

TITLE VI PLAN

WASATCH FRONT REGIONAL COUNCIL
JULY 2019



WASATCH FRONT REGIONAL COUNCIL

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About Wasatch Front Regional Council (WFRC)

Serving the Wasatch Front region for 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, and Weber Counties. In 2013, a portion of Box Elder County which includes Brigham City, Perry City, and Willard City, was incorporated into the metropolitan planning area as part of the Ogden-Layton, UT Urbanized Area. Boundaries of the WFRC are displayed in *Map 1*.

WFRC's Mission: The Wasatch Front Regional Council builds consensus and enhances 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. It does so by providing technical assistance and services; conducting high priority studies that respond to the requests and demands of member local governments; fostering cooperation among various constituencies to build consensus on diverse regional issues; determining and meeting the needs of the private sector; and continuing public outreach efforts that promote two- way communication and enhance public awareness of regional issues affecting communities along the Wasatch Front. As an agency, WFRC advises on regional policy and capital funding issues concerning transportation, economic development, the environment, and land use.

MPO Boundary

AoG Boundary

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

0 2.5 5 7.5 10 Miles

Legal Framework

The guiding principles found in applicable federal laws and regulations and in the [Department of Transportation's Environmental Justice Strategy](#) were utilized to guide WFRC's Title VI Plan. These can also be found through the Department of Transportation Office of Policy.

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." Additional information can be found through the Department of Justice Civil Rights Division.

[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). Additional information can be found via the Electronic Code of Federal Records.

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.

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

WFRC's Title VI Policy Statement

It is the policy of the Wasatch Front Regional Council (WFRC) Metropolitan Planning Organization (MPO) 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 federally funded 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 WFRC 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, WFRC provides training for its staff on Title VI procedures.

This signed policy statement can be found as **Appendix A** of this Plan.

Title VI General Requirements

Brief descriptions of the following Title VI Requirements can be found below. Each of the referenced documents and policies are available in the WFRC office and on the website at www.wfrc.org.

- Title VI Notice to the Public
- Title VI Complaint Procedures and Form
- Title VI Assurances
- Public Participation Plan (PPP)
- Limited English Proficiency (LEP) Plan

Title VI Notice to the Public

Utah Department of Transportation (UDOT) has developed a Non-Discrimination Title VI Poster to inform the public of their rights under Title VI. This document can be found, in both English and Spanish, on UDOT's website, at www.udot.utah.gov under the Civil Rights section. 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 in WFRC's Title VI Plan. The notice is posted in Spanish and English in the WFRC lobby and on the WFRC website. The notices are also attached 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 grievances received. The Title VI Complaint Procedures are communicated internally among staff at staff meetings and Title VI trainings. English and Spanish versions of the complaint procedures and forms are posted 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 and/or UDOT. Copies of WFRC's Complaint Procedures and Forms are included as **Appendix C**.

Title VI Assurances

WFRC also adheres to the US Department of Transportation Standard Title VI Assurances which are included as **Appendix D**.

Public Participation Plan (PPP)

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, an 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).

WFRC's 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 will be achieved through executing the PPP.

Through its planning efforts, WFRC will facilitate the following:

- adequate public notice of public participation activities;
- review and comment opportunities at specific and key points in decision-making processes; 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 for large, critical projects and when staff capacity and funding allows), 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 WFRC's 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 details regarding these objectives, WFRC's process, and contact information for WFRC's Community Outreach Coordinator.

The PPP will be reviewed and updated as needed every four years and in association with the cycle of the RTP. When updated, a 45-day (minimum) period will be provided for public comment. 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. The current PPP was available for public comment between March 18 and May 3, 2019. No public comments were received.

Limited English Proficiency(LEP) Plan

There are many people living in the United States for whom 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”. Language barriers often 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, WFRC has developed an LEP Plan, which can be found in **Appendix F**. As stated previously, the LEP Plan is guided by Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency*. The Plan includes a Four-Factor Analysis to assess language needs and 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 encounter a program, activity, or service of the recipient or grantee. This is guided by the Safe Harbor Provision, which 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.
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 the associated costs.

Table 1 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, categorizing 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	1,613,656		
Total Limited English Proficiency (LEP)	93,653	5.80%	100.00%
Spanish	64,852	4.02%	69.25%
Vietnamese	4,128	0.26%	4.41%
Chinese	4,008	0.25%	4.28%
Serbo-Croatian	1,396	0.09%	1.49%
Tagalog	1,145	0.07%	1.22%
Korean	1,103	0.07%	1.18%
Russian	1,075	0.07%	1.15%
Other Pacific Island languages	2,157	0.13%	2.30%
Other Indic languages	1,654	0.10%	1.77%
Other Asian languages	1,632	0.10%	1.74%
African languages	1,076	0.07%	1.15%

Source: U.S. Census Bureau; American Community Survey, 2011-2015 5-Year Estimates, Table B16001; generated by WFRC using American Factfinder; <http://factfinder2.census.gov>; (24 September 2018).

Given the high percentage of Spanish-speaking people who speak English less than “very well,” WFRC translates its vital documents into Spanish. These documents are available via WFRC’s website, by mail, or in-person at WFRC’s office. Due to budget constraints, WFRC is unable to translate all vital documents into all languages identified in the Safe Harbor analysis. However, WFRC is committed to providing free oral language translation services at any time requested, as long as an appropriate amount of time is allowed to acquire translation services.

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. 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.

Please see **Appendix F** for additional details regarding these objectives, WFRC’s process, and contact information for WFRC’s Compliance Administrator.

MPO Requirements: 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-West Valley City Urbanized 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. Data and analytics processes, 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 Data & Analytical Process Section below, and
2. Public participation, as described in the agency’s PPP and, more specifically, in the Outreach & Representation 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 PPP, and the LEP plan.

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 RTP and the TIP comply with the Title VI Program. This will be carried out through:

1. A demographic profile identifying the locations of low-income and minority populations;
2. An assessment of the Federal financial distributions made in public transportation investments across these groups per federal guidance;
3. An analytical process for assessing regional impacts of transportation system investments for minority and low-income groups.

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;
2. Implementing an LEP Plan;
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.

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 vulnerable 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 group (*Table 3*), and/or a minority 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 southern Box Elder, Weber, Davis, and Salt Lake Counties.

Table 2: Total population and population change of the Wasatch Front Region, 2000-2016

YEAR	Total Population			Percent Change	
	2000	2010	2016	2010-2016	2000-2016
Counties within WFRC MPO Planning Boundary					
Box Elder	21,424	24,183	27,949	16%	30%
Weber	196,533	231,236	241,328	4%	23%
Davis	238,994	306,479	329,292	7%	38%
Salt Lake	898,387	1,029,655	1,092,518	6%	22%
Region	1,355,338	1,591,553	1,691,087	6%	25%
Counties within WFRC AOG Planning Boundary					
Morgan	7,129	9,469	10,645	12%	49%
Tooele	40,735	58,218	61,986	6%	52%
Total Region	1,403,202	1,659,240	1,763,718	6%	26%

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

Source: US Census Bureau; Census 2000 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, 2000 – 2016

