the process in the future.

## Technical Area Meetings/ Small Area Meetings

MAG sat down with city planners and engineers to go over their land use, transportation plans, RTP projects, and Grid proposed corridors. The Grid study was initiated by MAG in 2019 that identifies arterials and collectors to create a more grid like network throughout Utah County and aligns with MAG's first RTP goal: "Update the regional highway system to a metropolitan grid-based network". Most feedback involved adjusting road lines on master transportation plans and the grid, along with a few zoning changes requested.



**Figure G2: Technical Area Meeting Webmap**

Throughout 2022, the MPO held four transportation stakeholder meetings to inform and gain input on the 2023 TransPlan50 plan update. These meetings generated common themes and over 250 unique comments including 100 highway , 70 transit, and 80 Active Transportation projects and new ideas. Major themes from the sessions included:

- The need for more north-south road corridors to address major bottlenecks in Springville and Lindon
- If, when, and can a bridge be built across Utah Lake
- How to handle the traffic demands east-west through Lehi
- Discussion of micro transit and what role that can play in the region
- First/last mile corridors around frontrunner stations
- Adding transit to the Utah Lake bridge



**Figure G3: Small Area Stakeholder Meeting**

- First last mile corridors around transit stations
  - Adding major AT facilities around the southern half of Utah Lake and the Utah Lake Bridge
    - Connections to current regional networks such as the Murdock Canal Trail and Utah Lakeshore Trail

The following table and maps are the compilation of feedback received from these

meetings and summarized into 140 different ideas along with responses from MAG staff. The feedback is split into four categories:

- **RTP:** Projects that are addressed by or added to a new RTP project through discussion with local and regional partners and modeling.
- **Grid:** Projects that are addressed by or are an excellent candidate for the Utah County Grid System.
- **Local UTA Plans:** Projects that are or may be addressed by UTA plans such as the Service Plan or Long Range Transit Plan
- **Considered:** Projects in current form due to modeling and discussion lack feasibility due to environmental constraint or demand in the next 30 years.
- **Vision:** Projects through modeling and discussion that lack demand in the next 30 years and/or needs further study to determine need and elevate to RTP project.

ID	Comment	Response	Mode	Feedback_Cat	RTP #
1	Orem 800 N geneva road interchange	Future model volumes do not support single interchange by 2050.	Hwy	Considered	
2	SR-92 from North County Blvd to Canyon Rd widen 4 lanes	Current construction of turn lanes addresses need through 2050	Hwy	Considered	
3	1-15 Widening down to Payson a	Southbound climbing lane	Hwy	RTP	H22,H1

ID	Comment	Response	Mode	Feedback_Cat	RTP #
	higher priority	project in phase 1, widening project as a phase 3 need, but is unfunded			04
4	Extend US 6 Expressway to mouth of canyon	Modeled volumes don't warrant grade separation by 2050.	Hwy	Considered	
5	Connect Cory Ride Freeway directly with Pioneer Crossing Expressway	South Lehi Expressway project reflects new alignment	Hwy	RTP	H31,H72
6	500 W Bridge and widening construction are desired but there are concerns with widening 500 W because property owners adjacent of the project are a very vulnerable population	Provo City officials support the project, and are currently working with the City to implement it in the City Transportation Plan. Impacts to vulnerable populations will be studied at environmental stage	Hwy	RTP	H101,H102
7	Provo 820 N widening, interchange strong local opposition, benefits commuters going to Hospital and BYU from outside of Provo	Needed regional facility. Project is supported by the Provo City Planning Process.	Hwy	RTP	H42
8	Utah lake and Lakeshore Expressway bridges, avoid problems of rail bridge causeway at Great Salt Lake, how will these projects perform from an EIS standpoint	Environmental will dictate proper design to mitigate environmental impacts. Upcoming feasibility study is proposed	Hwy	Considered	
9	1600 N Vineyard, make a state Rd, Connect over Railroad	Models well, added RTP project	Hwy	RTP	H44
10	Connections between Vineyard Connector and I-15	Currently studying and added to RTP.	Hwy	RTP	H94
11	Springville 1600 S, needs to happen at junction with main project	Entire corridor in phase 1 of RTP.	Hwy	RTP	H29
12	Spanish Fork Center Street, Change to UDOT Ownership	Discussions with UDOT ongoing.	Hwy	Considered	
13	Create alternate route from Lakeview Expressway to Spanish Fork Canyon	Modeled volumes don't warrant it by 2050.	Hwy	Considered	
14	Widen I-15 from Santaquin Main Street to edge of MPO boundary	Added to RTP	Hwy	RTP	H104
15	Lehi wants a new freeway bridge/viaduct below pony express from Pioneer Crossing to Vineyard Connector	Is listed in plan as an alternative for the Lehi South Expressway project.	Hwy	RTP	H72
16	SR-92 Study Connecting clubhouse into mountain view corridor	Study is funded	Hwy	Considered	H3
17	Pioneer Crossing does not serve	Future RTP projects are	Hwy	RTP	H35

ID	Comment	Response	Mode	Feedback_Cat	RTP #
	traffic adequate with the multiple stop lights and north south traffic	planned to give additional alternatives. Additional Pioneer Crossing projects are proposed.			
18	Change Pony Express into an expressway from Mid Valley Connector to PG Blvd	Is listed in plan as an alternative for the Lehi South Expressway project to Foothill Blvd. Not warranted west of Mountain View with SR-73 projects	Hwy	Considered	H72
19	More local connectivity over I-15	MAG Grid map suggests these connections.	Hwy	Grid	
20	1200 N Vineyard, RR bridge.	MAG Grid map suggests this connection as a collector.	Hwy	Grid	
21	Connect freeway bridge between Provo 500 N and 620 N over I-15	Potential future collector.	Hwy	Grid	
22	Connect 400N Orem into Vineyard	MAG Grid map suggests this connection as a collector.	Hwy	Grid	
23	Orem 1600 N/800 E to University Parkway, do not widen, explore other options, Lindon 200 S for example	City of Orem Supports Project	Hwy	RTP	H78,H100
24	Connector between Highland Blvd. and Lehi 1200 E	Address through local city transportation plans.	Hwy	Grid	
25	Meadows crossing over I-15	Currently studying and added to RTP.	Hwy	RTP	H94
26	1200 E Lindon Connection between Lindon and PG	MAG Grid map suggests this connection as a collector.	Hwy	Grid	
27	Intersection Improvements on SR-92	Single intersections are not listed in the plan but are supported	Hwy	Considered	
28	Elk Ridge Drive, connect to Lakeview Expressway	Volumes are not supported by 2050.	Hwy	Considered	H52
29	1200 W Springville/ Lakeview Parkway connection into Provo	Included in RTP	Hwy	RTP	H28
30	Continue Lakeshore Expressway south to Santaquin	Expressway not warranted by 2050.	Hwy	Considered	H88
31	Widen Powerhouse bridge and road	Shoulder and turn lanes are warranted, proposed future 2300 E handles future traffic in the area.	Hwy	Grid	
32	Widen 9600 S in Payson	Volumes are not supported by 2050.	Hwy	Grid	
33	Widen Santaquin 400 E between	Volumes are not supported by	Hwy	Grid	

