

TITLE VI PLAN

Wasatch Front Regional Council
October 2023

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Intro

The Title VI Plan outlines the ways in which Wasatch Front Regional Council (WFRC), the Metropolitan Planning Organization (MPO) for the Ogden-Layton and Salt Lake City urban areas, will support fair and equitable access to the transportation planning process and to ensure its transportation plans, policies, and programs do not adversely impact populations protected under Title VI and Environmental Justice policies. This document establishes a framework for the efforts of the Wasatch Front Regional Council to ensure compliance with Title VI, Environmental Justice, and related statutes regarding nondiscrimination. While it is not required that Environmental Justice processes be included in the Title VI Plan, due to the overlapping nature of these two non-discrimination mandates and the resulting policies developed to support such requirements, this guiding document will include information about both efforts.

The Title VI Plan includes the following:

[WFRC's Title VI Policy Statement](#)

[Title VI General Requirements](#)

- Title VI Notice to the Public
- Title VI Complaint Procedures and Form
- List of Transit-Related Title VI Investigations, Complaints, and Lawsuits
- Public Participation Plan
- Limited English Proficiency Plan

[MPO Requirements: Title VI, Environmental Justice, and WFRC's Planning Processes](#)

- Regional Demographic Profile
- Mapping Title VI and Environmental Justice Populations

[Title VI, Environmental Justice, and the Regional Transportation Plan \(RTP\)](#)

- Outreach & Representation Process
- Data & Analysis Process

[Title VI, Environmental Justice, and the Transportation Improvement Program \(TIP\)](#)

- Outreach & Representation Process
- Data & Analysis Process

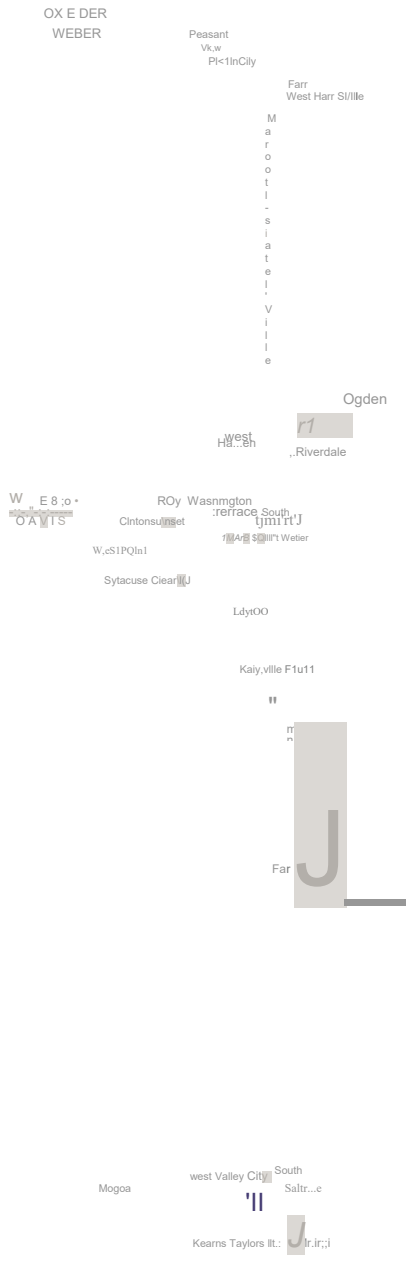
[Monitoring and Reporting](#)

- 2023 - 2050 Regional Transportation Plan
- 2024 - 2029 Transportation Improvement Program

About Wasatch Front Regional Council

Serving the Wasatch Front region for over 50 years, WFRC is the federally designated Metropolitan Planning Organization (MPO) for the region. Established in 1969, WFRC provides comprehensive, coordinated planning for growth and development of the region. The Council works to foster regional cooperation within the member jurisdictions, which include: Davis, Morgan, Salt Lake, Tooele, Weber and southern Box Elder Counties. Boundaries of the WFRC MPO boundaries are displayed in Map 1.

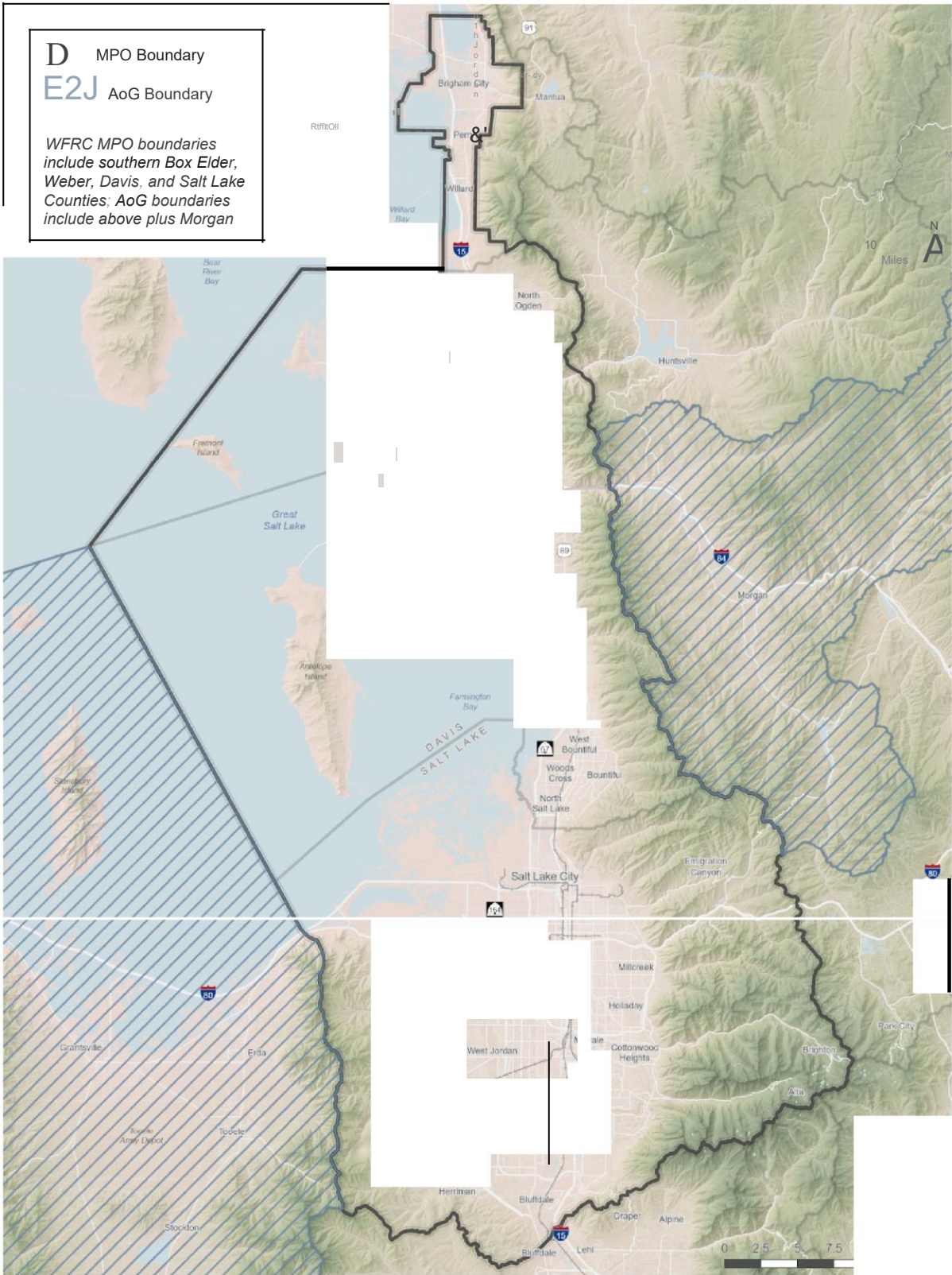
Map 1: WFRC Planning Boundary



D MPO Boundary

E2J AoG Boundary

WFRC MPO boundaries include southern Box Elder, Weber, Davis, and Salt Lake Counties; AoG boundaries include above plus Morgan



As an agency, WFRC advises on regional policy and capital funding issues concerning transportation, economic development, the environment, and land use. WFRC's mission is to build consensus and enhance quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment. To accomplish this mission, WFRC serves the following roles:

- **Convener:** WFRC facilitates collaboration with local communities and partners.
 - Bring stakeholders together – including cities, counties, transportation agencies, community and business organizations, state and federal officials, and residents – to share ideas and information, and to develop and implement visions and plans.
- **Technical Expert:** WFRC are trusted subject-matter experts.
 - Build and use models and tools to analyze and understand the impact of potential transportation, land use, and economic development and strategies.
 - Share analyses and information to improve the understanding of how transportation, land use, and economic systems affect each other, and to aid in developing and implementing visions and plans in the region.
- **Planner:** WFRC proactively plans for the future of the region.
 - Develop multi-modal transportation and interrelated land use and economic development visions and plans.
 - Unify planning efforts with peers across the state.
 - Collaborate with other organizations as they address local, regional, state, and national growth-related issues, plans, and policies that may directly or indirectly affect transportation on the Wasatch Front.
- **Implementer:** WFRC puts visions and plans into action.
 - Support local governments in their efforts to achieve local and regional goals.
 - Provide technical assistance to communities that focuses on the interrelationship of transportation, land use, and economic development.
 - Provide transportation funds for local projects and support communities in their implementation.

Legal Framework

The following acts and executive orders guide the transportation planning processes as they relate to non-discrimination, and serve as the foundation of the Title VI Plan.

Federal Non-Discrimination Acts

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

[Title 49 CFR Part 21](#) describes how the Title VI mandate applies to the transportation planning process for those receiving Federal financial assistance from the Department of Transportation. WFRC's Title VI Plan and resulting program policies is pursuant to this requirement.

Subsequent federal acts extend nondiscrimination requirements to gender (Federal Aid Highway Act 1973); disability (Rehabilitation Act of 1973 & Americans with Disabilities Act 1990); and age (Age Discrimination Act of 1975).

Executive Orders

Executive Orders are given from the President to federal agencies; agencies that receive federal assistance are required to follow the same mandates.

[Executive Order 12898](#): *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* mandates that federal agencies or those receiving federal funds include Environmental Justice as part of their mission. The fundamental principles of Environmental Justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

These guiding principles can be found in the [Department of Transportation's Environmental Justice Strategy](#), and have been incorporated into WFRC's Title VI Plan.

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

WFRC's Title VI Policy Statement

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

The Wasatch Front Regional Council Title VI Administrator is granted the authority to administer and monitor the Title VI Plan as promulgated under Title VI Civil Rights Act of 1964 and any subsequent legislation and will provide assistance as needed. Further, the Wasatch Front Regional Council recognizes the need for and provides training of staff on Title VI procedures.