YEAR	Total Minority Population			Percent Change		Minority Population as a Percent of County Total Population			County Share of Regional Minority Population
	2000	2010	2016	2010-2016	2000-2016	2000	2010	2016	2016
Counties within WFRC MPO Planning Boundary									
Box Elder	2,188	3,123	3,648	17%	67%	10%	13%	13%	0.9%
Weber	33,899	50,598	55,316	9%	63%	17%	22%	23%	14%
Davis	24,358	43,430	50,341	16%	107%	10%	14%	15%	12%
Salt Lake	171,190	267,770	299,751	12%	75%	19%	26%	27%	73%
Region	231,635	364,921	409,056	12%	77%	17%	23%	24%	-
Counties within WFRC AOG Planning Boundary									
Morgan	192	371	533	44%	178%	3%	4%	5%	0.1%
Tooele	6,238	9,044	10,134	12%	62%	15%	16%	16%	2.4%
Total Region	238,065	374,336	419,723	12%	76%	17%	23%	24%	-

Note: 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; Census 2000 Summary File 1; 2010 Census Summary File 1; Table QT-P4; 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)

Table 4: Total population by ethnicity in the WFRC Region, 2016

Table 1: Total population by ethnicity in the WFRC Region, 2010																
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	4,761	9%	45,542	87%	255	0.5%	542	1.0%	393	0.8%	47	0.1%	3	0.0%	639	1.2%
Weber	42,432	18%	186,012	77%	2,450	1.0%	1,393	0.6%	2,894	1.2%	510	0.2%	156	0.1%	5,481	2.3%
Davis	29,852	9%	278,951	85%	4,004	1.2%	1,015	0.3%	6,196	1.9%	2,100	0.6%	173	0.1%	7,001	2.1%
Salt Lake	193,768	18%	792,767	73%	17,149	1.6%	6,498	0.6%	40,985	3.8%	16,407	1.5%	1,851	0.2%	23,093	2.1%
Region	270,813	16%	1,303,272	77%	23,858	1.4%	9,448	0.6%	50,468	2.4%	19,064	1.1%	2,183	0.1%	36,214	2.1%
Counties within WFRC AOG Planning Boundary																
Morgan	283	3%	10,112	95%	50	0.5%	1	0.0%	102	1.0%	8	0.1%	21	0.2%	68	0.6%
Tooele	7,363	12%	51,852	84%	9	0.0%	494	0.8%	482	0.8%	329	0.5%	122	0.2%	1,135	1.8%
Total Region	278,459	16%	1,365,236	77%	23,917	1.4%	9,931	0.6%	51,052	2.9%	19,401	1.1%	2,326	0.1%	37,417	2.1%

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

Source: US Census Bureau; Table B03002; generated by WFRC; using 2012-2016 American Factfinder Community Survey 5-year Estimates; <<http://factfinder.census.gov>>; (10 September 2018)

Table 5: Population living in poverty in the WFRC Region, 2016

	Population Living in Poverty	Percent of County Population	County Share of Regional Population Living in Poverty
Counties within WFRC MPO Planning Boundary			
Box Elder	5,250	10%	3%
Weber	29,410	12%	16%
Davis	23,498	7%	13%
Salt Lake	122,608	11%	68%
Region	180,766	11%	-
Counties within WFRC AOG Planning Boundary			
Morgan	434	4%	0.2%
Tooele	4,429	7%	2%
Total Region	185,629	11%	-

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

Source: US Census Bureau; Table S1701; generated by WFRC; using 2012-2016 American Factfinder Community Survey 5-year Estimates; <<http://factfinder.census.gov>>; (10 April 2019)

Table 6: Populations living with a disability in the WFRC Region, 2016

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	6,838	13%	4%
Weber	27,256	11%	16%
Davis	31,219	9%	19%
Salt Lake	102,391	9%	61%
Region	167,704	10%	-
Counties within WFRC AOG Planning Boundary			
Morgan	906	9%	0.5%
Tooele	6,771	11%	4%
Total Region	175,381	10%	-

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 2012-2016 American Factfinder Community Survey 5-year Estimates; <<http://factfinder.census.gov>>; (10 April 2019)

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	data not available	-	-
Weber	26,711	11%	17%
Davis	30,016	9%	19%
Salt Lake	105,104	10%	65%
Region	161,831	10%	
Counties within WFRC AOG Planning Boundary			
Morgan	data not available	-	-
Tooele	data not available	-	-

Source: US Census Bureau; Table S0103; generated by WFRC; using 2012-2016 American Factfinder Community Survey 5-year Estimates; <<http://factfinder.census.gov>>; (10 April 2019)

Mapping Title VI and Environmental Justice Populations

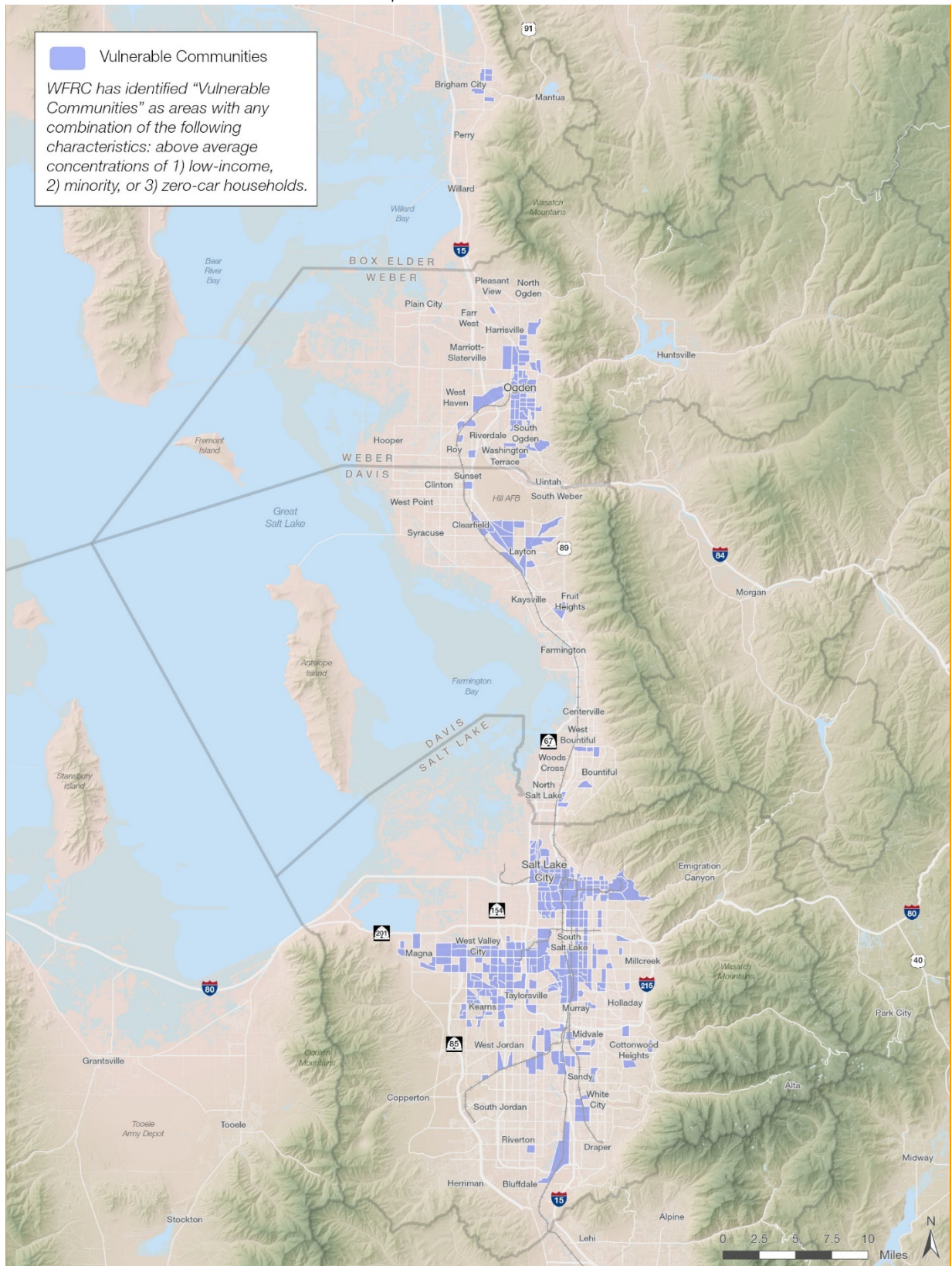
WFRC, under the direction of its committees and Council, identifies Environmental Justice areas (termed “Vulnerable Communities”) to help support 1) planning for an equitable distribution of transportation services, facilities, and resources within the region 2) without regard to income, race, and other socio-economic factors, and 3) to ensure that there are not disproportionate negative impacts or burdens on minority and low-income populations.