ID	Comment	Response	Mode	Feedback_Cat	RTP #
	main st and 12400 S	2050. Grid map suggests future arterial.			
34	Extend Summit Ridge from Main St to 12400 S	Currently studying and may consider it as an amendment to the RTP.	Hwy	Grid	
35	Lehi 1200 E Widen to 4 lanes, improve Capacity	Model supports widening, going through the city process to add in their plan.	Hwy	Grid	
36	Grid Connections around Lehi West of Freeway	MAG Grid map suggests these connections.	Hwy	Grid	
37	Prioritize the 900 N Grid connection in Lehi near the Jordan river	Model supports widening, going through the city process to add in their plan.	Hwy	Grid	
38	Create alternate route between Payson and SF Canyon	Already accomplished with the Woodland Hills/2300 E RTP project.	Hwy	RTP	H85
39	Create a loop in the Elk ridge area	Already accomplished with RTP Projects	Hwy	RTP	H83, H85, H106
40	Connect Payson 800 S into Geonla	Volumes are not supported by 2050.	Hwy	Vision	
41	Connect 12400 S to western highway	Project not feasible due to environmental designation.	Hwy	Vision	
42	Tunnel through Lake Mountain	Regional corridors around the mountain work well/are more cost efficient. Volumes are not supported by 2050.	Hwy	Vision	
43	South Highway crossing over lake	Volumes are not supported by 2050.	Hwy	Vision	
44	New connection between Elberta and I-80	Volumes are not supported by 2050.	Hwy	Vision	
45	Build Western bypass road to get trucks off of I-15	Multiple projects are proposed in the area. Future study will dictate future corridors.	Hwy	Vision	
46	Project 106- Camp Williams okay with route alignment furthest north, have available land	Concerns with impacts to I-15 and MVC, added to RTP, UDOT and MPOs will be studied.	Hwy	RTP	H97
47	PG 700 S Widen	Lindon 700 N is the current regional corridor, 700 S would be a local grid connection	Hwy	Grid	
48	Transit corridor over Utah Lake Bridge	Ridership does not warrant it by 2050.	Transit	Vision	

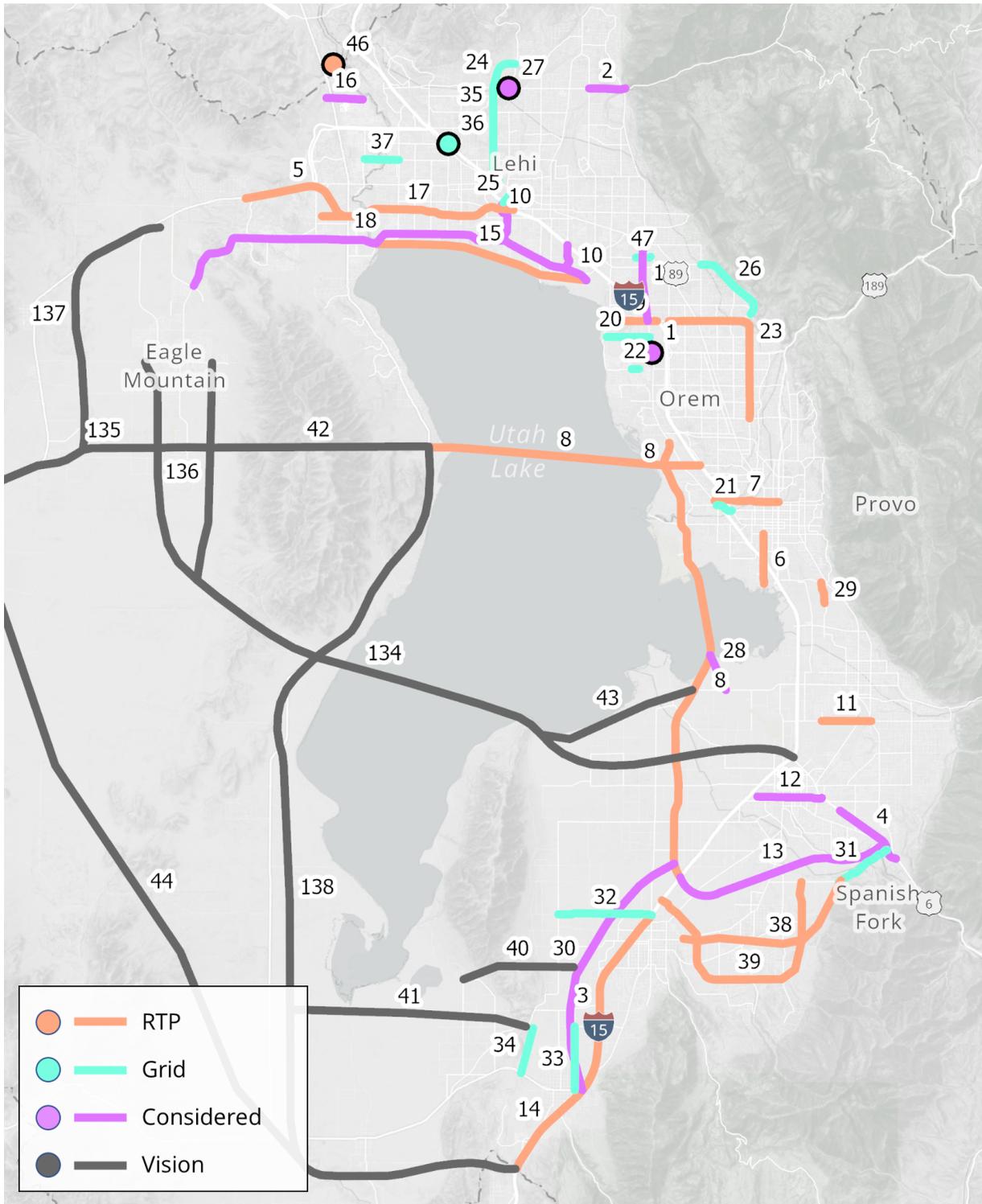
ID	Comment	Response	Mode	Feedback_Cat	RTP #
49	Lakeview Parkway, High Frequency transit service, connecting Provo to the airport to UVU	Not supported by the model between Vineyard to Airport. UTA service plan and RTP includes BRT project from Airport to East Bay Provo.	Transit	RTP	T5, T14
50	BRT 800 N and University Ave	Current planned densities do not warrant this service	Transit	Considered	
51	Shuttle Service to Sundance and Heber	Current bus service to Sundance, future study to Heber.	Transit	Considered	
52	Put BRT on Orem Blvd instead of State St	Central Corridor study dictates line on State St. Adopted by Orem City.	Transit	Considered	T12
53	Timpanogos/ North County Blvd BRT/Light Rail, Core Bus	Ridership does not warrant it by 2050.	Transit	Considered	
54	High Frequency Transit from PG on Geneva ending at Provo airport	Address through RTP light rail project alternative and BRT project from East Bay to Airport	Transit	RTP	T5, T14
55	Santaquin, 805 Loop through city	Local bus service to go through UTA planning process	Transit	Local UTA Plans	
56	Connect Commuter rail to Payson 800 S	City planned station at Payson Main St. next to future UVU campus.	Transit	Considered	T2
57	Core Bus route pony express pkwy through Lehi	Current planned densities do not warrant this service	Transit	Considered	
58	Commuter rail from inland port down into Saratoga springs, and to Utah lake bridge, another Spur into Cedar valley	Ridership does not warrant it by 2050.	Transit	Considered	
59	Commuter rail into the Cedar Valley, needs to be fast	Ridership does not warrant it by 2050.	Transit	Considered	
60	Core Route along Redwood Rd into Salt Lake Valley and in Saratoga Springs, across Utah Lake Bridge	Redwood Project removed in coordination with WFRC from last plan Will test in model	Transit	Considered	
61	Sunday Service on Frontrunner	Can be evaluated by UTA service plan	Transit	Local UTA Plans	
62	Microtransit throughout county	Can be evaluated by UTA service plan	Transit	Local UTA Plans	
63	Create first/last mile connections to Transit Stations	AT trail Master plans, Station Area Plans	Transit	Local UTA Plans	
64	Shelters at bus stops	Can be evaluated by UTA service plan	Transit	Local UTA Plans	