This signed policy statement can be found in [Appendix A](#) of this Plan.

Title VI General Requirements

Information regarding the following Title VI Requirements can be found below:

- Title VI Notice to the Public
- Title VI Complaint Procedures and Form
- List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

Title VI Notice to the Public

The Utah Department of Transportation (UDOT) has developed a Non-Discrimination Title VI Poster to inform the public of their rights under Title VI. The notice includes instructions on how to file a complaint of discrimination both at the state and the local level. As a sub-recipient of Federal Transit Administration (FTA) and Federal Highways Administration (FHWA) funds, WFRC includes the UDOT Title VI Poster as the Title VI Notice to the Public contained in the WFRC Title VI Plan. The posters are prominently displayed in Spanish and English in the WFRC lobby, on the WFRC website, and included here as [Appendix B](#).

Title VI Complaint Procedures and Form

WFRC has established a Title VI Complaint Procedure to collect and work to appropriately resolve any complaints received. The Title VI Complaint Procedures are communicated internally among staff at yearly training. English and Spanish versions of the complaint procedures and form can be found on the WFRC website, available at public meetings and open houses, and referenced in documentation produced by WFRC staff.

Any person or persons who believe they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with WFRC. The Title VI complaint procedure and example complaint form is found in [Appendix C](#) of this Plan. This policy shall be prominently posted in the WFRC office and on WFRC's website at www.wfrc.org.

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

WFRC keeps a log of transit-related Title VI investigations, complaints, and lawsuits, as required by applicable laws and regulations.

As previously stated, WFRC agrees that as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through UDOT and FHWA, it is subject to and will comply with the Standard DOT Title VI Non-Discrimination Assurances, which are included as [Appendix D](#).

Public Participation Plan

Informing and engaging the public on the transportation planning process is a continual effort. As stated by and in accordance with the US Department of Transportation, Federal Transit Administration's (FTA) 23 CFR 450.316, a Metropolitan Planning Organization (MPO) is required to partake in a transportation planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

The Public Participation Plan (PPP), included as [Appendix E](#), is WFRC's policy for its public engagement process. The PPP provides for an open exchange of information and ideas between the public and stakeholders. Many of the agency's Title VI and Environmental Justice objectives are advanced through executing the PPP.

Through its planning efforts, WFRC will facilitate the following:

- adequate public notice of public participation activities;
- review and comment at specific and key points in the decision-making process; and
- multiple, accessible participation formats, including electronic and in-person.

More specifically to Title VI and Environmental Justice planning efforts, the PPP incorporates several key elements to ensure the process is effective and proactive:

- Notification procedures which effectively target interested and affected stakeholders, such as local, state, and federal officials; Environmental Justice populations, including but not limited to low-income, minority, persons with disabilities, and senior citizen groups; organizations, including environmental and historic preservation; community councils; chambers of commerce; transit unions and users groups; service clubs; news media representatives; and members of the public, etc. WFRC maintains an extensive contact list for community-based organizations, which is utilized for the dissemination of information and for inviting organizations to workshops and public participation opportunities.
- Provide frequent, continuing, and meaningful public meetings and open houses that are held in wheelchair-accessible and, where available, transit-served locations throughout the region.
- Provide continual and timely engagement through the employment of multiple techniques for education and outreach, such as visualization tools, including ArcGIS Story Maps (in English and Spanish formats when applicable/possible), interactive maps, static maps, etc , with the goal of furthering the understanding of the public, and more specifically that of Title VI populations

with regard to transportation needs, potential solutions, and how these are translated into the Wasatch Choice Vision and RTP, the TIP, and other WFRC plans and programs.

- Ongoing availability of the WFRC staff including the Community Outreach Coordinator to receive comments, answer questions, and/or provide presentations about WFRC plans and programs as needed.

Please see [Appendix E](#) for additional information related to these objectives and processes.

The PPP will be reviewed and updated as needed every four years and in association with the cycle of the RTP. Each update will reflect on past practices to mitigate barriers and successfully engage all populations in regional decision-making, and adhere to all requirements as stated in Title VI and Environmental Justice policies. When updated, a 45-day (minimum) period will be provided for public comment.

Limited English Proficiency Plan

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

In an effort to provide continuing, cooperative, and comprehensive transportation planning for residents of the region, the Wasatch Front Regional Council (WFRC) has developed a LEP Plan, which can be found in [Appendix F](#). The LEP Plan is guided by Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency.”

The LEP Plan includes a Four-Factor Analysis that WFRC uses to assess language needs and to determine what reasonable steps should be taken to ensure meaningful access for LEP persons. The four-factor analysis considers:

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

The following table is reflective of those languages for which the persons five years of age and older speak English less than “very well” and meet the Safe Harbor Provision. The Safe Harbor Provision states that federal agencies are considered to have strong evidence of compliance if they have translated

vital documents into the languages for LEP groups numbering 5% of the population or 1,000 persons, whichever is less. The table categorizes each person with LEP by their native language.

Table 1: Limited English Proficiency: Languages for which Safe Harbor Provisions are Achieved in the Wasatch Front Region

	Persons speaking English less than “very well” (LEP)	Percent of Total Population	Share of Limited English Proficiency Population (LEP)
Total Regional Population	1,636,031		
Total Limited English Proficiency (LEP)	91,891	5.62%	100.00%
Spanish	63,044	3.85%	68.61%
Vietnamese	3,848	0.24%	4.19%
Russian, Polish, Slavic	1,550	0.09%	1.69%
Arabic	1,364	0.08%	1.48%
Korean	1,610	0.10%	1.75%
Chinese (includes Mandarin)	4,830	0.30%	5.26%
Other Asian languages	6,313	0.39%	6.87%
Indo-European	5,732	0.35%	6.24%
Other Languages	1,699	0.10%	1.85%

Source: U.S. Census Bureau; American Community Survey, 2020 5–Year Estimates, Table C16001; Generated by WFRC 10/03/2023

The LEP Plan outlines how to identify people who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available. For additional details regarding this process, please see [Appendix F](#).

The goal of the LEP Plan is to ensure that all residents of the Wasatch Front region can, to the fullest extent practicable, participate in the transportation planning and decision-making process.

Title VI, Environmental Justice, and WFRC’s Planning Processes

Planning must be done with the involvement and for the benefit of all the region's residents. WFRC is guided by federal Title VI and Environmental Justice mandates, and WFRC strives to not only meet these mandates, but to create overall transparency and inclusive planning processes. As the MPO for the Ogden-Layton and Salt Lake City urban areas, WFRC has integrated Title VI and Environmental

Justice planning processes into its programs and public participation efforts. This helps to foster a region with an enhanced quality of life and a healthy environment for all its residents.

Title VI and Environmental Justice considerations are carried out through:

1. Public participation, as described in the agency's Public Participation Plan (PPP) and, more specifically, in the Outreach & Representation Section below, and
2. Data and analytics process, including a benefits and burdens analysis at planning and project development stages to gauge potential impacts of proposed projects on traditionally underserved populations, as described in the Data & Analytical Process Section below.

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

MPO Requirements

The following section describes the ways in which WFRC, through its transportation planning and decision-making processes, executes the guiding principles of the Environmental Justice Executive Order 12898:

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

These principles are addressed through a 1) Data & Analytical Process and 2) Outreach & Representation.

Data & Analytical Process

WFRC will fully utilize its analytical capabilities to ensure that the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) comply with the Title VI Program. This will be carried out through:

1. A demographic profile identifying the locations of concentration of low-income households and concentration of persons identifying as members of racial and ethnic minority groups. (see MPO Requirements > Demographic Profile);
2. An assessment of the Federal financial distributions made in public transportation investments across these groups (see MPO Requirements > Monitoring & Reporting > TIP);
3. An analytical process for assessing regional impacts of transportation systems for these groups (see MPO Requirements > RTP and TIP).

Outreach & Representation

WFRC will foster public involvement activities that are aimed at engaging minority and low-income populations in transportation decision making in the RTP and TIP processes, including:

1. Ensuring the public involvement process eliminates barriers in order to gain full and fair participation by all potentially affected communities in the transportation decision-making process (see General Requirements > Public Participation Plan);
2. Develop and implement a Limited English Proficiency Plan (see General Requirements > Limited English Proficiency Plan and [Appendix F](#));
3. Adhering to the WFRC Interlocal Cooperation Agreement, [Appendix G](#), which outlines the process by which representation on WFRC's Regional Council is determined. The Council is comprised of elected officials, selected principally by the area county councils of governments (COGs), empowered to make transportation funding and policy decisions for the region. The designation of members to serve on the Council is principally the responsibility of the county COGs, which in turn, have membership representing the legislative bodies of the units of local government within each County. Pursuant to the WFRC Interlocal Cooperation Agreement, the selection of representation on the Regional Council is done without regard to race, color, and national origin. Because the membership is not principally selected by WFRC, we have not provided a table depicting the membership of the Council and committees.

Demographic Profile

An understanding of regional demographics is needed to ensure the MPO's planning efforts support mobility and accessibility and do not adversely impact equity focus populations, and that the agency's participation efforts reach all segments of the regional population. A demographic summary of the WFRC Planning Area follows, including the total population by county (Table 2), the total population that identifies with a minority racial (Table 3) and/or ethnic group (Table 4), the total regional population living in poverty (Table 5), the total population living with a disability (Table 6), and populations that are 65 and older (Table 7) in Box Elder, Weber, Davis, and Salt Lake Counties.

Table 2: Total population and population change of the Wasatch Front Region, 2010-2020

	Percent Change
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YEAR	2010	2016	2020	2016-2020	2010-2020
Counties within WFRC MPO Planning Boundary					
Box Elder	24,183	25,527	27,230	7%	13%
Weber	231,236	241,328	262,223	9%	13%
Davis	306,479	329,292	362,679	10%	18%
Salt Lake	1,029,655	1,092,518	1,185,238	8%	15%
Region	1,591,553	1,688,665	1,837,370	9%	15%
Counties within WFRC AOG Planning Boundary					
Morgan	9,469	10,645	12,295	16%	30%
Tooele	58,218	61,986	72,698	17%	25%
Total Region	1,659,240	1,761,296	1,922,363	9%	16%

Note: Box Elder County figures are representative of Brigham, Perry, and Willard City, not of the entire county.