To identify Vulnerable Communities, WFRC collects and analyzes demographic information which includes areas with concentrations of 1) minority populations, 2) populations living in poverty¹, and 3) zero-car households. A regional mean for certain socio-economic demographics is then established utilizing the 2012-2016 American Community Survey 5-year Estimates. A regional “threshold” was identified as one standard deviation above the regional mean for any of the three demographic variables listed above, and census tracts that exceeded that threshold were identified as a “Vulnerable Community.” For example, the average percentage of the minority population in the WFRC planning area is 12%, and one standard deviation above the regional mean is 38%. Census tracts that meet or exceed this threshold were identified. Census tracts that contain above average concentrations of any of the aforementioned variables are identified as a Vulnerable Community. For simplicity and ease of remembering each threshold, the standard deviation was rounded to the nearest five when necessary.

On *Map 2*, Vulnerable Communities are identified as census tracts that are outside one standard deviation for one of the following measures: low-income populations (> 25%), minority population (>40%), and/or zero-car households (>10%). WFRC also uses two standard deviations to further narrow down areas that host high concentrations of Vulnerable Communities for various analyses.

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).

Map 2: Vulnerable Communities



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

WFRC develops the Regional Transportation Plan (RTP) for the Salt Lake City-West Valley City and Ogden-Layton urbanized 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 sub-regional meetings comprised of local government officials and staff, and transportation partners. **WFRC 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; 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 vulnerable communities 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 through the administration of 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 for large, critical efforts and when staff capacity and funding allow, 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 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 neighborhoods with large concentrations of Vulnerable Communities, 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 Vulnerable Communities.

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 \$3-5 billion of infrastructure investments over a six-year period. The TIP is updated once a year and seeks public input annually.

The TIP contains the WFRC-administered programs that fund approximately \$35 million in federal transportation dollars annually to local communities through the Congestion Mitigation and Air Quality (CMAQ) Program, Surface Transportation Program (STP), and Transportation Alternatives Program (TAP) within the Salt Lake-West Valley and the Ogden-Layton urbanized areas. Updated once a year, the TIP provides a carefully reviewed prioritization of and plan for funding regional roadway, transit, bicycle, and pedestrian improvement projects over the next six years.

WFRC is committed to adhering to all Title VI and Environmental Justice requirements through the implementation of the TIP. Prior to the adoption of the TIP and including full amendments which require 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 sub-regional technical advisory committees. Project proposals are submitted by local communities, counties, UDOT, and UTA. Projects are reviewed based on a set of goal-oriented performance measures, which relate to the efficiency and safety of the transportation system. Funds are distributed throughout the region with respect to county-level population totals.

- **Through project development, WFRC staff works to identify transportation treatments that enhance the safety of the proposed project and support multi-modal travel behavior, such as bicycle infrastructure and sidewalks. These treatments 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 staff collects, maps, 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 and transit 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.** Hard copies can 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 is 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 staff hosts public outreach forum(s) during the public comment period that allow community members to weigh in 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. **Participants are encouraged to identify any potential disparate impacts imposed by the transportation project(s).**

- Comments may be submitted online or by email, telephone, or mail, as well as in-person at public open houses, or at 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, including invitations to the public to comment online and other means regarding the draft TIP will be issued, and media coverage will be encouraged.
- WFRC has coordinated with UTA to assure 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 (COGs) and/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 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 and require a new air quality conformity analysis, 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 emailed to 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 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, minor changes not requiring action by Trans Com or the Council may be made at the staff level.

Monitoring and Reporting

The following section reports the process by which the 2019-2050 Regional Transportation Plan and 2019-2024 Transportation Improvement Program executed the Title VI and Environmental Justice requirements, as listed in the Data & Analysis Process and Outreach & Representation section above.

2019-2050 Regional Transportation Plan (RTP)

The full 2019-2050 RTP can be accessed via an [online interactive map](#).

RTP: Outreach & Representation Summary

For the development of the Wasatch Choice 2050 Vision and 2019-2050 RTP, WFRC, in coordination with UTA and UDOT, invited members from throughout the community to participate in two rounds (three separate meetings) 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 Wasatch Choice 2050 Draft Vision and 2019-2050 RTP.

Community Organization Workshop 1

The first round of meetings was facilitated by Fraser Nelson with the University of Utah's Sorenson Impact Center and held at the Columbus Center in South Salt Lake and at Union Station in Ogden. 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 address 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 transit services do not serve areas that residents need to reach and/or transit does not run at times needed in order to get to work and school. The primary outcome these groups would like to see from the RTP and the Wasatch Choice 2050 Vision is to increase job opportunities within a reasonable commute and to increase transportation choices for getting around.

WFRC utilized this feedback to identify transportation projects for inclusion in the 2019-2050 RTP that can help fill gaps between the existing transportation solutions and these community members' needs. UTA Service Planners and UDOT planning staff were also in attendance to hear participants' ideas and concerns.

Community Organization Workshop 2

The second round of outreach was conducted in coordination with transportation partners and held at the Salt Lake City Public Library. This meeting sought input from the aforementioned community-based organizations and allowed participants to provide comments on specific projects and proposals within the Wasatch Choice 2050 and 2019-2050 RTP. This feedback was reviewed with transportation partners, and projects were amended as necessary.

A total of 30 community members were in attendance in the two rounds of workshops, representing 22 organizations throughout the WFRC region.