ID	Comment	Response	Mode	Feedback_Cat	RTP #
65	Circular Transit around AF	AF is Studying	Transit	Local UTA Plans	
66	807, All day service more frequent and adjustments to route	Can be evaluated by UTA service plan	Transit	Local UTA Plans	
67	Worried about Alignment of BRT, keep it on State at Pleasant Grove	Central Corridor study dictates line on North County Blvd	Transit	Considered	T12
68	Better Local bus coverage in the South County	Can be evaluated by UTA service plan	Transit	Local UTA Plans	
69	Bus service on 1200 E Lehi	Can be evaluated by UTA service plan	Transit	Local UTA Plans	
70	Transit to Camp Williams	Needs coordination with WFRC, core route project was previously removed	Transit	Local UTA Plans	
71	Get Cedar Valley into the Transit system	Can be evaluated by UTA service plan	Transit	Local UTA Plans	
72	Extend Bus route along University Ave into Provo Canyon, up to Sundance	Current UTA routes service in this area, 834 and 880	Transit	Considered	
73	High frequency corridor along central does not have to be dictated by Point of the Mountain Study		Transit	Considered	
74	Transit would be disjointed if the projects were not coordinated		Transit	Considered	
75	High frequency corridor Lakeview Expressway, Provo to Payson	Vision Project	Transit	Vision	
76	Connect Maple core route to lakeview expressway, Spanish Fork	Vision Project	Transit	Vision	T10
77	Transit Connections in Benjamin Area once it develops, vision	Can be evaluated by UTA service plan	Transit	Vision	
78	Change South High Frequency Corridor to LRT	Current Vision Project	Transit	Vision	
79	Preserve commuter corridor rail to Santaquin	Vision Project	Transit	Vision	
80	Need something on Orem State ST, Corridor trail	Coordination with the City of Orem	AT	Considered	
81	Should be termed Multi-Use pathways not trails for UDOT projects		AT	Considered	
82	10 Foot Rail Trail	Under study	AT	RTP	A13
83	Regional Trail along Alpine Highway from Murdock Canal to Alpine	Coordinate with City check if in RTP	AT	Considered	
84	AT Improvements up AF Canyon	Requires future study	AT	Considered	

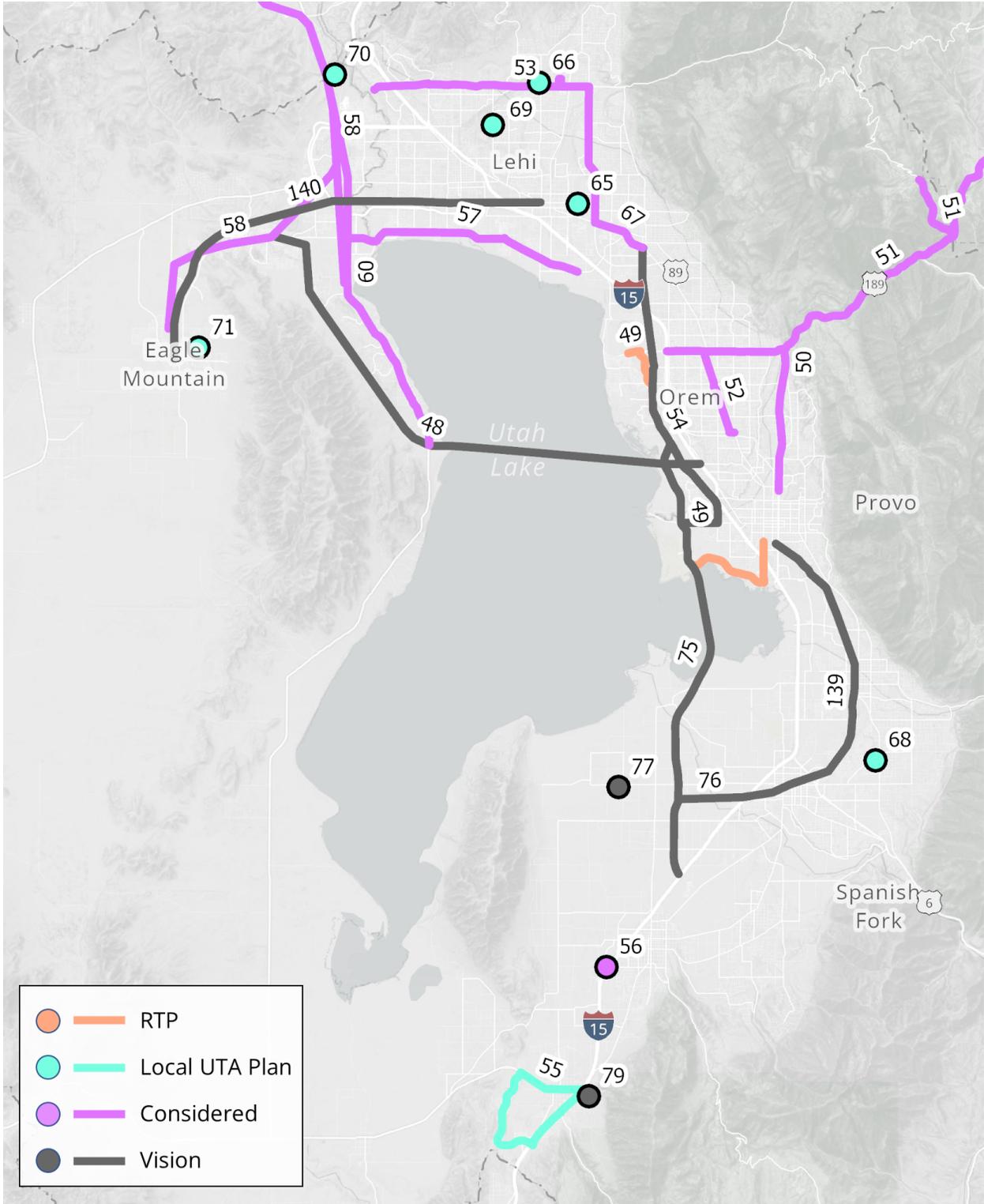
ID	Comment	Response	Mode	Feedback_Cat	RTP #
85	Trail along Geneva Rd, State St to Orem Center ST	Studying in Rail Trail Study	AT	RTP	A13, A63
86	SR-51 Trail	Possible bike lane, will consider in future plan	AT	RTP	A42
87	Bike improvements on US6 Santaquin to Elberta	Future Plans	AT	RTP	A39,A40
88	Create an AT facility along Foothill Blvd corridor from where the project ends in Saratoga Springs to the Lake Bridge	EIS project will evaluate	AT	Considered	
89	Have a Ped/Bike Facility along Redwood Rd	Will evaluate in plan	AT	Considered	
90	Mapleton Lateral Trail, put tunnel or bridge at US6	Funded project	AT	RTP	A46
91	Utah lake bridge AT project	Could be considered with Bridge Project	AT	Vision	
92	Ped flyover bridge Vineyard Connector at Geneva Road	Will be looked at with future trail project	AT	RTP	A35
93	Project 48 Upgrade, University Ave Trail, 300 S to 800 N	In TIP	AT	RTP	A20
94	Need more bike lanes and trails in Provo downtown area	Coordination with the City of Provo	AT	RTP	A20,A21 ,A22, A78,A117
95	Utah lakeshore trail Wakara way segment missing	Is a funded project, will add to RTP	AT	RTP	A1
96	Ensure Trail Plans are Up to date	Will with updated plan	AT	Considered	
97	Orem Bike/Ped grid needs connections	Some connections addressed in Orem AT Plan and RTP	AT	RTP	A105,A106,A107 ,A108
98	Connect 1200 N bike lane into Vineyard	Could be considered with Road Grid project	AT	Considered	
99	Ped Bridge 400 N and extend street into Vineyard	May be considered with Road project	AT	Considered	
100	Identify Commuter trails and make 15' wide	Being planned, regional facilities	AT	Considered	
101	Trail on Canyon RD Pleasant Grove	In RTP as Phase 1 Project	AT	RTP	A9
102	Trail on North County Blvd North of SR-92,	Is part of a funded TIP Project	AT	RTP	A12
103	Extend Mitchell Hollow Trail to built trail on 10400 N	Coordinate with City	AT	Considered	
104	Connect Art Dye trail into 200 S	American Fork Shared Use	AT	RTP	A8