Source: US Census Bureau; Census 2020 Summary File 1; 2010 Summary File 1; Table DP-1; generated by WFRC; using American Factfinder; <<http://factfinder2.census.gov>>; (5 September 2013)

Source: US Census Bureau; Table S0101; generated by WFRC; using 2012-2016 American Factfinder Community Survey 5-year Estimates; <<http://factfinder.census.gov>>; (5 September 2018) *The American Community Survey (ACS) now collects socio-economic information using monthly random survey rather than a point-in-time decadal survey. The ACS survey data is accumulated and pooled over 12, 36, and 60 months in rolling estimates, with 5-year data being available for the WFRC region at the census tract level (vs. block group for 2010 Census data). Due to this fundamental change in the way the information is now collected, decennial data and ACS data are not comparable, but are both included in this table for consistency and to track population growth over time.*

Table 3: Minority population and percent change in the WFRC Region, 2010 – 2020

YEAR	Minority Population as a Percent of County County Share of Regional								
	Total Minority			Percent		Total			Populatio
	2010	2016	2020	2016-2020	2010-2020	2010	2016	2020	2020
Counties within WFRC MPO Planning Boundary									
Box Elder	5,538	6,462	7,296	13%	32%	13%	13%	13%	2%
Weber	50,598	55,316	61,633	11%	22%	22%	23%	24%	13%
Davis	43,430	50,341	58,762	17%	35%	14%	15%	16%	13%
Salt Lake	267,770	299,751	338,109	13%	26%	26%	27%	29%	73%
Region	367,336	411,870	465,800	13%	27%	23%	24%	25%	-
Counties within WFRC AOG Planning Boundary									
Morgan	371	533	702	32%	89%	4%	5%	6%	0.15%
Tooele	9,044	10,134	12,606	24%	39%	16%	16%	17%	3%
Total Region	374,336	419,723	479,108	13%	27%	23%	24%	25%	-

Note: Minority population is determined by taking the sum of all individuals who identify as a race other than Non Hispanic – White.

Note: Box Elder County figures are representative of the entire county.

Source: US Census Bureau; Census 2020 Summary File 1; 2010 Census Summary File 1; Table QT-P4

Source: US Census Bureau; Table S0101; generated by WFRC; using 2012-2016 American Factfinder Community Survey 5-year Estimates

Table 4: Total population by ethnicity in the WFRC Region, 2020

	Hispanic or Latino	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some other race alone	Two or more races
Counties within WFRC MPO Planning Boundary								
Box Elder	5,231 9.5%	47,657 86.7%	266 0.5%	469 0.9%	396 0.7%	87 0.2%	62 0.1%	785 1.4%
Weber	47,010 18.4%	193,651 75.9%	2,345 0.9%	1,232 0.5%	3,118 1.2%	573 0.2%	250 0.1%	7,105 2.8%
Davis	34,780 9.9%	291,999 83.2%	4,180 1.2%	1,190 0.3%	5,983 1.7%	2,539 0.7%	399 0.1%	9,691 2.8%
Salt Lake	211,869 18.5%	808,106 70.5%	20,642 1.8%	6,668 0.6%	46,612 4.1%	17,599 1.5%	4,020 0.4%	30,699 2.7%
Region	298,890 16.5%	1,341,413 74.2%	27,433 1.5%	9,559 0.5%	56,109 3.1%	20,798 1.2%	4,731 0.3%	48,280 2.7%
Counties within WFRC AOG Planning Boundary								
Morgan	346 2.9%	11,248 94.1%	4 0.03%	4 0.03%	0 0.0%	17 0.1%	93 0.8%	147 1.2%
Tooele	8,834 12.7%	57,134 81.9%	437 0.06%	350 0.5%	486 0.7%	444 0.6%	351 0.5%	1,704 2.4%
Total Region	308,070 16.3%	1,409,795 74.6%	27,874 1.5%	9,913 0.5%	56,595 3%	21,259 1.1%	5,175 0.3%	50,131 2.7%

Note: Box Elder County figures are representative of the entire county.

Source: US Census Bureau; Table B03002; generated by WFRC; using 2020 American Factfinder Community Survey 5-year Estimates; <<http://factfinder.census.gov>>;

Table 5: Population living in poverty in the WFRC Region, 2020

	Population Living in Poverty	Percent of County Population	County Share of Regional Population Living in Poverty
Counties within WFRC MPO Planning Boundary			
Box Elder	4,328	8%	3%
Weber	21,604	8%	15%
Davis	18,603	5%	13%

Salt Lake	97,255	9%	69%
Region	141,790	8%	-

Counties within WFRC AOG Planning Boundary

Morgan	201	2%	0.1%
Tooele	4,047	6%	3%
Total Region	146,038	5%	-

Note: Box Elder County figures are representative of the entire county.

Source: US Census Bureau; Table S1701; generated by WFRC; using 2020 American Factfinder Community Survey 5-year Estimates; <http://factfinder.census.gov>;

Table 6: Populations living with a disability in the WFRC Region, 2020

Population Living with a Disability	Percent of County Population	County Share of Regional Population Living with a Disability
Counties within WFRC MPO Planning Boundary		
Box Elder	6,698	12%
Weber	28,036	11%
Davis	31,220	9%
Salt Lake	107,094	9%
Region	173,048	-
Counties within WFRC AOG Planning Boundary		
Morgan	926	8%
Tooele	7,755	11%
Total Region	181,729	-

Note: This data represents qualified individuals with disabilities affecting hearing, speech, vision, and/or other physical, mental, or cognitive limitations. For more information on WFRC's Effective Communication Policy for Americans With Disabilities, please refer to [Appendix H](#).

Note: Box Elder County figures are representative of the entire county.

Source: US Census Bureau; Table S1810; generated by WFRC; using 2020 American Factfinder Community Survey 5-year Estimates; <http://factfinder.census.gov>;

Table 7: Populations that are 65 and older in the WFRC Region, 2016

Population that is 65 and older	Percent of County Population	County Share of Regional Population that is 65 and older
Counties within WFRC MPO Planning Boundary		
Box Elder	7,038	13%
Weber	29,781	12%
Davis	305,416	10%

Salt Lake	124,572	11%	61%
Region	196,807	-	-
Counties within WFRC AOG Planning Boundary			
Morgan	1,424	12%	0.7%
Tooele	6,231	9%	3%
Total Region	204,462	-	-

Source: US Census Bureau; Table S0103; generated by WFRC; using 2020 American Factfinder Community Survey 5-year Estimates; <<http://factfinder.census.gov>>;

Mapping Title VI and Environmental Justice Populations

WFRC, under the direction of its committees and Council, identifies “[Equity Focus Areas](#)” to help the MPO ensure that the agency is planning for an equitable distribution of transportation services, facilities, and resources within the region without regard to income, race, and other socioeconomic factors, and to ensure that there are not disproportionate negative impacts or burdens on minority and low-income populations.

To identify Equity Focus Areas, WFRC collects and analyzes demographic information which includes areas with 1) concentration of persons identifying as members of racial and/or ethnic minority groups and 2) concentration of low-income households¹. A regional mean for certain socio-economic demographics is then established utilizing the 2020 American Community Survey 5-year Estimates. A regional “threshold” was identified as one standard deviation above the regional mean for any of the two demographic variables listed above, and census tracts that exceeded that threshold were identified as a “Equity Focus Area.” The block group-level data from the 2020 Census American Community Survey (ACS) 5-year dataset (Table C17002: Ratio of Income to Poverty Level), is used to determine the percentage of the population within each block group that have a ratio of income to federal poverty threshold of equal to or less than 1, i.e., their income is below the poverty level. The federal poverty threshold is set differently for households, considering their household size and age of household members. The block group-level data from the 2020 ACS 5-year dataset (Table B03002: Hispanic or Latino Origin By Race²) is used to determine the percentage of the population that did not self-identify their race and ethnicity as “White alone.” The average census block group area in the WFRC urban areas has 24.2%³ of its population that identifies as Black or African American alone, American Indian, and Alaska Native alone, Asian alone, Native Hawaiian and other Pacific Islander alone, some other race

¹ Following the Office of Management and Budget's (OMB) Statistical Policy Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to determine populations that are living in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using the Consumer Price Index (CPI-U). The official

poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps).

² Table B03002 includes information from both 'Race' and 'Hispanic or Latino Origin' identification questions asked as part of the Census Bureau's American Community Survey

³ The percentage threshold specified here is approximately one standard deviation above the regional mean for this indicator.

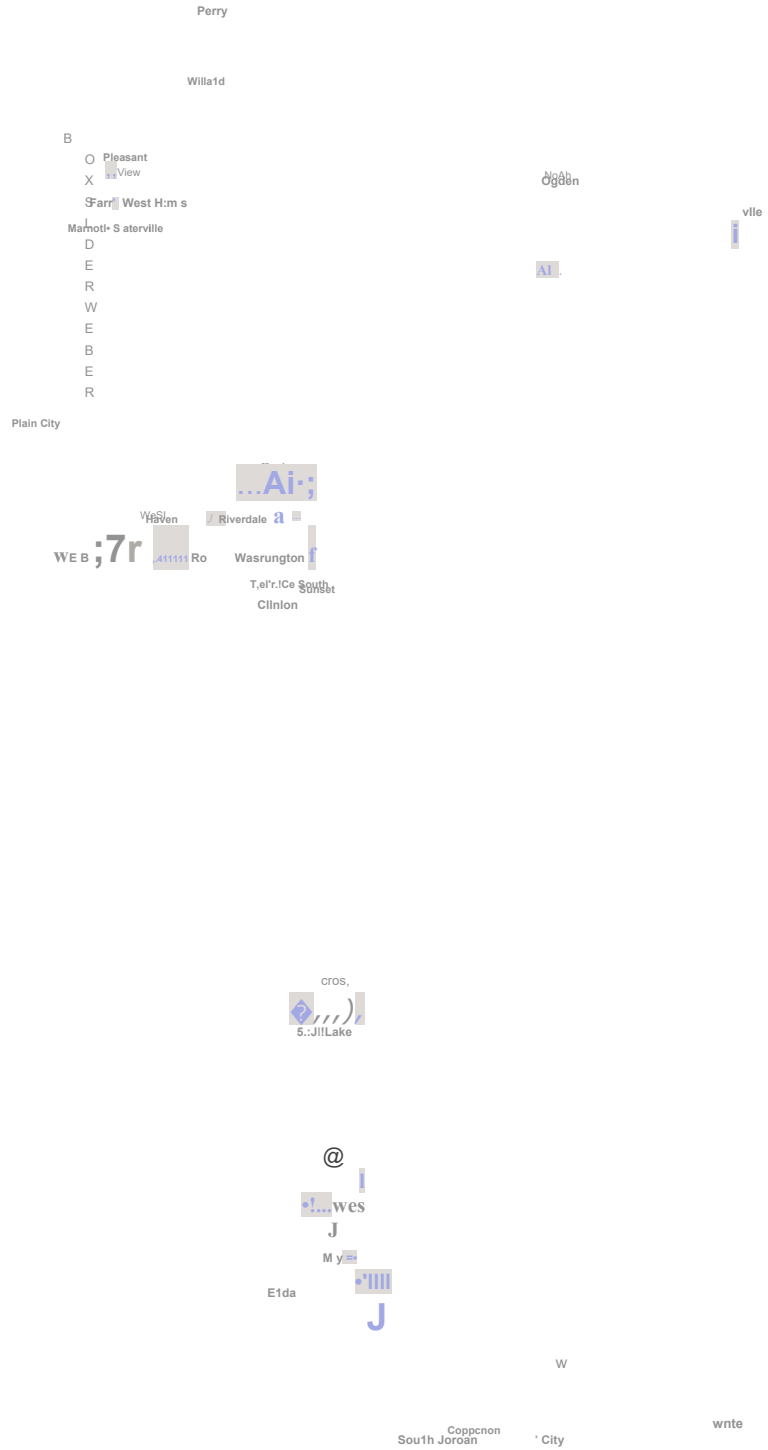
Assuming a statistically normal distribution, approximately 16% of the overall set (i.e. census blocks, in this case) would fall above a one standard deviation threshold.

alone, two or more races, or of Hispanic or Latino origin. Census tracts that contain above-average concentrations of any of the aforementioned variables are identified as a Equity Focus Area.