RTP: Data & Analysis Summary

The following section describes how low-income, minority, and zero-vehicle households (Vulnerable Communities) were considered in the development of the Wasatch Choice 2050 Vision and 2019-2050 RTP. 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

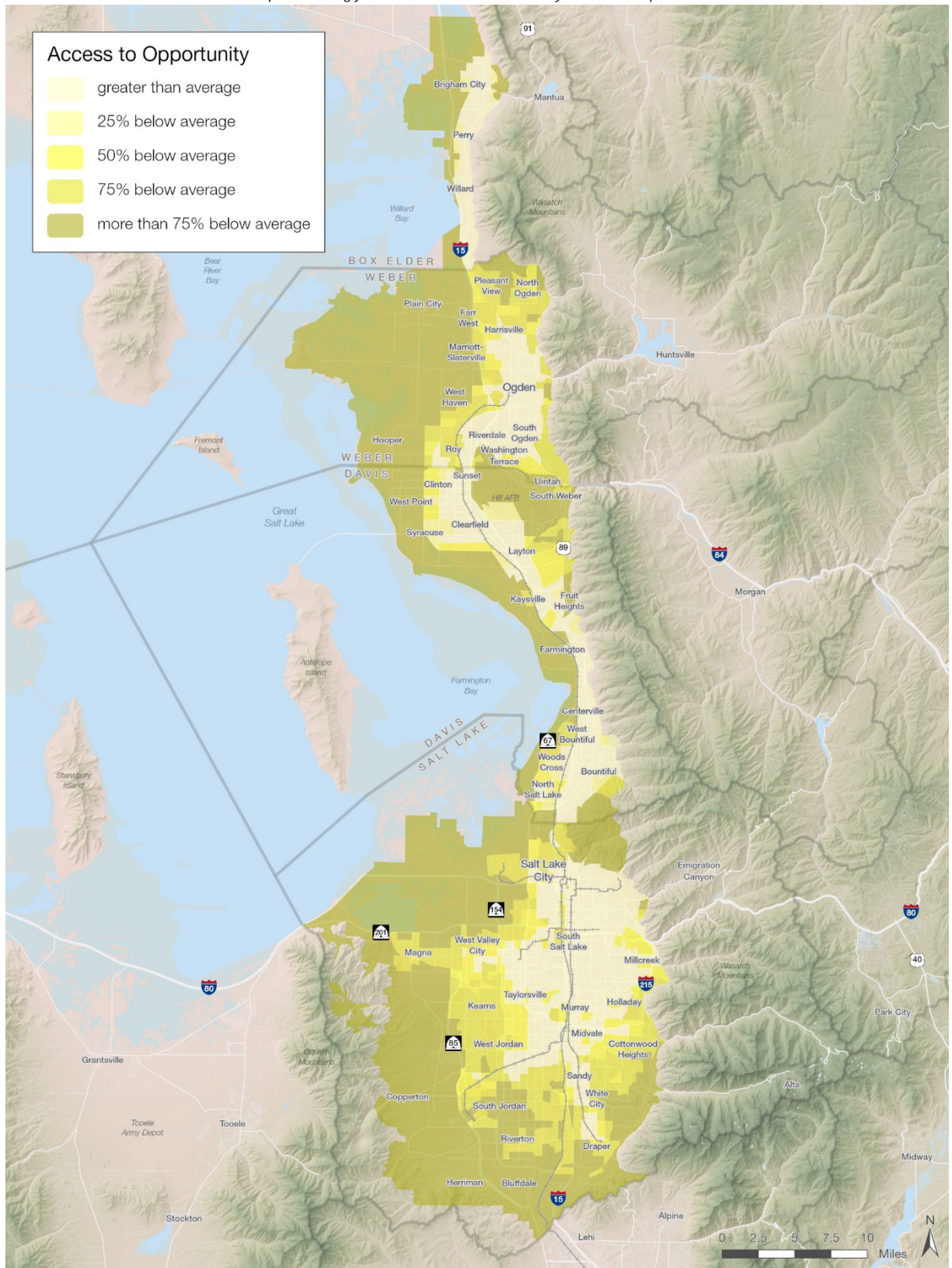
WFRC established ten regional goals to inform how future transportation investments will be evaluated, selected, and prioritized, and how those projects will be coordinated with local community priorities. "Housing choices and affordable living expenses" is among the goals included in this effort and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

Develop Scenarios

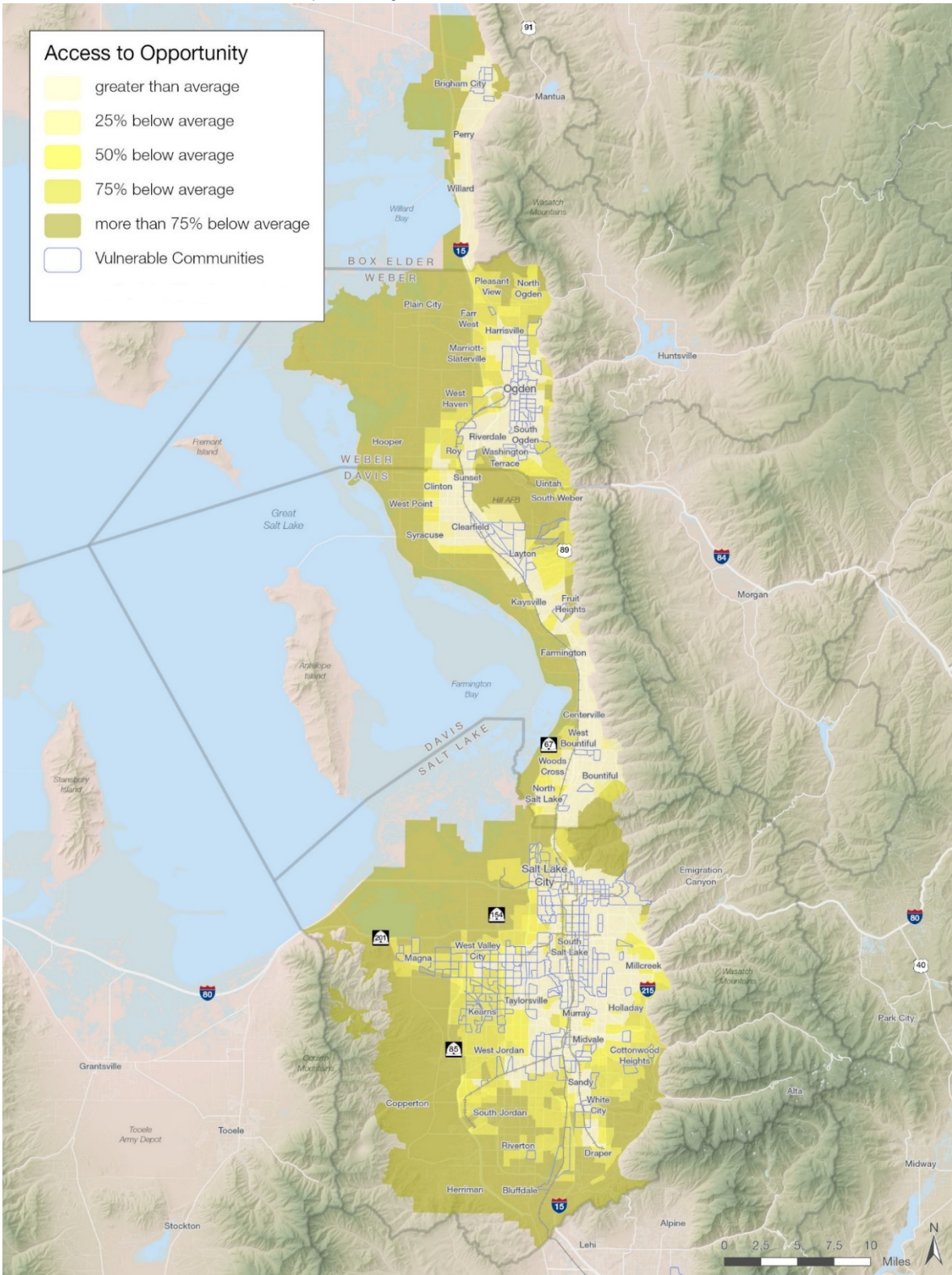
Through developing three land use and transportation scenarios, WFRC developed the following methodology for combining several data sources to identify opportunities for improving mobility and access for Vulnerable Communities. This approach was utilized broadly for all modes of transportation, but the methodology WFRC used for transit planning specifically is described here for illustrative purposes.