ID	Comment	Response	Mode	Feedback_Cat	RTP #
		Path from RTP connects near 200 S over I-15			
105	Connect project 14 into Lakeshore Trail	Will look into, when road project is finished	AT	Considered	A8, A59
106	Suncrest Dr above Highland to Draper, AT Project, Some Separation	Coordinate with City	AT	Considered	
107	AT Connection between Murdock and Rail Trail in PG	Is an RTP Project in Phase 1	AT	RTP	A17
108	Connect Rail Trail to Vineyard Connector	Multiple connections planned in area	AT	RTP	A8, A14
109	What is at PG Blvd?	a wide sidewalk	AT	Considered	
110	Connect Utah lakeshore trail to Spanish fork river trail	Trail Connections from Lakeshore to Spanish Fork in RTP	AT	RTP	A90, A132
111	Complete trail along South Utah lakeshore	Vision Project	AT	Vision	
112	Trail along Elk Ridge DR connecting to Benjamin Interchange	Create AT facility as part of road expansion	AT	RTP	A50
113	More Trails in Santaquin	Santaquin AT plan is progress	AT	Considered	
114	Connect Springville 1600S along rail to Spanish Fork River	Coordinate with Cities	AT	Considered	
115	Create Hobble Creek trail through Springville, also to lake shore trail	In RTP, feasibility more challenging within built up Springville area.	AT	RTP	A43, A89
116	New Springville Trail along foothills	Refer to Springville AT Plan	AT	Considered	
117	Trail along 5600 W through west mountain	Future plans	AT	Vision	
118	Trail along 6400 S lakeshore	Future plans	AT	Vision	
119	Trail from 5600 W through Genola	Future plans	AT	Vision	
120	Trail connection along 7300 S connection westfields to I-15	Future plans	AT	Vision	
121	Rail trail frontrunner Provo to Payson (super highway)	Needs future study	AT	Vision	
122	Trail up Payson canyon to Payson lakes	Part of TIP project	AT	RTP	A47
123	Pipe highline canal and put a trail on	Is planned	AT	RTP	A87
124	Connect Summit ridge pkwy trail to I-15	Nearby RTP Project, Refer to City Plan	AT	RTP	A91
125	42 Miles of new trails around Camp Williams Base	Could be considered with RTP, follow up with Camp Williams	AT	Considered	
126	Create local plans in Eagle Mountain	Considered with several RTP	AT	RTP	A18,

ID	Comment	Response	Mode	Feedback_Cat	RTP #
	to put trails along washes	projects, will work with Eagle Mountain and AT plans.			A76
127	Build grade-separated crossing at Jordan River Trail/ Pony Express	Will evaluate in plan	AT	Considered	
128	Build Historic Trail along Lehi-Fairfield Rd from Eagle Mountain Town Center to Fairfield	Evaluate with cities	AT	Considered	
129	More trail connections with RTP projects in Cedar Valley	Evaluate with cities, several RTP projects in area	AT	RTP	A69, A73, A95, A96
130	Trail from Lincoln beach across lake	Vision Project	AT	Vision	
131	AT along vision Freeway, Santaquin, Olsen's Line?	With future road project	AT	Vision	
132	AT Plan for Benjamin Area	Future work with communities/ county	AT	Vision	
133	Widen Geneva to 7 lanes, 1600 N to State St	Future model volumes do not support a 6-lane cross section on Geneva in this 2050 scenario.	Hwy	Considered	
134	Vision Project, US-6 to Cedar Valley	Vision Project	Hwy	Vision	
135	Vision Project, Cedar Valley to Tooele County	Vision Project	Hwy	Vision	
136	Vision Project, East Expressway	Vision Project	Hwy	Vision	
137	Vision Project, Cedar Valley West Expressway	Vision Project	Hwy	Vision	
138	Vision Project, Saratoga Springs to Santaquin	Vision Project	Hwy	Vision	
139	South Valley High Frequency Corridor	Vision Project	Transit	Vision	
140	Cedar Valley High Frequency Corridor	Vision Project	Transit	Vision	