Some census block groups that meet one or both of the EFA criteria described above contain large, non-residential areas or low density residential areas. Such census block areas may have small residential neighborhoods surrounded by predominantly commercial or industrial land uses, or large areas of public land or as-yet undeveloped lands. For this reason, WFRC staff may adjust the boundaries of an EFA whose census block group population density is less than 500 persons per square mile, to exclude areas of those block groups that have large, predominantly non-residential land uses.

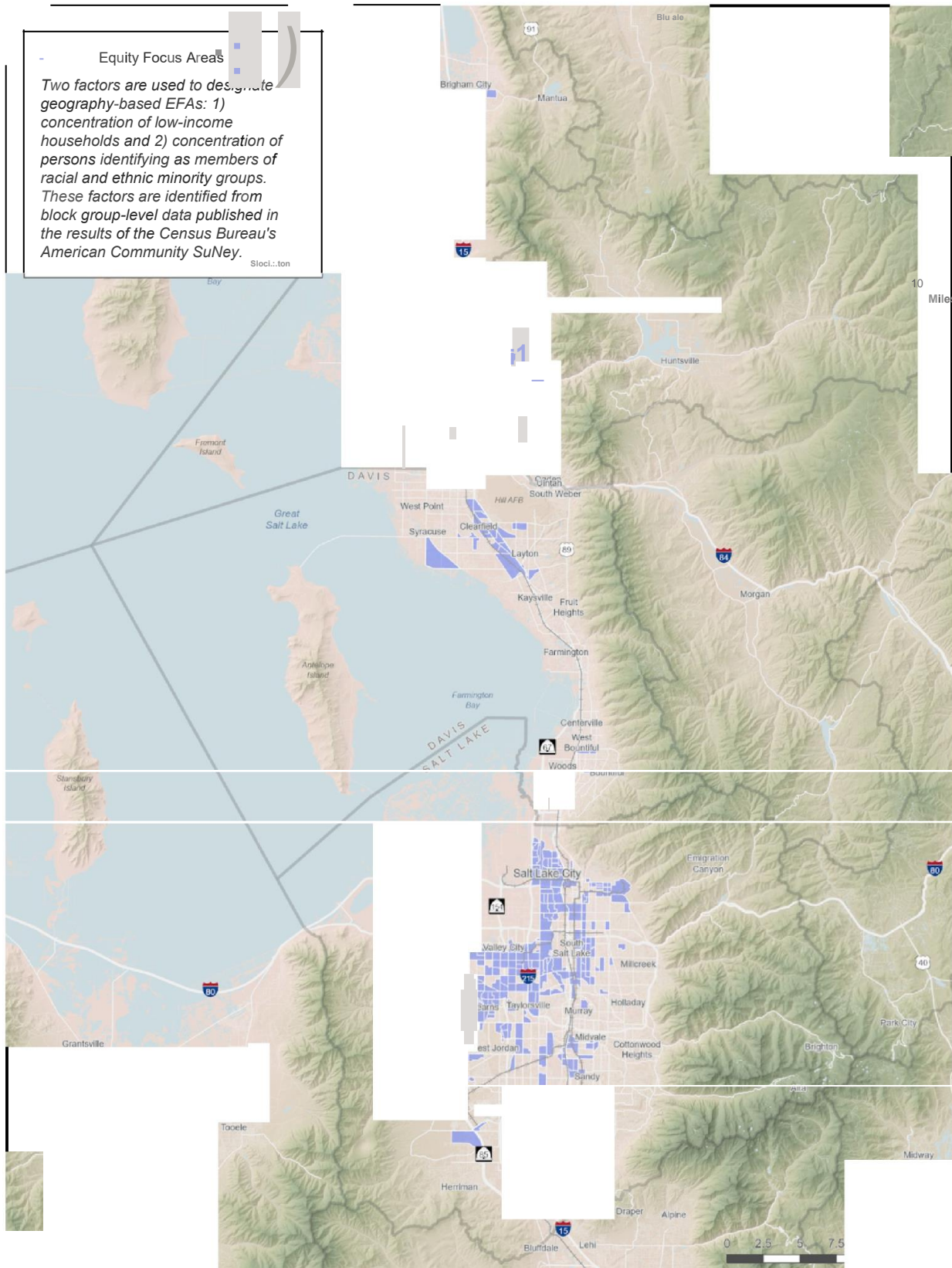
Equity Focus Areas are identified as census tracts that are outside one standard deviation for one of the following measures: low-income populations (>20%) and minority population (>40%).

Map 2: Equity Focus Areas



Equity Focus Areas

Two factors are used to designate geography-based EFAs: 1) concentration of low-income households and 2) concentration of persons identifying as members of racial and ethnic minority groups. These factors are identified from block group-level data published in the results of the Census Bureau's American Community Survey.



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

WFRC develops the Regional Transportation Plan (RTP) for the Salt Lake City and Ogden-Layton urban areas. The RTP is the fiscally constrained plan for roadway, transit, bicycle, and pedestrian facility improvements over the next 20-30+ years. The RTP is developed in accordance with federal guidelines and includes transportation facilities paired with land use development that are identified, modeled, and financially phased with the help of the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA), as well as local communities, transportation stakeholders, community-based organizations, and the general public through an extensive planning process.

The following describes WFRC's process for developing the RTP broadly, and as the process relates to Title VI and Environmental Justice populations (bolded).

Outreach & Representation

Formulated with the help of extensive stakeholder feedback, WFRC staff works to develop the draft RTP through extensive outreach and engagement. This includes subregional meetings comprised of local government officials and staff, and transportation partners. **WFRC also actively seeks opportunities to engage with Environmental Justice populations, including but not limited to low-income, minority, persons with disabilities, senior citizen groups; and transit unions and users groups;** organizations including environmental and historic preservation; local, state, and federal officials; community councils; chambers of commerce; service clubs; news media representatives (including media targeted at non-english speaking populations); and members of the public.

More specifically, during the four-year RTP process, WFRC facilitates targeted outreach to organizations that represent the aforementioned Environmental Justice groups, such as hosting community organization workshops. These workshops allow representatives from diverse organizations and communities to share existing transportation challenges and ideas to improve access to employment, services, and educational opportunities, as well as to review and provide input on projects and strategies within the RTP. The outreach process will also help to identify any potential disparate impacts that projects within the RTP may impose on Equity Focus Areas throughout the region.

In addition to hands-on workshops, WFRC strives to make all short- and long-range plans accessible to the Wasatch Front community at critical steps in the planning process using tools including online interactive maps. These maps allow community members to access, view, and provide project-specific and general input within the web application. Maps are provided in English and Spanish formats when applicable/possible, and advertised via WFRC's website, social media platforms, email distribution list, and legal notices. After the completion of the four-year RTP process, WFRC will distribute a survey to and/or meet with key stakeholders and community organizations to assess the effectiveness of its public participation process. WFRC will then use the feedback received to improve its public involvement, if

applicable. Additionally, WFRC will maintain and continue to expand the list of individuals and organizations who are interested in transportation issues.

Data & Analysis

In addition to stakeholder feedback, WFRC utilizes technical modeling and forecasting to develop a data-driven process for evaluating, selecting, and prioritizing transportation investments included in the RTP.

The RTP process:

1. Establishes regional quality of life goals;
2. Generates ideas and assesses needs through developing future land use and transportation scenarios;
3. Explores and evaluates tradeoffs associated with differing growth scenarios;
4. Refines future scenarios into a single preferred scenario which contains a complete list of transportation projects needed within the RTP planning horizon year;
5. Identifies when transportation projects are needed and prioritizes projects against identified financial constraints;
6. Presents impacts and benefits associated with implementation of the RTP.

WFRC considers Title VI and Environmental Justice populations throughout all phases of the long-range planning process – from defining goals, developing and evaluating scenarios, and prioritizing and financially constraining the RTP. For instance, throughout the process, demographic data is used to help identify transportation projects that may serve Equity Focus Areas, and to identify any potentially adverse impacts of proposed projects. An impacts and benefits analysis determines how well the RTP helps improve access to educational and employment opportunities for Equity Focus Areas.

Title VI, Environmental Justice, and Transportation Improvement Program (TIP)

WFRC develops and manages the Transportation Improvement Program (TIP), a six-year program of roadway, transit, and active transportation projects. The TIP's total program amount represents approximately \$7-10 billion of infrastructure investments over a six-year period. The TIP is updated annually, following public review and comment.

The TIP contains WFRC-administered programs that fund approximately \$48 million in federal transportation dollars annually to local communities through the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Program, the Transportation Alternatives Program (TAP), and the Carbon Reduction Program (CRP), within the Salt Lake City and the Ogden/ Layton urban areas.

WFRC is committed to adhering to all Title VI and Environmental Justice requirements through the implementation of the Transportation Improvement Program (TIP). Prior to the adoption of the TIP (including full amendments which require an air quality conformity determination), WFRC will undertake the following steps. The following describes the process for reviewing TIP projects as a program broadly, and as the project review relates to Title VI and Environmental Justice populations (bolded).

WFRC staff works to develop the draft TIP by reviewing project proposals with the urban-area technical advisory committees. Project proposals are submitted by local communities, counties, the Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA). Projects are evaluated based on criteria to accomplish goal-oriented performance measures, which relate to the funding criteria and improving efficiency and safety of the transportation system.