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. The darker hues in *Map 3* are areas in the region that experience the poorest job accessibility via transit relative to each county's average.
2. In *Map 4*, this measure was then overlapped with Vulnerable Communities demographic data, which identified areas with both 1) poor access to jobs and education and 2) neighborhoods with high concentrations of low-income, minority, and/or zero-car households.
3. Areas where these two realities exist are shown in *Map 5*. This analysis helped inform our planning efforts in understanding areas where people are currently living that cannot access education and employment opportunities via our transit system.
4. Transit project ideas were then developed that would help improve access for these populations and incorporated into the RTP transit planning process, represented in *Map 6*.

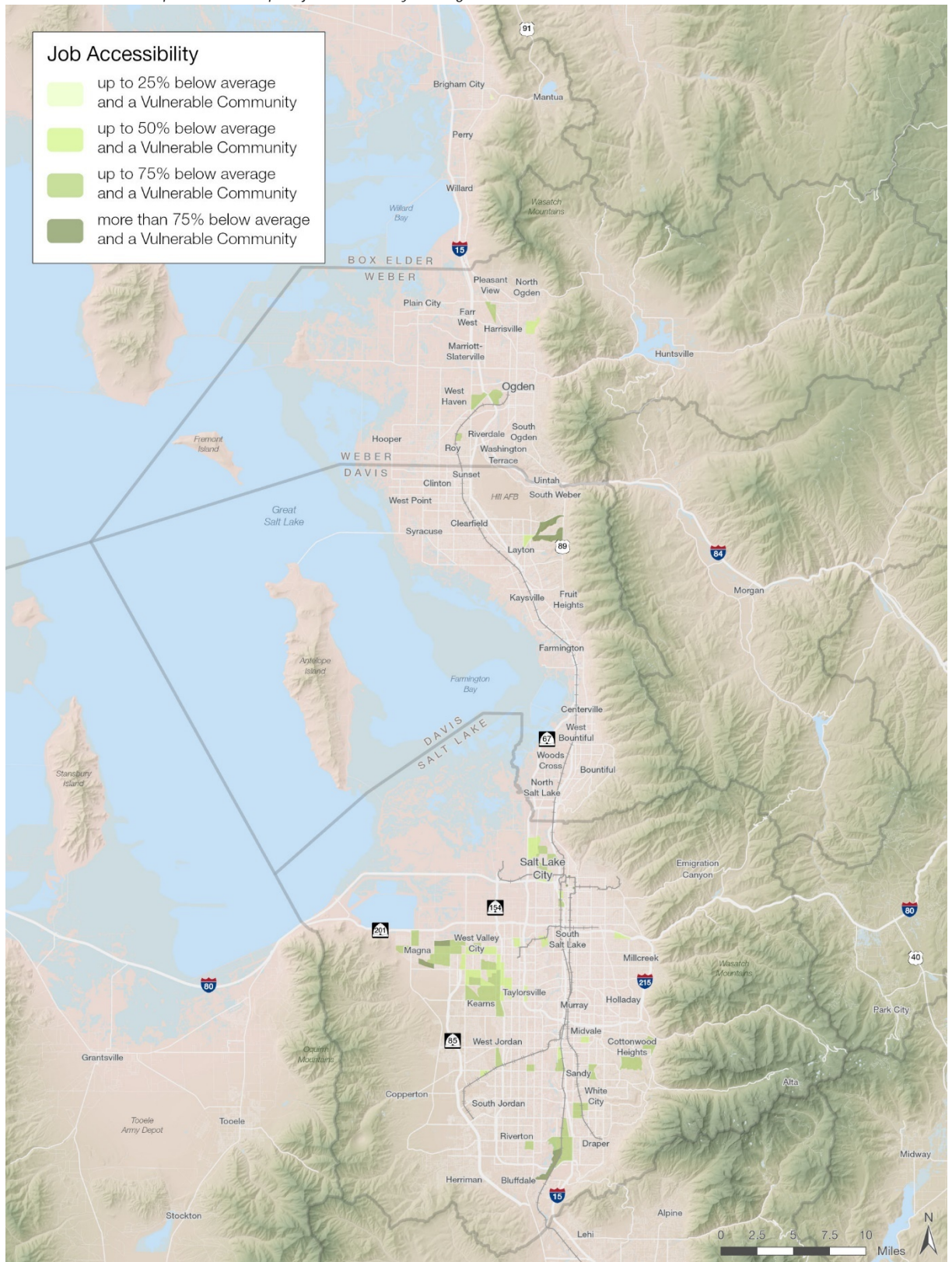
Map 3: Existing job and education accessibility via transit trip



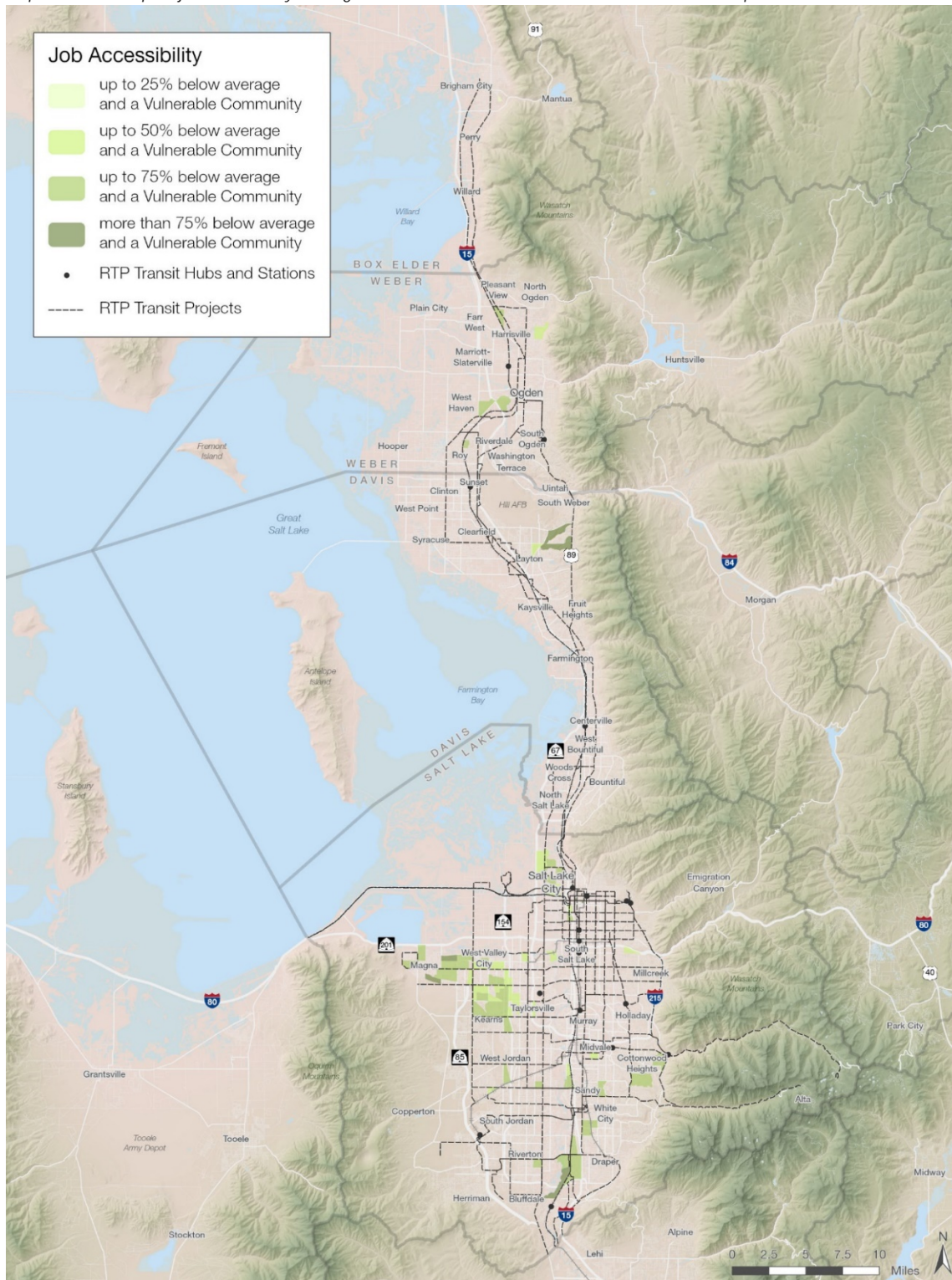
Map 4: Existing ATO and Vulnerable Communities