**Figure G4: Small Area Highway Feedback Map**



**Figure G5: Small Area Transit Feedback Map**

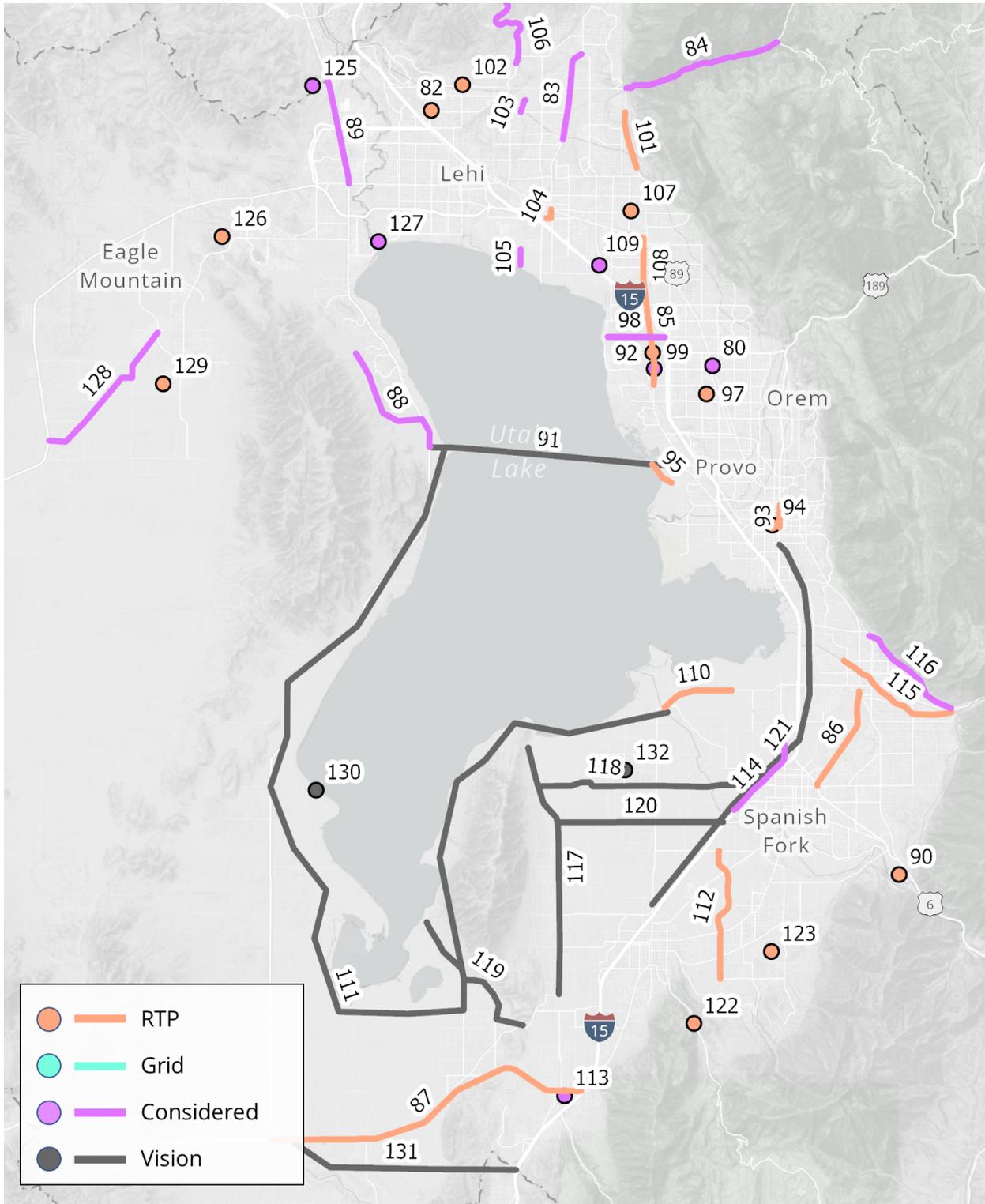


Figure G6: Small Area AT Feedback Map

### Public Comment Opportunities

In October 2022 after stakeholder and technical meetings, the draft RTP projects were published online for review of projects. In total MAG received 30 comments along major themes:

- Reduce congestion in Cedar Valley
- Consider first last mile AT projects near transit stations
- Concerns with 820 N widening

In April 2023, the public comment period for air quality conformity of projects was published online for the public to view. No comments were received on the determination document, neither where there any regionally significant comments on RTP projects that would require re-modeling of the conformity determination. There were 70 additional public comments on projects, 71% of them from public, and 29% cities/agencies. Listed below are major themes, a summary table, and the map with locations of comments.

- Advance projects / more funding needed
- More projects / funding needed in NW Utah County
- Concerns with Point of the Mountain Connector Freeway
- Concerns with Central Corridor (BRT vs. Light Rail)
- Build Meadows Crossing
- Redwood RD is congestion
- Concern that currently funded environmental studies don't have a construction project funded in phase 1
- Positive comments about Utah Lake Bridge
- Trails needed west of Payson and Eagle Mountain

Public Comment Feedback					
Themes	General Comments	Commenters	Mode	Times Mentioned	Response
I-15/UVU, Upgrade Interchange Needs	Upgrade the Interchange	Public	Hwy	1	A direct connection from NB I-15 is in the plan. SB I-15 traffic will be handled with planned improvements to the intersections around I-15/Orem Center ST Interchange as well as to Orem 1200 W.
Saratoga Springs,		Public	Hwy	37	Projects on the