- **Through project evaluation, WFRC works to identify improvements that enhance the safety of the proposed project and support multi-modal travel behavior, such as bicycle infrastructure and sidewalks. The majority of these improvements provide separation between automobiles and walkers and bikers and provide a benefit to the community by improving access and reducing barriers for non-motorized travel.**
- **WFRC collects project information and analyzes demographic data with proposed public transportation projects. Data is collected at the county-level and compares the percentage of the total regional, minority and low-income households living within that county as compared with transportation investments. Demographic data is also mapped in conjunction with public transportation projects, in an effort to improve accessibility and mobility for minority and low-income communities.**
- WFRC develops a memorandum describing the draft TIP, along with tables describing both highway, transit, and active transportation projects. **This memo is distributed to organizations and individuals with known interests in regional transportation projects and programs, which includes community-based organizations as listed in the Community Outreach Section of the PPP in [Appendix E](#).** Hard copies will also be made available upon request.
- The TIP shows all projects in an online and/or static regional map(s). Projects will be individually listed in project tables, as well as in overall summaries. **A copy of the draft TIP and the analysis showing conformity with the State Air Quality Implementation Plan will be available at WFRC's office and on its website. Arrangements will be made to accommodate persons with special needs.**
- Legal notices will be placed in local newspapers to notify the public that the draft TIP or full amendment is available for review. The legal notices will run for one day, signifying the beginning of a 30-day (minimum) comment period. Additionally, a notice will also be posted on WFRC's website and advertised through social media.

Once the TIP program is drafted, **WFRC hosts public outreach forum(s) during the public review and comment period that allow community members to comment on proposed transportation projects.** The meeting(s) will be advertised via the legal notice, WFRC's website, and social media. An opportunity for the public to ask questions, as well as provide oral or written comments, will be provided at the meeting(s). **Participants are encouraged to identify any potential disparate impacts imposed by the transportation project.**

- Comments may be submitted online or by email, telephone, or mail, as well as in-person at either the Transportation Coordinating Committee (Trans Com) meeting, when the TIP or amendments are recommended for approval, and/or the Council meeting, when the approval action is taken. An electronic and/or hard copy file will be kept of all comments received and made available to interested parties upon request.
- News releases are issued, including invitations to the public to comment online and other means regarding the draft TIP, and media coverage will be encouraged.
- WFRC has coordinated with UTA to ensure that the procedures established satisfy the requirement of public participation in the development of the program of projects and grant application requirements of the 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 the FAST Act) are integrated into the PPP.
- The draft TIP will be provided to the councils of governments or mayors' associations of Salt Lake, Box Elder, Davis, and Weber counties. Local elected officials are invited to review and provide comments during the public comment period. Full amendments will also be provided to the county(ies) in which the project(s) is/are located.
- Following the review and comment period, Trans Com or the Council will review all comments received and make a recommendation for any changes to the TIP. If the changes are significant, an additional 30-day (minimum) comment period will be provided. A new legal notice will be published, notifying the public that changes have been made to the TIP. Only changes requiring a new air quality conformity analysis will be re-advertised.
- The Council will typically provide final approval of the TIP at its August meeting.
- After the approval of the TIP, comments may still be provided, but may not be added to the "public comments" file or recorded in the minutes of any WFRC meeting.
- WFRC will annually prepare a list of projects which have obligated federal funds during the previous federal fiscal year. This list will be presented to Trans Com and the Council, placed on WFRC's website, and shared with interested individuals upon request.
- During the course of a year, it is often necessary to amend the TIP for project modifications not requiring an air quality conformity analysis. In this case, the Federal Highway Administration (FHWA), UDOT, UTA, and the Council have agreed that comments will be accepted at the Trans Com or Council meetings prior to the action. Additionally, very minor changes not requiring action by Trans Com or the Council may be made at the staff level.

Monitoring and Reporting - Spring 2023

The following section reports the process by which the 2023-2050 Regional Transportation Plan and 2024-2029 Transportation Improvement Program executed the Title VI and Environmental Justice requirements, as listed in the Data & Analysis Process and Outreach & Representation section above.

2023-2050 Regional Transportation Plan

The full 2023-2050 Regional Transportation Plan can be accessed via an [online interactive map](#).

RTP: Outreach & Representation Summary

For the development of the Wasatch Choice Vision and 2023-2050 RTP, WFRC, in coordination with UTA and UDOT, invited members from throughout the community to participate in two rounds of distinct Community Organization Workshops over the four-year planning period. Community Organization Workshop participants represented various agencies within Box Elder, Weber, Davis, and Salt Lake Counties that work with low-income, minority, and elderly populations, as well as those who provide social services. The purpose of these meetings was to build upon and continue efforts to receive feedback from diverse groups across the region regarding the 2023-2050 RTP.

Community Organization Workshop 1

The first Community Organization Workshop was held on January 25th, 2022. Because of the pandemic, this workshop was held virtually. These meetings allowed attendees to share existing transportation challenges and ideas to improve access to jobs, services, and educational opportunities. Participants were asked to portray barriers that exist for the constituents that they represent, and how different transportation and land use strategies can improve the needs of the communities these groups serve. Keypad polling was used to gauge participants' feelings about the effectiveness of the current transportation system in helping people get to goods and services and employment and educational opportunities, and how future resources should be used to improve mobility.

Feedback portrayed that the greatest barrier felt by these groups is that there are not adequately safe transportation systems in place that allow people access to opportunities. The primary outcome these groups would like to see from the Wasatch Choice Vision is to create safe and connected systems to allow people to have better access to opportunities.

WFRC utilized this feedback to identify transportation projects for inclusion in the 2023-2050 RTP that can help fill gaps between the existing transportation solutions and these community members' needs.

Wasatch Choice Community Advisory Committee Meeting 1

The second round of outreach was conducted with the recently formed Wasatch Choice Community Advisory Committee members. The committee is composed of individuals who identify and represent the environmental justice populations. The purpose of the Community Advisory Committee is to enhance the engagement of communities to the Wasatch Choice Vision while advising Wasatch Choice transportation partner agencies (UDOT, UTA, MAG and WFRC) on transportation and land use decisions. The Advisory Committee creates a forum/dialog for enhancing awareness and understanding of the needs and priorities of diverse communities in the region. Advisory Committee members can make recommendations on issues and analyses potentially relevant to the needs and circumstances of diverse populations in the region. The transportation partners brought information about the Wasatch Choice Vision and the Draft 2023-2050 RTP to the committee members to discuss and share resources to get involved in the public comment process.

A total of 23 community members were in attendance in the two rounds of workshops, representing 19 organizations throughout the Wasatch Front region, or as private citizens.

Please see [Appendix I](#) for a full report developed through these meetings.

RTP: Data & Analysis Summary

The following section describes how low-income and minority (Equity Focus Areas) were considered in the development of the Wasatch Choice Vision and 2023-2050 Regional Transportation Plan. The section is organized according to each phase in the RTP planning process and timeline, which corresponds with the process that is laid out in WFRC's RTP website and document.

Establish goals

WFRC established ten regional goals to inform how future transportation investments will be evaluated, selected, and prioritized, and how those projects will be coordinated with local community priorities. "Housing choices and affordable living expenses" is among the goals included in this effort, and reflects a regional priority to support and maintain inclusive housing options for residents across the Wasatch Front.

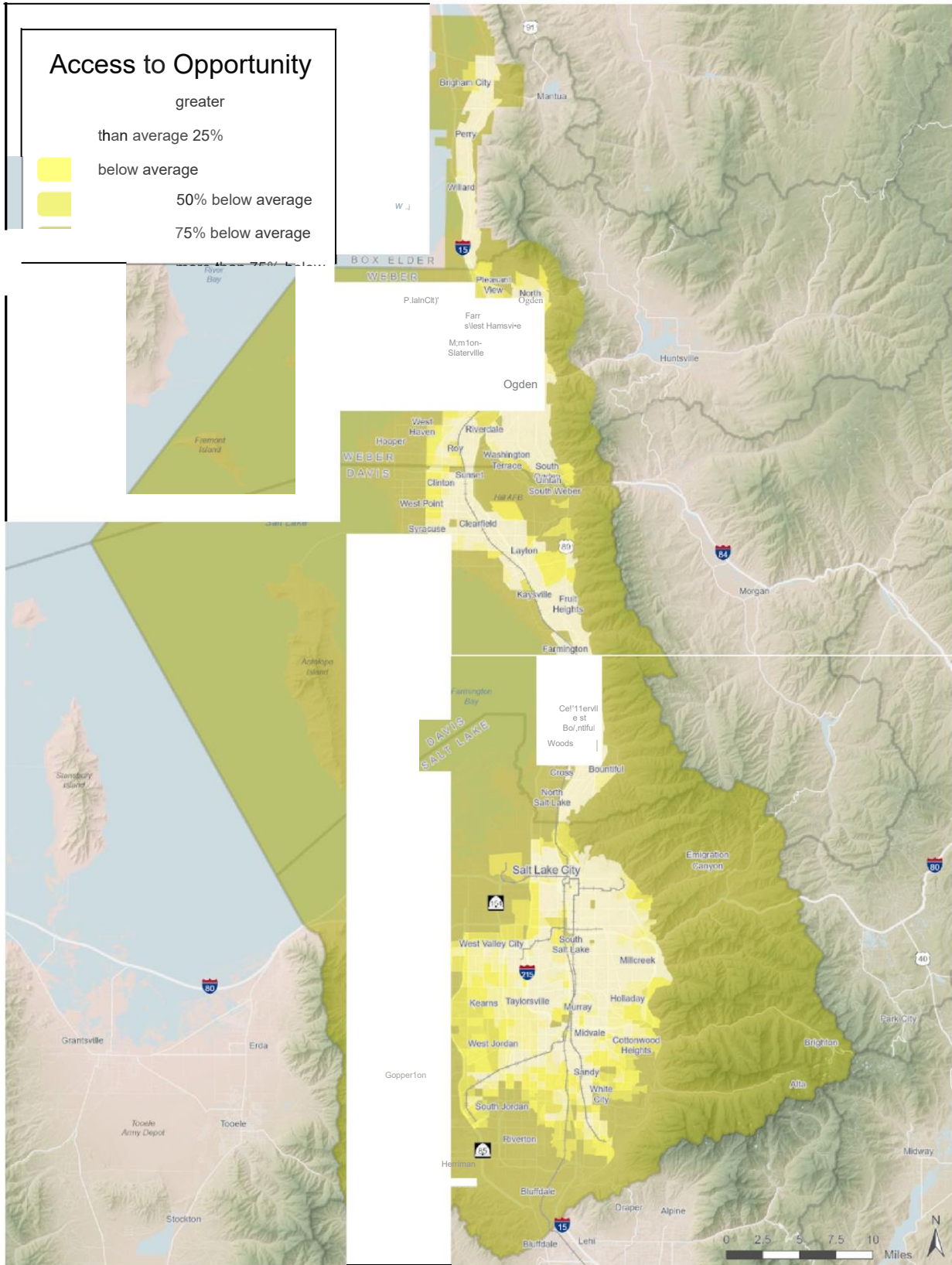
Develop Scenarios

Through developing three land use and transportation scenarios, WFRC developed the following methodology for combining several data sources to identify opportunities for improving mobility and access for Equity Focus Areas:

1. Access to Opportunities (ATO) is a measurement of how efficiently our transportation system connects residents to activities and destinations. This metric is used to quantify how many jobs

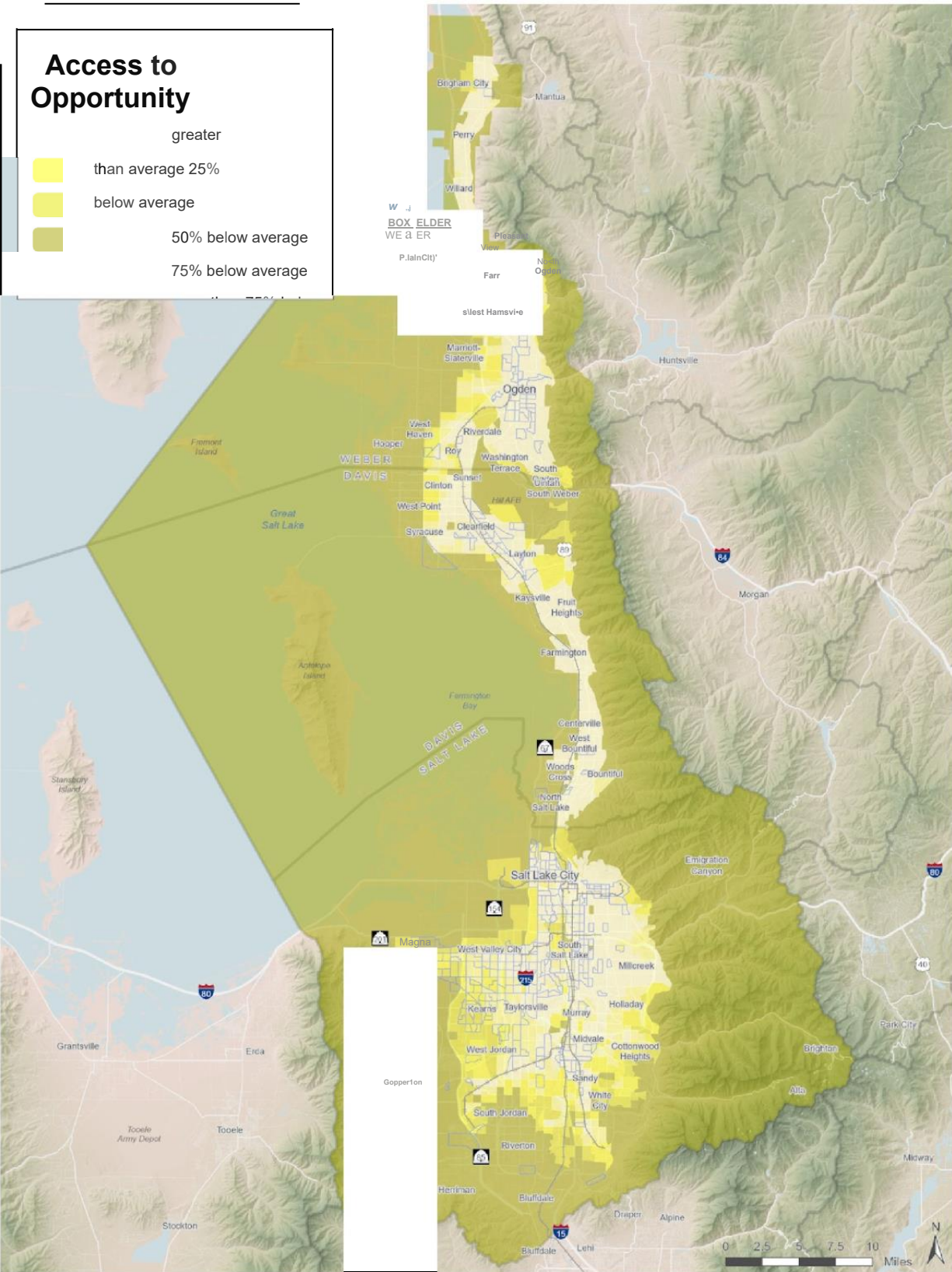
and services residents can reach utilizing the current transportation system. Supporting residents to access jobs and educational opportunities is a powerful tool to promote equity, and for helping residents to find economic opportunities and escape poverty. WFRC spatially displayed the ATO measure to identify areas across the Wasatch Front region that currently experience poor job accessibility via our existing transit system. Areas shown in gray and light blue in Map 3 are areas in the region that experience the poorest job accessibility via transit relative to each county's average.

Map 3: Existing job and education accessibility via transit trip



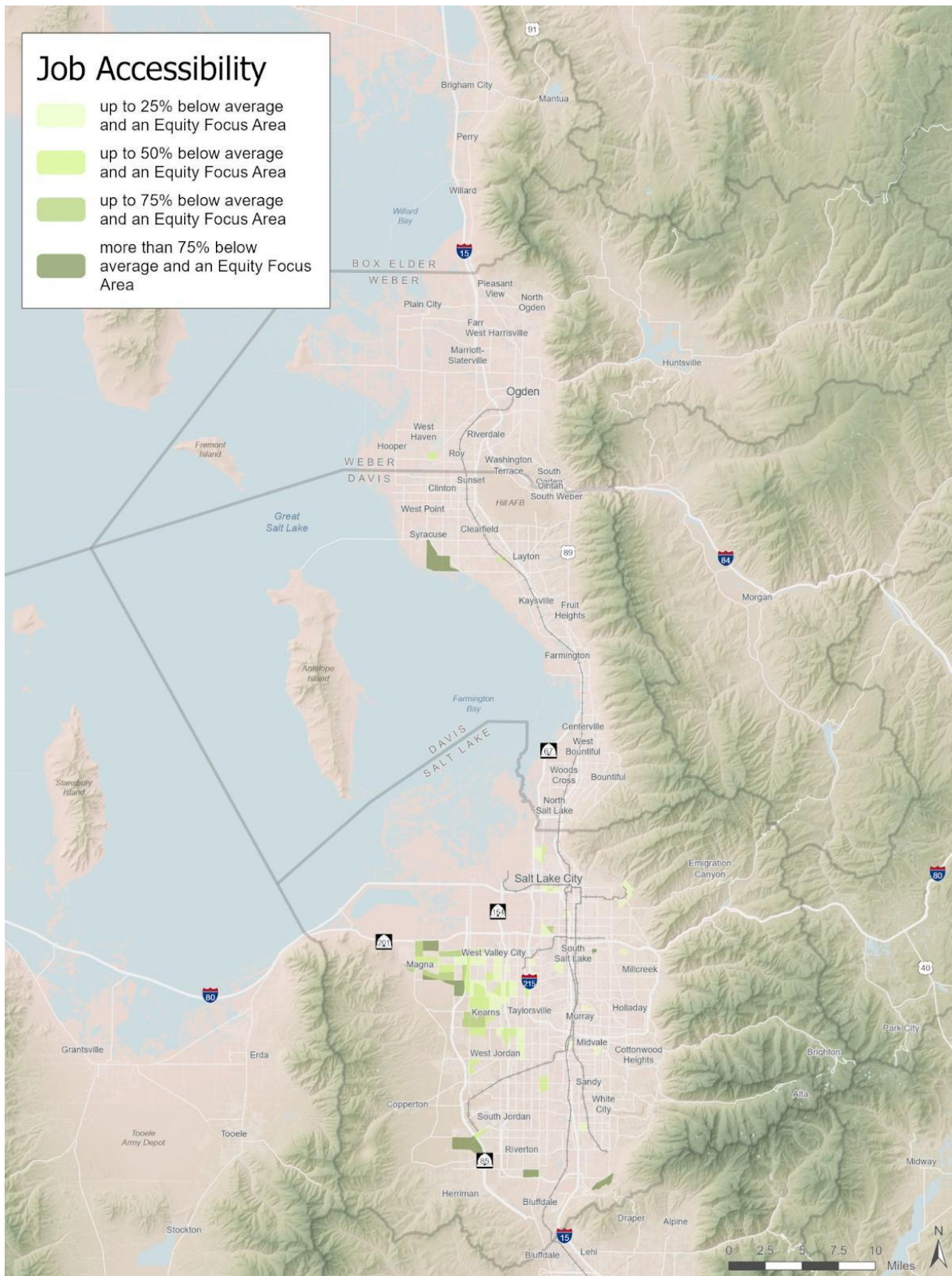
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2. This measure was then overlapped with the Equity Focus Areas demographic data, which identified areas with both 1) lower access to jobs and education and 2) neighborhoods with high concentrations of low-income and/or minority households.

Map 4: Existing ATO and Equity Focus Areas



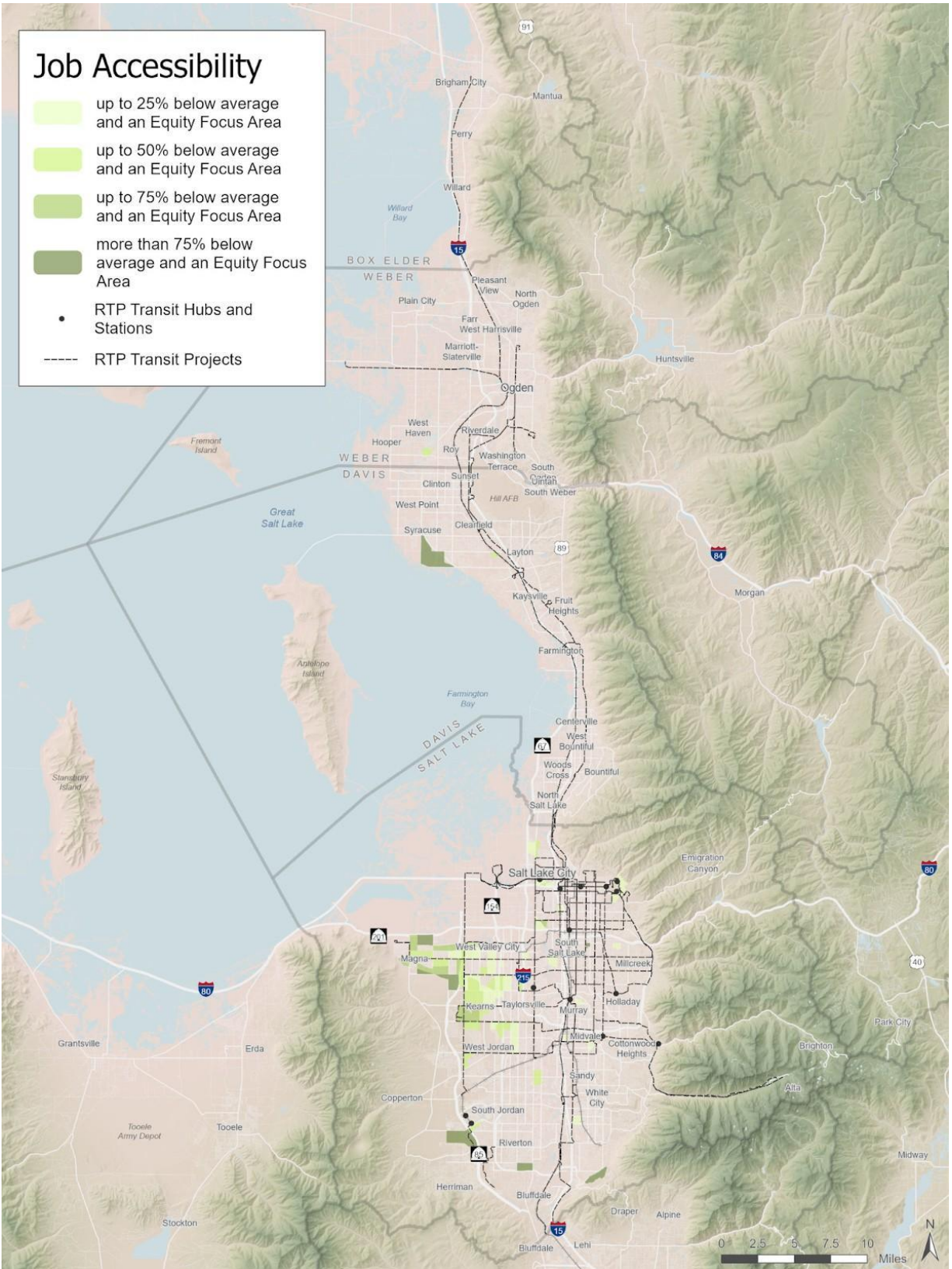
Areas where these two conditions coexist are shown in Map 5. This analysis helped inform our planning efforts in understanding areas where communities that are lower income or minority have a limited ability to access education and employment opportunities via our transit system.