Map 5: Areas with poor job accessibility and high concentrations of Vulnerable Communities



Map 6: Areas with poor job accessibility and high concentrations of Vulnerable Communities and the "preferred RTP transit scenario"



Evaluate Scenarios

A series of performance measures assisted in understanding the tradeoffs and benefits associated with the three transportation and land use scenarios.

A “cost of living” performance measure calculated the percent of household income spent on housing and transportation on average within each small area throughout the Wasatch Front region. Evaluating household and transportation costs estimates an area’s affordability and helped to gauge the effectiveness of each scenario in meeting the regional goal of supporting affordable living options.

>> Outreach – Community Organization Meeting 1: Additionally, WFRC conducted targeted outreach to community-based organizations at this stage in the planning process to gather feedback on how the three land use and transportation scenarios might help in supporting mobility and accessibility for Vulnerable Communities in the region.

Draft & Evaluate Preferred Scenario

WFRC developed evaluation criteria to screen roadway, transit, and active transportation projects for inclusion in the draft 2019-2050 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 Vulnerable Communities.

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 accessibility;
- Project serves identified Vulnerable Communities; and/or
- Project connects to Wasatch Choice 2050 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 accessibility;
- Project serves identified Vulnerable Communities; and/or
- Project connects to Wasatch Choice 2050 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 improves job and service access;
- Project improves access to major education centers; and/or
- Project located where fatal and serious bike/ped injuries have occurred.
- Endorse Vision - Outreach: Community Organization workshop

>> Outreach – Community Organization Meeting 2: WFRC again conducted targeted outreach to community-based organizations at this stage in the planning process. 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 need social services.

The workshops drew great representation from across the region - more than 22 organizations sent a staff member or representative to review and provide their input on the RTP throughout the planning process.

The workshops provided a hands-on, interactive opportunity for meeting attendees to provide critical feedback regarding the future of the region. Please see **Appendix I** for a full report developed from data gathered at these workshops.

Assess Financial Considerations

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. 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 Vulnerable Communities.

Prioritization of roadway projects: Sixteen phasing criteria were used to prioritize roadway projects within the RTP 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 Vulnerable Communities. Weights are provided to depict the relative impact of each criteria on the project's total score.

- Project is on roadway with 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 vulnerable communities. 5 or 2 points possible

Prioritization of transit projects: Thirteen phasing criteria were used to prioritize transit projects within the RTP 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 Vulnerable Communities. Weights are provided to depict the relative impact of each criteria on the project's total score.

- Access to existing amenities (health care, schools, grocery stores, government offices, parks). 5 points possible.
- Access to economic and educational opportunities. 10 points possible.
- Service to Vulnerable Communities. 10 points possible.
- Sidewalk or bicycle connection to station or stop. 10 points possible.

Prioritization of active transportation projects: Ten phasing criteria were used to prioritize active transportation projects within the RTP 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 Vulnerable Communities. Weights are provided to depict the relative impact of each criteria on the project's total score.

- Project provides access to Wasatch Choice 2050 Center. 5 points possible.
- Project provides access to job and education centers. 10 points possible.
- Project serves Vulnerable Communities. 10 points possible.
- Project located where bicycle and pedestrian fatalities and serious injuries occurred over the previous 5 years. 15 points possible.
- Project increases access to transit. 10 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 and escape poverty. 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 2019-2050 RTP would have on the ability of residents living in Vulnerable Communities to reach employment and educational opportunities. This measure projected an increase by 80 percent between today and 2050 for those traveling by transit and would increase by 31 percent for those using a car. Vulnerable Communities will be able to access an average of 300,000 jobs by auto and 103,000 jobs by transit in 2050, compared to 200,000 by car and 42,000 for those living in neighborhoods without high concentrations of these populations.

2019-2024 Transportation Improvement Program (TIP)

The full 2019-2024 TIP can be accessed via an [online interactive map](#).

TIP: Outreach & Representation Summary

In developing the 2019-2024 TIP, WFRC, in coordination with UDOT and UTA, held two two-hour public open houses at the Salt Lake Central Station and 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 comment period, WFRC also hosted an online interactive map in English and Spanish formats for the public to view and provide comment on proposed projects. The public comment period was advertised via WFRC's email distribution list, on social media platforms, in local newspapers, and in *El Periodico*, northern Utah's primary Spanish-speaking newspaper source. WFRC received over 185 comments on the 2019-2024 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 TIP section above.

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

The TIP invests \$3-5 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. Approximately 20% of WFRC funds programmed between 2019 and 2024 are dedicated to bicycle and pedestrian projects.

- In developing the TIP, the WFRC seeks to distribute transportation funds equitably throughout the region with regard to county totals, as well as the respective proportion of minority and low-income households living within each county.

Table 8 displays WFRC funds programmed on transit projects in each county of the Wasatch Front's MPO region between 2019-2024. This table 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	\$0	0%	1.7%	0.9%	3%
Weber	\$10,811,464	24%	14%	14%	16%
Davis	\$5,740,830	13%	19%	12%	13%
Salt Lake	\$27,961,315	63%	65%	73%	68%
Total	\$44,513,609				

*Source: US Census Bureau; Table B03002; C17002; generated by WFRC; using 2012-2016 American Factfinder Community Survey 5-year Estimates; <http://factfinder.census.gov>; (17 October 2018)

*Wasatch Front Regional Council Surface Transportation Program project list (9/5/2018)