Project Needs				<p>Needs-based Lists in TransPlan50 are supported by local growth plans and future land use and traffic models. The Fiscally Constrained Lists in the plan must tie into a financial plan that predicts future available funding based on past trends. The major regional projects within the plan have costs that well exceed what municipalities are allowed to collect for transportation impact fees. UDOT does not have the legal authority to collect impact fees on developers. The main funding source available to UDOT for highway projects (TIF funds) is programmed out through 2030. Mountain View Corridor into Salt Lake County, and the Lehi 2100 N FWY are funded with this program. With TIF programmed out for the majority of the first phase of the plan, it makes it difficult to identify additional funding needed to make the plan whole. Other factors that impact funding the plan include less bonding, and project costs up 32% since the 2019 TransPlan50 update. The MPO will continue to promote the transportation needs and search for other funding mechanisms to fund all the needed projects.</p>
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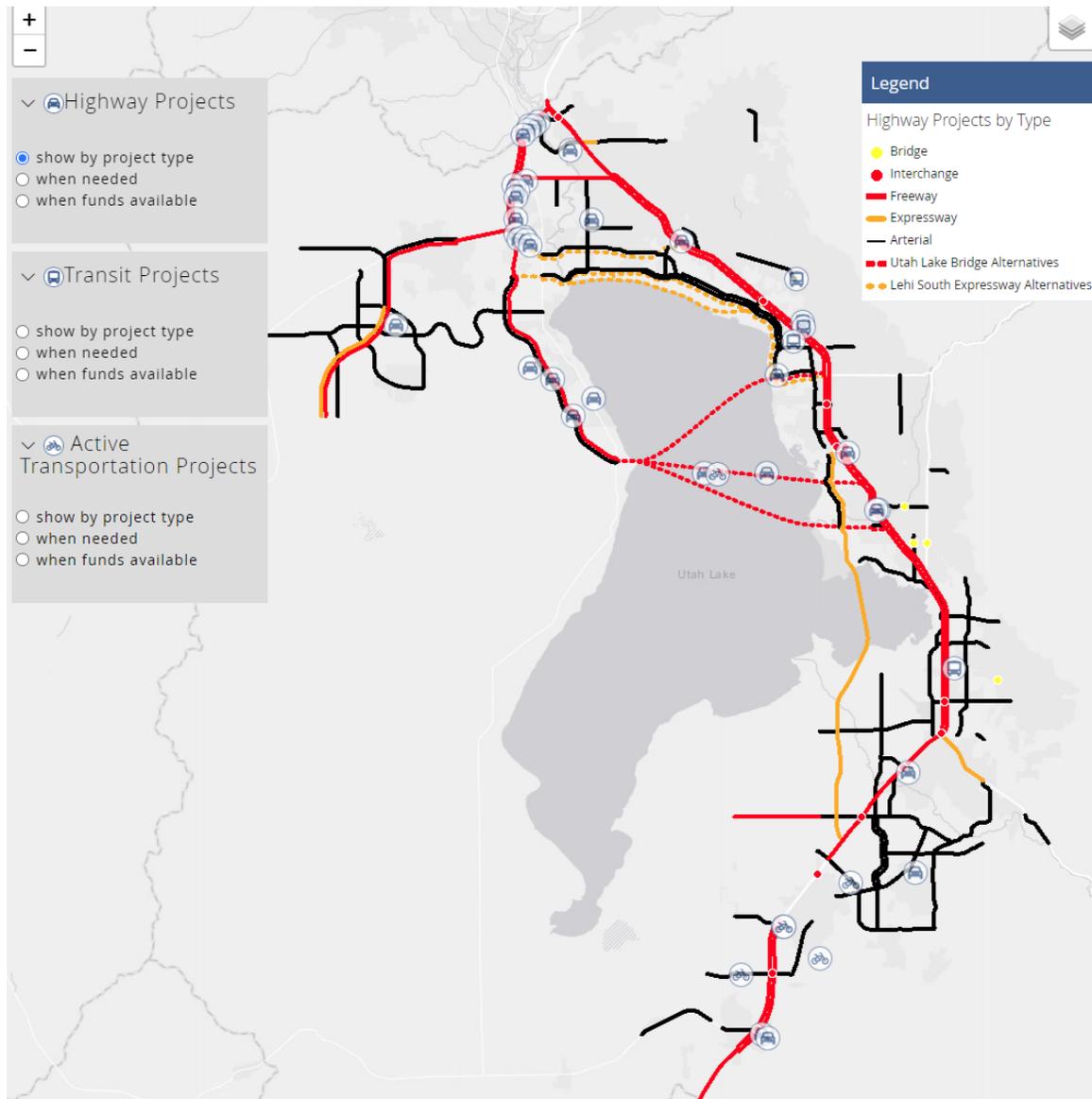
- Redwood Road	Congested, Need more alternatives, widen Redwood Road	Public	Hwy	11	See above
- SR-73	Congested, Widen	Public	Hwy	1	See above
- Foothill Blvd	Widen, and expand road limits	Public	Hwy	4	See above
- Pioneer Crossing	Widen, need more alternatives	Public	Hwy	3	See above
Eagle Mountain, Project Needs	Over Congested, Provide Alternatives	Public	Hwy	1	<p>Projects on the Needs-based Lists in TransPlan50 are supported by local growth plans and future land use and traffic models. The Fiscally Constrained Lists in the plan must tie into a financial plan that predicts future available funding based on past trends.</p> <p>Projects on the Needs-based Lists in TransPlan50 are supported by local growth plans and future land use and traffic models. The Fiscally Constrained Lists in the plan must tie into a financial plan that predicts future available funding based on past trends. The major regional projects within the plan have costs that well exceed planned revenues available to the region. The main funding available to UDOT for highway projects is programmed out to 2030. Mountain View Corridor into Salt Lake County, and the Lehi 2100 N FWY are funded with this program.</p> <p>1 With TIF programmed out</p>

					for the majority of the first phase of the plan, it makes it difficult to identify additional funding needed to make the plan whole. Other factors that impact funding the plan include less bonding, and project costs up 32% since the 2019 TransPlan50 update. The MPO will continue to promote the transportation needs and search for other funding mechanisms to fund all the needed projects.
Environmental Concern	With delayed projects means delaying environmental work for said projects	UDOT	Hwy	6	MAG is aware of this policy. We will work with our planning partners to make amendments to TransPlan50 when additional funding is identified and air quality conformity can be demonstrated.
- SR-92 Extension	Project should include extension to Clubhouse Dr RTP project	UDOT	Hwy	1	See above
- I-15 Provo North Interchange		UDOT	Hwy	1	See above
- Santaquin Main Street Interchange		UDOT	Hwy	1	See above
- Spanish Fork Center Street Interchange		UDOT	Hwy	1	See above
- Foothill Freeway		UDOT	Hwy	1	See above
Meadows, Project Need	Meadows Crossings a vital connection that should be considered in RTP	City	Hwy	1	Project inclusion into the plan is similar to Light Rail and Point of the Mountain Connector FWY. Take to MPO committees for

					direction.
Utah Lake Bridge, Project Need	This project is vital to alleviating congestion throughout out the county, we should take care to addressing recreational activities around the lake when considering project	Public	Hwy	7	<p>Projects on the Needs-based Lists in TransPlan50 are supported by local growth plans and future land use and traffic models. The Fiscally Constrained Lists in the plan must tie into a financial plan that predicts future available funding based on past trends.</p> <p>Projects on the Needs-based Lists in TransPlan50 are supported by local growth plans and future land use and traffic models. The Fiscally Constrained Lists in the plan must tie into a financial plan that predicts future available funding based on past trends. The major regional projects within the plan have costs that well exceed planned revenues available to the region. The main funding available to UDOT for highway projects is programmed out to 2030. Mountain View Corridor into Salt Lake County, and the Lehi 2100 N FWY are funded with this program. With TIF programmed out for the majority of the first phase of the plan, it makes it difficult to identify additional funding needed to make the plan whole. Other factors that impact funding the plan include less bonding, and project costs up 32% since the</p>

					2019 TransPlan50 update. The MPO will continue to promote the transportation needs and search for other funding mechanisms to fund all the needed projects. Future environmental and design work will be required to review and mitigate these issues.
Point of the Mountain Connector	Extra consideration and outreach is needed for this project, many concerns with environmental aspects, ROW, and travel time	UDOT, Staker Parsons, NSA, Geneva Rock	Hwy	5	Comment about Point of the Mountain FWY from stakeholders, take concerns to MPO committees for direction. MPO TAC recommended that the project stay as a vision project until future study can identify need and impacts. Study results presented to MPO committees and added to RTP.
Central Corridor	Concerns with ridership demand and project not in accordance with study	UDOT, UTA	Transit	4	Comment about light rail from stakeholders, take concerns to MPO committees for direction. The Central Corridor Study chose BRT as the Locally Preferred Alternative (LPA) through this area. All cities along the corridor approved the LPA. Future study could be conducted to review light rail potentially from Lehi, through Vineyard, and on to the Provo Airport.
Payson 800 S Interchange Ped Crossing	This project should be included in the RTP due to UDOT studies and need to cross AT facilities	City, Public	AT	4	This project was left off the draft Active Transportation Projects List and has now been added.

	into west Payson				
Utah Lake Bridge, AT	At Facility on the bridge	Public	AT	1	Future study will address multi-modal needs across the bridge.
SR-73 AT	Facility past Five Mile Pass	Public	AT	1	This project is not identified in the plan as a regional bike facility, but UDOT does have plans to eventually widen the shoulders on this corridor that could provide an area for cyclists. Will forward comments to UDOT.



**Figure G7: Public Comment Webmap**

**Resource Agency**

In April 2023, a 30 day period was set aside for resource agencies to comment on RTP projects. Six comments were received regarding concerns with projects impacting Utah lake, Provo River, and Jordan River, boat and trail recreation, and archaeological sites. Most comments listed the importance of coordinating with resource agencies when studying a project. A list of the comments can be found in report C, Environmental Impacts.