Map 5: Areas with lower job accessibility and high concentrations of Equity Focus Areas



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3. Transit projects were then reviewed to help improve access for these populations and incorporated into the RTP transit planning process.

Map 6: Equity Focus Areas with lower job accessibility and the adopted RTP



Note Map 6: These RTP transit projects inform UTA Service Planning in their short-range and long-range planning processes.

Evaluate Scenarios

A series of performance measures assisted in understanding the tradeoffs and benefits associated with the three transportation and land use scenarios. [Appendix D of the 2023-2050 RTP](#) outlines the scenario performance measures. All scenarios have a higher access to opportunities for both auto and transit than the 2050 base scenario.

Draft & Evaluate Preferred Scenario

WFRC developed evaluation criteria to screen roadway, transit, and active transportation projects for inclusion in the draft 2023-2050 Regional Transportation Plan (RTP). Each criterion is associated with one of WFRC's regional goals. The following describes the criteria used that are relevant to the objective of planning for Equity Focus Areas. For full project selection criteria, see [Appendix E of the 2023-2050 RTP](#).

Screening for roadway projects: Projects were evaluated in their effectiveness in meeting the following objectives (not all measures that were used are listed):

- Project improves regional job and educational accessibility;
- Project serves identified Equity Focus Areas; and/or
- Project connects to Wasatch Choice Vision Center.

Screening for transit projects: Projects were evaluated in their effectiveness in meeting the following objectives (not all measures that were used are listed):

- Project improves regional job and educational accessibility;
- Project improves job and service access for Equity Focus Areas; and/or
- Project connects to Wasatch Choice Vision Center.

Screening for active transportation projects: Projects were evaluated in their effectiveness in meeting the following objectives (not all measures that were used are listed):

- Project was included in the 2019-2050 RTP;
- Project was selected based on prioritization within local plans, safety benefits, and regional significance; and/or
- Project identified in feedback from local communities, the Regional Growth Committee Technical Advisory Committees, and community workshops.

Assess Financial Considerations

N/A. Anticipated future transportation revenue and cost assumptions and projections were developed in this stage of the RTP process. Performance measures were not utilized in financial phasing, but utilized for the prioritization of projects (see below).

Phase Projects

WFRC developed phasing criteria to prioritize roadway, transit, and active transportation projects for phasing of the Regional Transportation Plan. WFRC in coordination with UDOT, UTA, and local communities, prioritizes transportation projects into approximately ten-year periods, known as the “phases.” The three phases in the 2023-2050 RTP are Phase 1: 2023 to 2032, Phase 2: 2033 to 2042, and Phase 3: 2043 to 2050. Each criterion is associated with one of WFRC’s regional goals. For full criteria descriptions, please see [Appendix I of the 2023-2050 RTP](#).

Prioritization of roadway projects: Sixteen phasing criteria were used to prioritize roadway projects within the RTP plan time horizon. Each criterion was given a distinct weight for a total of 100 possible points. The following criteria listed are those that relate to Equity Focus Areas. Weights are provided to depict the relative impact of each criteria on the project’s total score.

- Project is on roadway with a high safety index score. 15 points possible
- Project improves access to opportunities. 15 points possible
- Project improves access to or within a Wasatch Choice Center. 10 points possible
- Project is keeping with community character by being in an area plan, corridor plan, or visioning process. 10 or 5 points possible (points vary depending on project type)
- Project is compatible with an existing or planned transit route. 5 or 3 points possible
- Project supports an active transportation facility. 5 or 2 points possible
- Project provides multi-modal support to Equity Focus Areas. 5 or 2 points possible

Prioritization of transit projects: Thirteen phasing criteria were used to prioritize transit projects within the RTP plan time horizon. Each criterion was given a distinct weight for a total of 100 possible points. The following criteria listed are those that relate to Equity Focus Areas. Weights are provided to depict the relative impact of each criteria on the project’s total score.

- Project supports existing ridership. 15 points possible.
- Project supports projected ridership. 15 points possible.
- Project improves access to opportunities. 15 points possible.
- Project improves access to opportunities in Equity Focus Areas. 15 points possible.
- Project improves access to activity-dense areas. 15 points possible.
- Project improves access to existing amenities. 10 points possible.
- Project addresses areas of traffic congestion. 5 points possible.
- Project improves access to transit. 8 points possible.
- Project advances previous investments. 2 points possible.

Prioritization of active transportation projects: Ten phasing criteria were used to prioritize active transportation projects within the RTP plan time horizon. Each criterion was given a distinct weight for a total of 100 possible points. The following criteria listed are those that relate to Equity Focus Areas. Weights are provided to depict the relative impact of each criteria on the project’s total score.

- Project improves safety and addresses latent bicycle demand. 30 points possible.

- Project improves network connectivity. 20 points possible.
- Project improves connections to transit. 10 points possible.
- Project improves connections to shared mobility services. 5 points possible.
- Project supports the Wasatch Choice Vision and revitalizes the economy. 10 points possible.
- Project improves health outcomes. 5 points possible.
- Project improves access to opportunities. 10 points possible.
- Project improves access to opportunities in Equity Focus Areas. 5 points possible.
- Project improves access to and within Equity Focus Areas. 5 points possible.

Present Impacts & Benefits

Supporting residents to access jobs and educational opportunities is a powerful tool to promote equity, and for helping residents to find economic opportunities. To understand how well the future transportation system will support residents in accessing opportunities that will promote a high quality of life, WFRC analyzed the impact the 2023-2050 RTP would have on the ability of residents living in neighborhoods with high concentrations of minority and low-income households (termed Equity Focus Areas) to reach employment and educational opportunities. This measure projected an increase by 64.3 percent between today and 2050 for those traveling by transit, and would increase by 27.7 percent for those using a car. Equity Focus Areas will be able to access an average of 387,000 opportunities via driving and 46,000 opportunities via transit in 2050, compared to 293,000 opportunities via car and 24,000 opportunities via transit for those living in neighborhoods without high concentrations of these populations.

2024-2029 Transportation Improvement Program

The full 2024-2029 Transportation Improvement Program can be accessed via an [online interactive map](#).

TIP: Outreach & Representation Summary

In developing the 2024-2029 TIP, WFRC, in coordination with UDOT and UTA, held two three-hour public open houses at the UTA Salt Lake Central Station and UTA Ogden Station platforms. The public open house locations were chosen as strategic places where the transportation agencies could reach a broad cross-section of the public, and, specifically, those who ride transit. As part of the TIP's public review and comment period, WFRC also hosted an online interactive map for the public to view and provide comments on proposed projects. The public comment period was advertised via WFRC's email distribution list, on social media platforms, and in local newspapers. WFRC received many comments on the 2024-2029 TIP, which were reviewed by WFRC, UDOT, and UTA staff members.

TIP: Data & Analysis Summary

The following summarizes findings from the impact and benefit analysis as the TIP program relates to Title VI and Environmental Justice Populations. This section corresponds with the Title VI, Environmental Justice, and Transportation Improvement Program (TIP) section above.

- WFRC projects enhance community safety and support multi-modal travel behavior

The TIP invests \$7-10 billion dollars throughout the 4-county planning area over the 6-year planning horizon. WFRC staff seeks to implement multi-modal transportation facilities through the construction of TIP projects, such as making improvements to curbs, gutters, and sidewalks with roadway reconstructions, funding pedestrian bridges and crossing signals over rail yards and high-volume roadways, and providing safe bicycle routes to and from fixed transit lines. On any given TIP cycle (6 years of funded projects) there is an estimated 22 to 27 percent of the funds that WFRC programs, that provide improvements for bicycle and pedestrian projects.

- In developing the TIP, the WFRC seeks to distribute transportation funds equitably throughout the region.

Table 8 displays WFRC funds programmed on transit projects in each county of the Wasatch Front's MPO region between 2024-2029. Table 8 also compares the percentage of spending dedicated to each county to the percentage of the region's total population, minority population, and population living in poverty in each county.