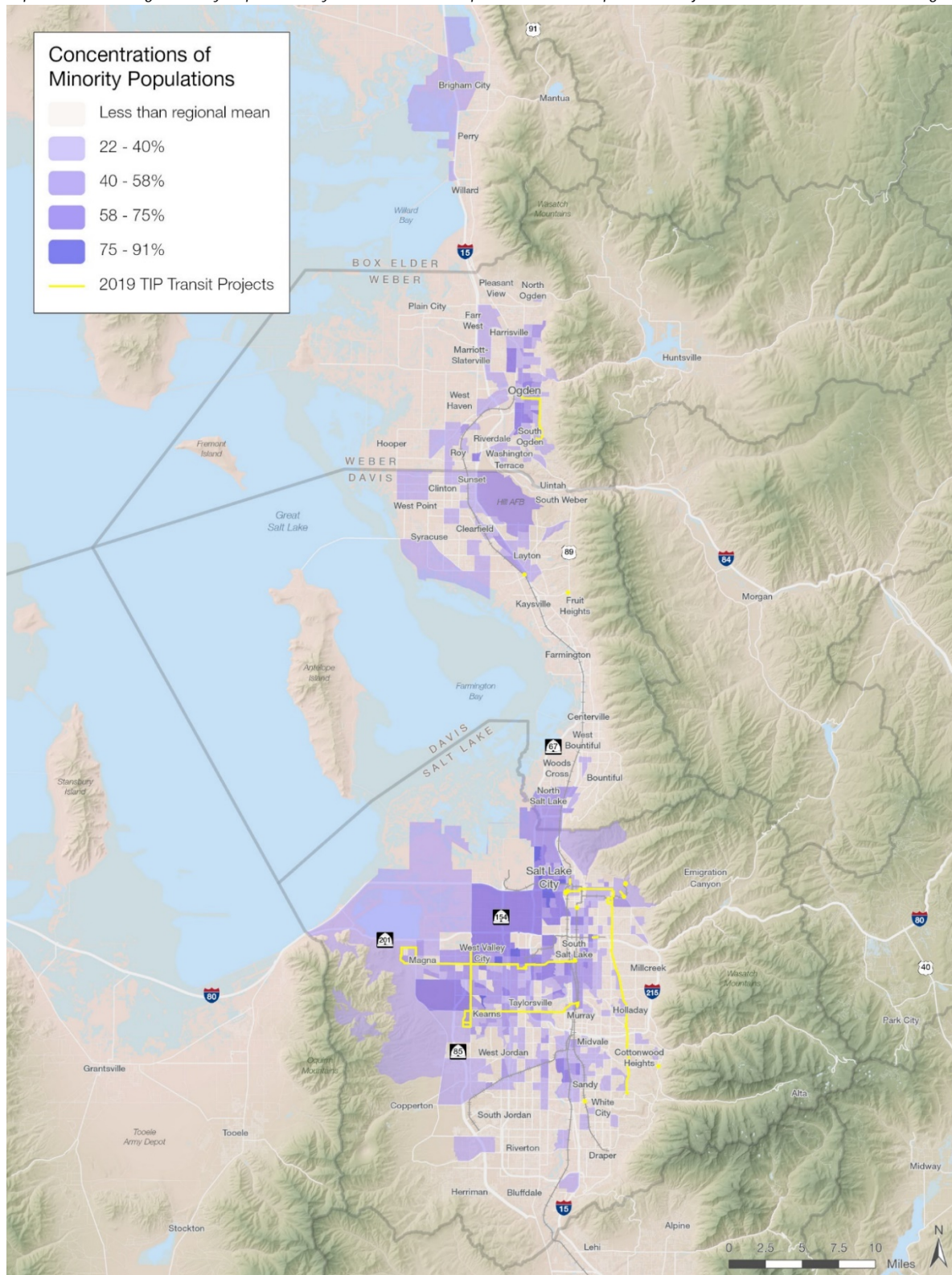
The majority of the federal funds spent on transit projects in the 2019–2024 TIP are for projects in Salt Lake County (63 percent), the county in which 73 percent of the region’s minority population and 68 percent of the region’s population that is living in poverty are located. The amount of funds spent 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 16 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. That is, the percent spending on WFRC projects per county is within 10 percent of that county’s share of the regional minority and low-income populations. Further, the proportion of spending is scaled according to each county’s share of the regional population for these demographic variables; Salt Lake County receives the most funds, followed by Weber, Davis, and Box Elder Counties. Spending is therefore not considered to have a disproportionate impact on minority or low-income populations.

- WFRC programs public transportation projects in neighborhoods with high concentrations of low-income, minority, and zero-car households.

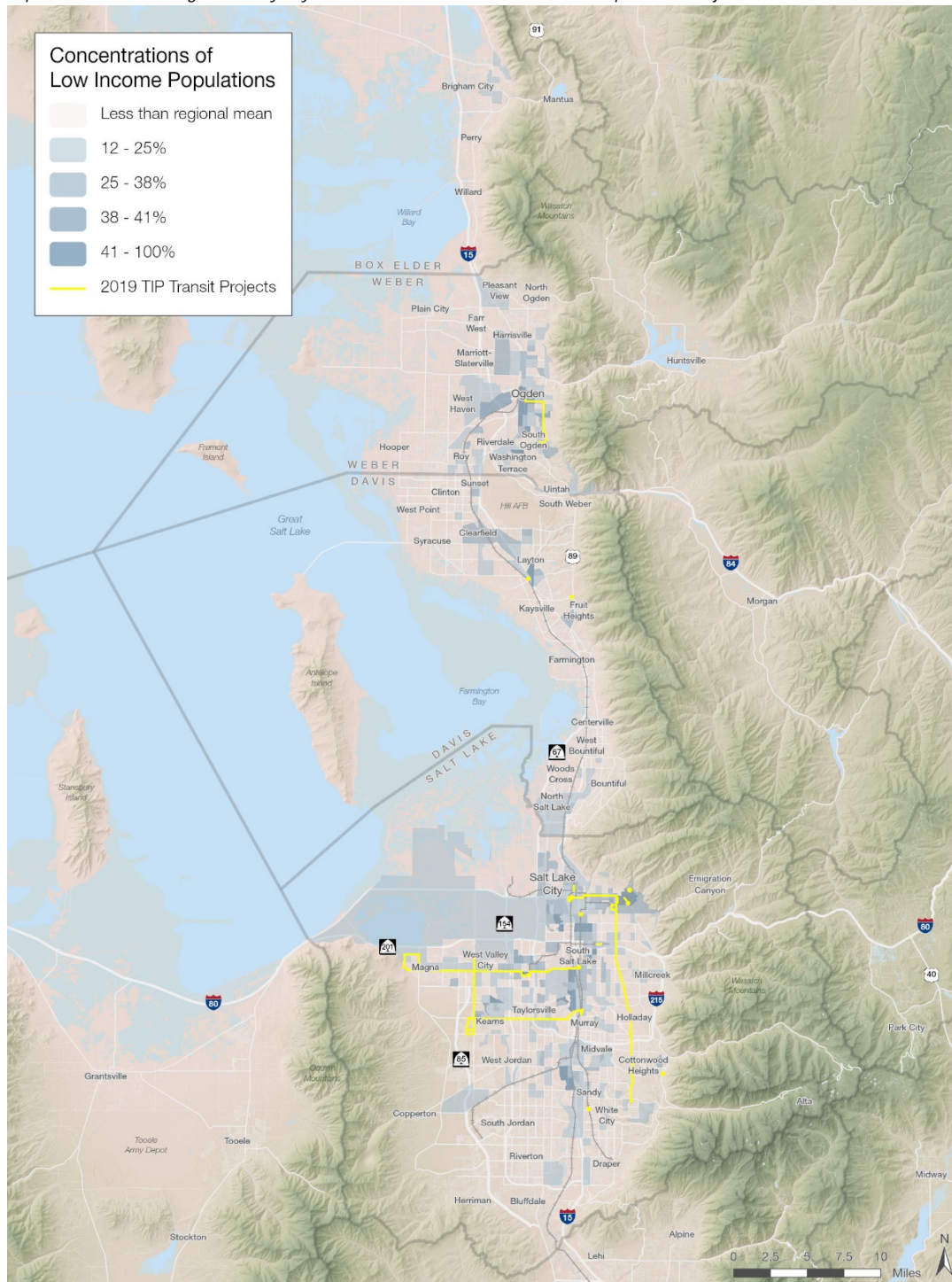
Maps 7, 8, and 9 display all WFRC-funded public transportation projects programmed through the 2019-2024 TIP. The project locations are overlaid with minority, low-income, and zero-car household demographic information. All census block groups that have concentrations of each demographic variable that 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 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 2012-2016 American Factfinder Community Survey 5-year Estimates; <<http://factfinder.census.gov>>; (17 October 2018)