**Trail Surveys**

Every year MAG conducts trail intercept and online surveys. Over the last 4 years MAG has received 1052 comments. Detailed responses from the 2022 trail survey can be found in Report D, Active Transportation Network.

**MAG Public Engagement Guide**

Attached to this report is MAG's MPO Public Participation Program. In compliance with Title VI this outlines practices and procedures to ensure adequate notice and participation in the MPO's processes.

2019

# PUBLIC PARTICIPATION PROGRAM



**MAG**

Expert Resources. Enriching Lives.

**ADOPTED MAY 2019**

**MOUNTAINLAND METROPOLITAN PLANNING ORGANIZATION**

REGIONAL PLANNING

# PUBLIC PARTICIPATION PROGRAM

## PUBLIC PARTICIPATION PROGRAM

Mountainland, as the Metropolitan Planning Organization (MPO) in Utah County provides reliable information for public review and incorporates public input into all planning activities. Mountainland works to inform the public of its programs and encourages public comments at every decision-making opportunity. This includes involvement in the early stages of the development of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) and continuing through final approval process. Without the involvement of local citizens, it is difficult to plan a transportation system that effectively meets the needs of the public.

Mountainland coordinates with local, state, and federal transportation providers to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.

Participation is sought from all interested parties, including but not limited to:

- Special interest groups
- Minority individuals and organizations
- Senior citizens
- Lower income
- Elected officials
- State and local government agencies,
- Resources Agencies
- Businesses
- Utah County residents

When needed, community task forces and public advisory committees are formed to more directly provide feedback and input. These strengthen Mountainland's planning process by providing the public the opportunity to comment on plan objectives and project funding from the start.

Written and verbal comments or questions about transportation plans and programs are recorded and receive a verbal or written acknowledgement from a qualified staff member. All comments along with the contact information of the commenters are included in the final copy of the document and are added to the mailing and email lists for future notices of planning activities.

Meeting agendas are posted, at least 24 hours prior to the meeting, at the Mountainland office and website [www.mountainland.org](http://www.mountainland.org) and the State's Public Meeting Notice website. Legal Notices for public review and comments are posted to the same locations.

Press releases, Mountainland website, MPO cities' websites, social media, flyers, posters, newspaper advertisements, mailings, email, information on buses, and bulletin boards are utilized to inform the public about transportation activities.

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### ***EXCHANGING IDEAS***

Comments are also taken by telephone, in person at the Mountainland office, or on individual special study websites.

Draft and adopted plans and programs are available on the Mountainland website and the Mountainland office.

### ***TITLE VI***

Staff conscientiously follows Title VI of the Civil Rights Act of 1964, amended (42 USC 2000d-1) and 49 CFR part 21, and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794, which ensures that no person shall, on the grounds of race, color, sex, national origin, or physical disability, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving federal assistance from the United States Department of Transportation.

Mountainland MPO staff activity seeks out all persons, regardless of race, color, sex, national origin, limited English proficiency or physical disability and is committed to assuring all have a chance to participate in the planning process and are not denied the benefits of such participation. MPO staff uses the latest census data to identify residential, employment, and transportation patterns of low-income, elderly, disabled, and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.

Translation services will be made available upon advance request, as well as

interpretation services for American Sign Language.

Any person who believes that his/her Title VI nondiscrimination rights, ADA, or Limited English Proficiency (LEP) rights have been violated may submit a complaint through the Mountainland website, [www.mountainland.org](http://www.mountainland.org) or by mail.

### ***AMERICANS WITH DISABILITIES ACT***

Staff complies with the Americans with Disabilities Act of 1990 (ADA) (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38), to assure that everyone is able to participate in the transportation planning process. In compliance with ADA requirements, all MPO meetings are held in wheelchair-accessible meeting rooms at facilities with accessible parking and can be easily reached on transit routes.

### ***ENVIRONMENT JUSTICE***

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, age or income with respect to the development, implementation, and enforcement of environmental laws. Environmental justice seeks to ensure that minority and low-income communities have access to public information relating to human health and environmental planning regulations and enforcement. It ensures that no population, especially the elderly and children are forced to shoulder a disproportionate burden of the negative human health and environmental impacts of pollution or other environmental hazards. (U.S. EPA Department of Environmental Justice)

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There are four fundamental environmental justice principles:

1. 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.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
4. To certify compliance with Title VI and address environmental justice, Mountainland will:
  - a. Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
  - b. Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
  - c. Evaluate and - where necessary - improve their public involvement processes to eliminate participation barriers and engage

minority and low-income populations in transportation decision-making.

The MPO staff will analyze the populations of minorities, low-income, disabled and elderly populations, and map locations that specifically cater to these demographics such as churches, community centers, shopping, government offices, and others common travel destinations using GIS and uPlan.

### ***MAILING AND EMAIL LISTS***

Mountainland maintains extensive electronic and hard copy mailing lists of individuals who have expressed an interest or who have participated in the transportation planning processes. This list includes:

- Elected officials
- Environmental groups
- Businesses representatives
- State government officials and staff
- Resource Agencies staff
- Local community staff
- Neighborhood groups
- Minority groups and businesses
- Citizens

Post cards in English and Spanish are mailed and emailed to the mailing lists inviting them to open houses or public meetings.

The public participation program is reviewed periodically by the Mountainland staff for its effectiveness in assuring that the public is provided full and open access to all transportation planning documents.

Mountainland staff looks for new ways to inform the public and solicit their comments.

**ADOPTION OR AMENDMENT PROCESS**

Adoption and/or any amendments of the Public Participation Program require a 45-day public comment period prior to adoption

by the Mountainland Regional Planning Committee.

**COMMITTEES**

Long range planning issues, transportation projects, and matters related to federal transportation funds are presented and discussed in the monthly Regional Planning Committee and Technical Advisory Committee meetings. The public is always welcome at any of the following Mountainland MPO sponsored committee meetings.

- *Regional Planning Committee (RPC):* Includes the mayors in Utah County, Utah County Commissioners, a Utah Department of Transportation Commissioner, a Utah Transit Authority Board Member, a Utah Air Quality Board Member, and representatives from various state and federal agencies. This committee is the executive board or Policy Committee for the Mountainland MPO and approves/adopts all plans and programs.
- *Technical Advisory Committee (TAC):* Includes technical and planning staff of all the participating jurisdictions and agencies in the metropolitan planning area. They meet once a month and advise the RPC Policy Committee.
- *MPO Finance Committee:* A sub-committee to Regional Planning Committee, includes

mayors, commissioners, UDOT, and UTA representatives to discuss various transportation funding strategies and advise the RPC Policy Committee

- *Joint Policy Advisory Committee (JPAC):* Representatives from the Metropolitan Planning organization's UDOT, and UTA have joined together to improve communication and coordination on transportation issues. JPAC functions as an advisory body to its member agencies.
- *Public and Other Advisory Committees:* May be established for special studies and for the development of transportation related plans. The committees may consist of city/county staff, resource agency representatives, and interested people who volunteer or are appointed by local elected officials.