Table 8: WFRC public transportation investments compared to county population totals, minority populations, population living in poverty

	WFRC Funds Programmed on Transit Projects per County	% Spending on WFRC Projects per County	County Share of Regional Population	County Share of Regional Minority Population	County Share of Regional Population Living in Poverty
Box Elder	1,768,3890	2%	1%	2%	3%
Weber	\$18,707,632	23%	14%	13%	15%
Davis	\$8,940,932	11%	20%	12%	13%
Salt Lake	\$52,281,759	64%	65%	71%	67%
Total	\$81,698,710	-	-	-	-

*Source: US Census Bureau; Table B03002; C17002; generated by WFRC; using 2020 American Factfinder Community Survey 5-year Estimates; <http://factfinder.census.gov>; (5 October 2023)

*Wasatch Front Regional Council Surface Transportation Program project list (10/5/2023)

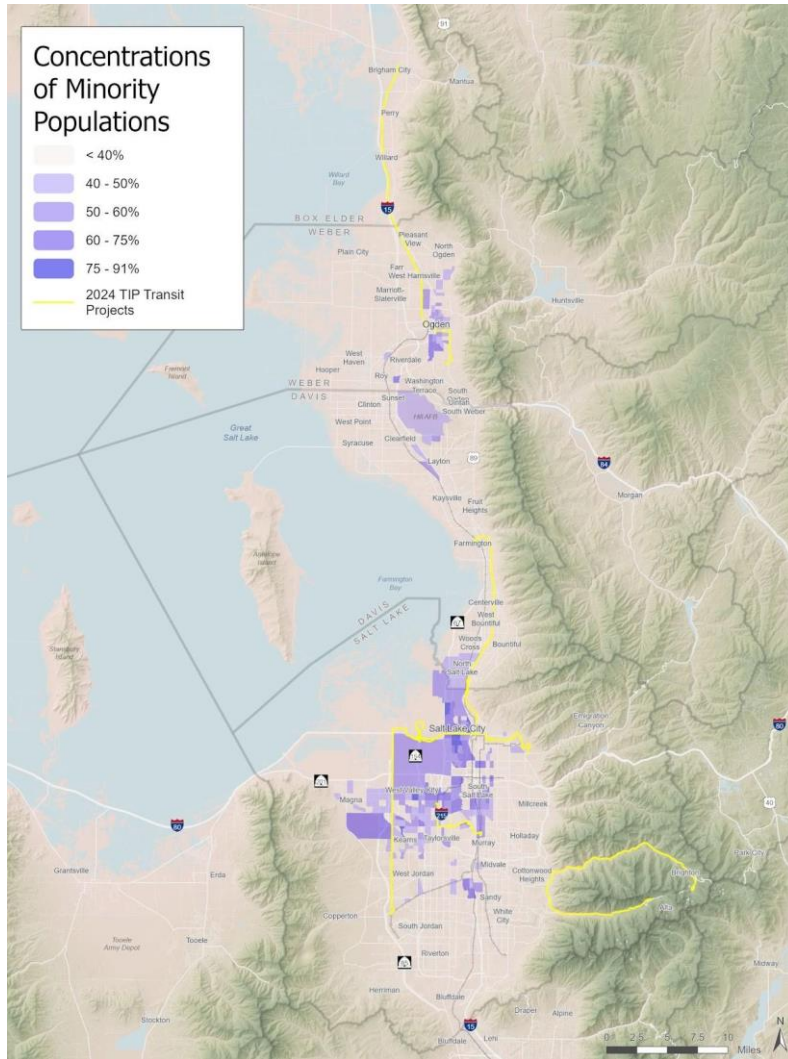
The majority of the federal funds spent on transit projects in the 2024–2029 TIP are for projects in Salt Lake County (64 percent), the county in which 71 percent of the region's minority population and 67

percent of the region's population that is living in poverty are located. The amount of funds spent in Davis County is directly proportional to the share of the regional population living in poverty in that county. Almost a quarter of funding is spent on public transportation projects in Weber County, which hosts 13 and 15 percent of the region's minority and low-income populations, respectively.

The distribution of WFRC funds is considered commensurate with the distribution of minority and low-income communities within each county, and is therefore not considered to have a disproportionate impact on minority or low-income populations.

The following maps display all WFRC-funded public transportation projects programmed through the 2024-2029 TIP. The project locations are overlaid with minority and low-income demographic information. All census block groups that have concentrations of each demographic variable that are higher than each variable's respective regional mean are shown in darker hues.

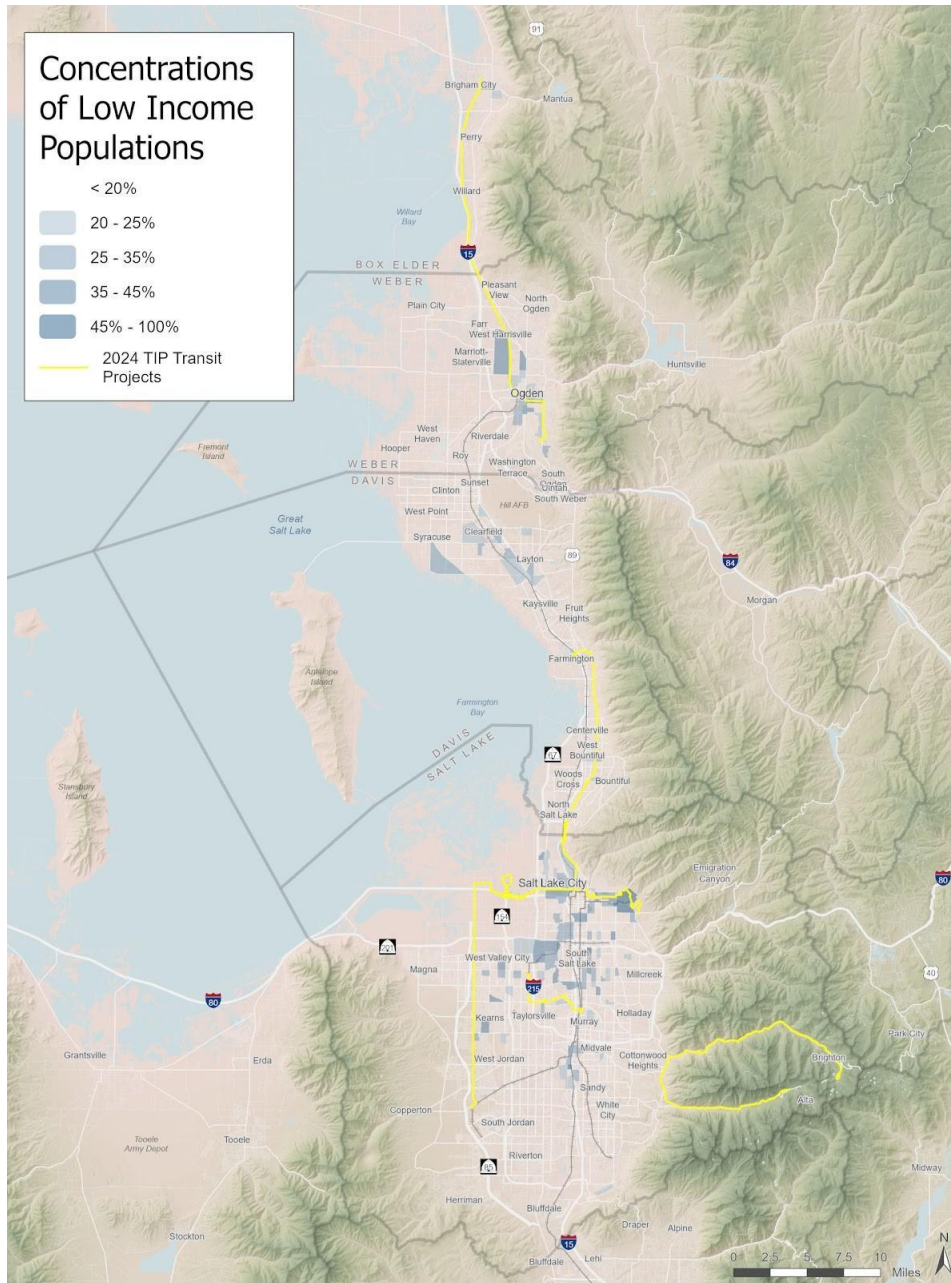
Map 7: Above Average Minority Populations by Census Block Group and WFRC Public Transportation Projects within the Wasatch Front Region



Note: A block group's minority population is determined by taking the sum of all individuals who identify as a race other than Not Hispanic – White.

*Source: US Census Bureau; Table B03002; generated by WFRC; using 2020 American Factfinder Community Survey 5-year Estimates;

Map 8: Households Living in Poverty⁴ by Census Block and WFRC Public Transportation Projects within the Wasatch Front region



*Source: US Census Bureau; Table C17002; generated by WFRC; using 2020 American Factfinder Community Survey 5-year Estimates

⁴ Following the Office of Management and Budget's (OMB) Statistical Policy Directive 14, the Census Bureau uses a set of income thresholds that vary by family size and composition to determine poverty status. If a family's total income is less than the poverty threshold for that family size, then that family is considered to be living in poverty. The official poverty thresholds do not vary

geographically, but they are updated for inflation using the Consumer Price Index (CPI-U). The official poverty definition uses income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps).

Compliance, Review and Training

WFRC will continue to work closely with UDOT, as the Designated Recipient for the FTA funds that WFRC receives, to ensure that WFRC meets compliance regarding the Title VI requirements. WFRC's Title VI Plan will be reviewed internally annually, and submitted to UDOT for review every three years and/or more often, if requested. WFRC agrees to participate in on-site reviews and cooperate with UDOT's Compliance Officer and staff throughout the review process. WFRC also agrees to participate in all training by UDOT's Compliance Officer and staff, which will be conducted as requested, as changes in the law occur, and as needed. WFRC staff will refer to UDOT's Compliance Officer and other Civil Rights staff for questions or concerns regarding Title VI and its requirements.

The Title VI Plan outlines the ways in which WFRC, the MPO for the Ogden-Layton and Salt Lake City urban areas, will support fair and equitable access to the transportation planning process and to ensure its transportation plans, policies, and programs do not adversely impact populations protected under the Title VI and Environmental Justice policies. This document establishes a framework for the efforts of WFRC to ensure compliance with Title VI, Environmental Justice, and related statutes regarding non-discrimination. While it is not required that Environmental Justice processes be included in the Title VI Plan, due to the overlapping nature of these two non-discrimination mandates and the resulting policies developed to support such requirements, this guiding document will include information about both efforts.

The 2023 Title VI Plan is to be presented to WFRC's Regional Council for approval at its meeting on October 26, 2023. [Appendix J](#) is the signed resolution approving Wasatch Front Regional Council's 2023 Title VI Plan.

Appendices: WFRC 2023 Title VI Plan

- [Appendix A:](#)** Title VI Policy Statement in English and Spanish
- [Appendix B:](#)** Title VI Notice to the Public in English and Spanish
- [Appendix C:](#)** Title VI Complaint Procedures and Forms in English
and Spanish; Sample Title VI Complaint Log
- [Appendix D:](#)** Standard DOT Title VI Assurances
- [Appendix E:](#)** WFRC Public Participation Plan (PPP)
- [Appendix F:](#)** WFRC Limited English Proficiency (LEP) Plan
- [Appendix G:](#)** WFRC Interlocal Cooperation Agreement
- [Appendix H:](#)** WFRC Americans with Disabilities Act (ADA)
Effective Communication Policy
- [Appendix I:](#)** Report on WFRC's Community Organization Workshops
- [Appendix J:](#)** 2023 WFRC Title VI Plan Approval Resolution