Mountainland MPO staff are involved in various community-based committees where transportation issues are discussed.

Mountainland outreach events are kept up to date on the Mountainland website, [www.mountainland.org](http://www.mountainland.org).

## **UNIFIED PLANNING WORK PROGRAM**

The Unified Planning Work Program (Work Program) describes the annual transportation planning work that is undertaken by the Mountainland Metropolitan Planning Organization, Utah Department of Transportation and the Utah Transit Authority in Utah County. It illustrates to our members, Federal Highway Administration, Federal Transit Administration, and the general public where our planning resources are allocated. This program gives an overview of the planned work, budget and sources of funding.

### **ADOPTION PROCESS**

A new Work Program is adopted every year in May by the Regional Planning Committee prior its inclusion into the Mountainland Association of Governments' (MAG) annual Budget.

There is a required ten-day public comment period for the Mountainland AOG Budget. A Public Hearing is held during MAG's

Executive Council May meeting where the MAG Budget is adopted.

### **AMENDMENT/MODIFICATION PROCESS**

On occasion the Work Program needs to be amended or modified to allow for new staff funding, a new study, or to modify an existing study/contract.

*Staff Modification:* Does not require Regional Planning Committee approval.

- Up to a 20% funding change to an existing study/contract

*Board Amendment:* Public comment is held during a Regional Planning Committee meeting.

- Adding new staff member
- Over a 20% funding change to an existing study/contract
- A major scope change to a study/contract
- A new Item placed in the Work Program

## **REGIONAL TRANSPORTATION PLAN**

The Regional Transportation Plan (RTP) lists the proposed transportation projects to be constructed in the next 20 to 30 years. The RTP must conform to the federal Air Quality Conformity standards via the State's Implementation Plan for Air Quality prior to adoption. The RTP is updated every four years using the latest development patterns and growth projections. Any draft and final adopted RTP's are available at the Mountainland office and [www.mountainland.org](http://www.mountainland.org).

### **APPROVAL/ADOPTION PROCESS**

The Regional Planning Committee approves the draft RTP for an official 30-day public comment period. A public meeting is held during the public comment period.

Comments are received throughout the planning process.

After the official public comment period is completed and all comments and any changes are incorporated into the RTP the

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Regional Planning Committee adopts the Plan.

### **AMENDMENT PROCESS**

Amendments requiring an air quality conformity analysis have a 30-day public comment period. An amendment includes:

- ♦ A new Phase 1 project not in the current plan
- ♦ A significant scope change to an already existing project in Phase 1 of

the plan (over 1/2 mile increase in project length, adding additional lanes, changing a bus route to a BRT or light rail line, etc.)

- ♦ A funded regionally significant project moving from a later phase of the plan to Phase 1

The TAC and RPC adopt amendments to the Regional Transportation Plan.

## **TRANSPORTATION IMPROVEMENT PROGRAM**

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The Transportation Improvement Program (TIP) is a list of the funded transportation projects that start or are constructed over the current four-year period. The TIP must conform to the federal Air Quality Conformity standards via the State's Implementation Plan for Air Quality. The TIP is updated annually. The TIP can be modified or updated by an amendment process, whereas projects can be added in, taken out, or corrected throughout the four-year life of the TIP.

### **ADOPTION/APPROVAL PROCESS**

The draft and final TIP and all amendments are brought before the TAC for their review and recommendations to the Regional Planning Committee.

The Regional Planning Committee will review the draft TIP during the 30-day public comment period. A public meeting is held during the public comment period. The MPO Regional Planning Committee adopts the final TIP after the public comment period is finished.

The Utah Transit Authority has coordinated with the Mountainland Association of Governments to assure that the procedures established in this public involvement policy, including public notice and time established for public review and comment on the transportation improvement program (TIP), satisfy the requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other FTA formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by Map-21) are hereby integrated into this MPO adopted "Public Involvement Policy."

### **AMENDMENT PROCESS**

There are three different ways to amend the TIP.

*Staff Modification:* A staff modification does not require public comment or Regional Planning Committee approval. A staff modification is based on the following:

- Change in project funding source
- Additional funds - 25% of project value up to \$500k
- A project moved within the 4-year TIP
- Minor project scope changes
- New or changed non-regionally significant project
- Additional funds over 25% of project value or over \$500k

*Board Modification:*

Public comment will be conducted during the regularly scheduled Regional Planning Committee meeting. If no comments or changes are required, Regional Planning Committee will approve the modifications at the meeting. Board modification is based on the following:

- A new or changed Regionally Significant Project from Phase 1 of the Regional Transportation Plan

*Full Amendment:*

A 30-day public comment period is required prior to Regional Planning Committee approval. A full amendment is needed for the following:

- New Regionally Significant Project not from Phase 1 of the Regional Transportation Plan will cause:
- New regional emission analysis
  - ◆ A Regional Transportation Plan amendment

## TRANSPORTATION STUDIES

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Depending on the type of study, a policy, technical, and/or public advisory committees may be established. A kick-off brainstorming session or focus group may involve community leaders, technical and resource agency staff, minority representatives and the public.

A Request for Qualifications/Proposal (RFQ/RFP) for a study is issued by legal notice, the State's Legal Notice website, mail, and on [www.mountainland.org](http://www.mountainland.org). Transportation Studies are procured in a manner consistent with the MAG purchasing Policy.

A thorough public participation process may be incorporated into the study's work scope to include but not limited to the following.

- *Public Meetings:* open houses, focus groups or workshops
- *Study Website:* created so the public can follow the progress of study and to make comments
- User friendly brochure or executive summary
- Public Meeting may be held during the comment period

TAC and RPC receives the results of each Transportation Study.

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## PRESENTATIONS

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Staff members make presentations to city and county planning commissions, local elected officials, local business groups, area schools, and university classes on Mountainland's planning activities.

Presentations are also given to local Chambers of Commerce, legislators, and legislative committees. Staff documents the presentation dates on the MAG website

## OPEN HOUSES

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Mountainland sponsors Transportation and Community Planning Open House each year. Transportation and community planning representatives from Mountainland, Utah Department of Transportation, Utah Transit Authority, Utah Division of Air Quality, Utah County, and the various communities in the MPO display current and future transportation and community development plans.

Mountainland staff, city/county staff, UDOT, and UTA representatives are available to explain documents and answer questions. This public involvement process includes written comments, one-on-one exchanges, and group discussions.

These public comments are incorporate as appropriate into plans and programs.

## CONCLUSION

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Participation by the public provide a comprehensive decision making process. Effective public involvement requires reaching out to the public and stakeholders to identify their transportation needs.

Transportation projects are more likely to be accepted and supported by the community if community members are given the opportunity to have an active role in shaping the decisions. Informed citizens can better assist elected officials in reaching sound decisions supported by the community.

The Public and Stakeholders use the transportation network daily, they can

supply the transportation planning agencies information about congested areas, road connectivity, visions of future roads, transit routes, traffic signal timing, etc. Therefore, public participation is not only a requirement but a vital tool utilized by the Mountainland, UDOT and UTA planners, engineers, and elected officials.

Public knowledge, participation, and input are key elements in the Mountainland transportation planning effort. Having meaningful and extensive public involvement from start to finish in the planning process enhances all plans and programs.

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