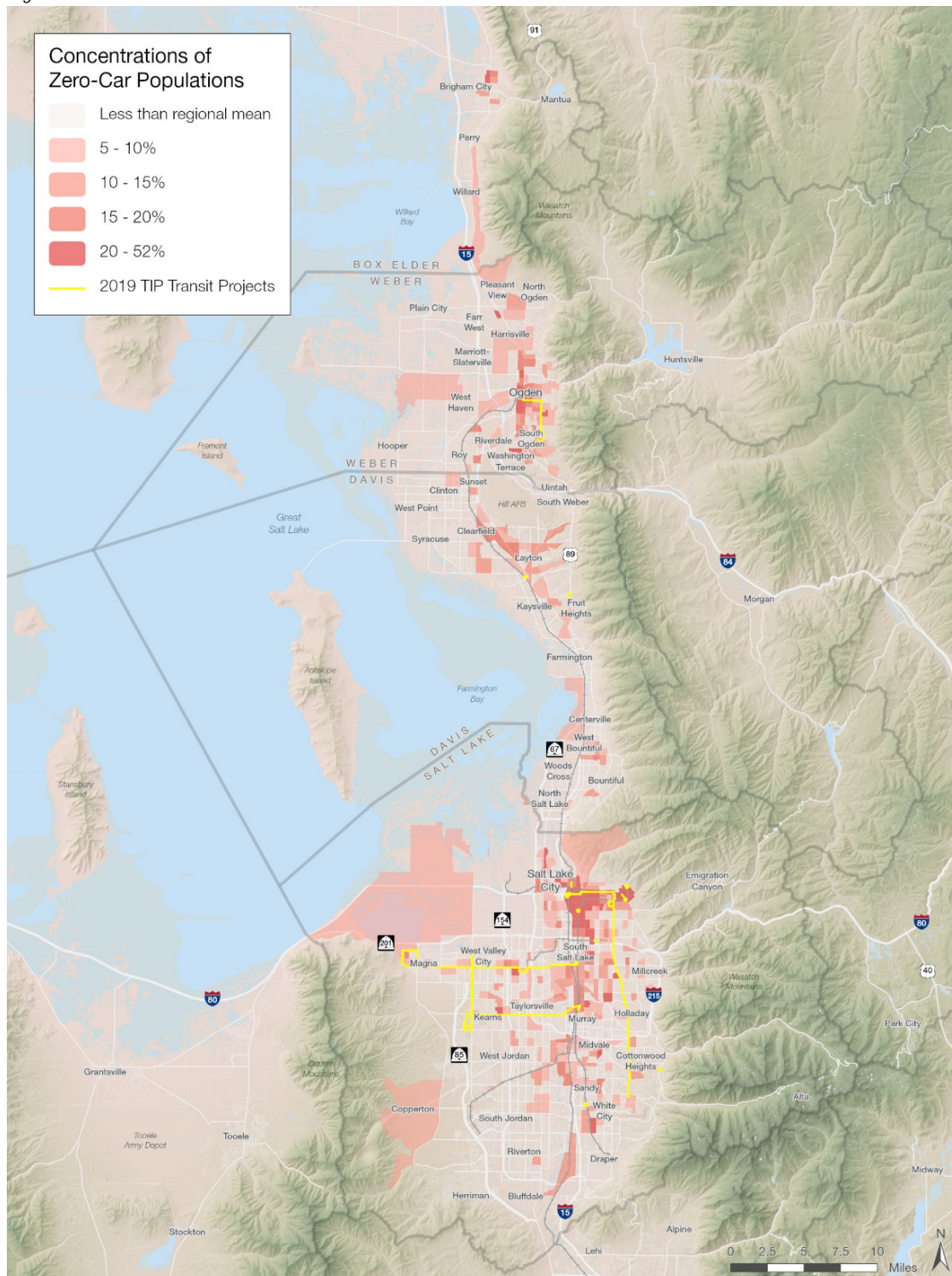
Map 8: Households Living in Poverty² by Census Block and WFRC Public Transportation Projects within the Wasatch Front region



*Source: US Census Bureau; Table C17002; generated by WFRC; using 2012-2016 American Factfinder Community Survey 5-year Estimates; <<http://factfinder.census.gov>>; (17 October 2018)

² 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).

Map 9: Above Average Concentrations of Zero-Car Households by Block Group and Public Transportation Projects within the Wasatch Front Region



*Source: US Census Bureau; Table B25044; generated by WFRC; using 2012-2016 American Factfinder Community Survey 5-year Estimates; <<http://factfinder.census.gov>>; (17 October 2018)

Compliance, Monitoring, 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 Title VI requirements. WFRC's Title VI Plan will be submitted to UDOT for review annually. 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 trainings 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.

This Title VI Plan outlines the ways in which WFRC, the MPO for the Ogden-Layton and Salt Lake City-West Valley City urbanized 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 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 2019 Title VI Plan is to be presented to WFRC's Regional Council for approval at its meeting on August 22, 2019. **Appendix J** is the signed resolution approving Wasatch Front Regional Council's 2019 Title VI Plan.

Appendices: WFRC 2019 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:	2019 WFRC Title VI Plan Approval Resolution

Appendix A: Title VI Policy Statement in English



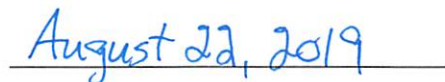
It is the policy of the Wasatch Front Regional Council Metropolitan Planning Organization that no person shall, on the basis of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any federally funded program or 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 provides training for its staff on Title VI procedures.

A handwritten signature in blue ink, appearing to read "Andrew S. Gruber", is written over a horizontal line.

Andrew S. Gruber, Executive Director

Wasatch Front Regional Council

A handwritten date "August 22, 2019" in blue ink is written over a horizontal line.

Date

For more information contact:

Wasatch Front Regional Council
Title VI Administrator
Andrea Pearson
41 North Rio Grande Street, Suite 103
Salt Lake City, UT 84101
801-363-4250
apearson@wfrc.org

Title VI Policy Statement in Spanish



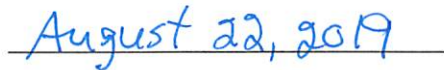
DECLARACIÓN DE POLÍTICA CONFORME AL TÍTULO VI

Es política de la Organización de Planificación Metropolitana del Consejo Regional de Wasatch Front que a ninguna persona, por razones de raza, color, u origen nacional, se le excluya de participación, se le nieguen beneficios, o de cualquier otra manera se le discrimine bajo cualquier programa federal o actividad conforme al Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, y cualquier otra ley o reglamento aplicables de derechos civiles contra la discriminación.

El administrador del Título VI del Consejo Regional de Wasatch Front tiene la autoridad para administrar y supervisar el Plan del Título VI conforme se lo promulga en el Título VI de la Ley de Derechos Civiles de 1964 y cualquier legislación posterior, y ofrecerá asistencia según corresponda. Asimismo, el Consejo Regional de Wasatch Front capacita al personal sobre los procedimientos del Título VI.



Andrew S. Gruber, Director Ejecutivo
Consejo Regional de Wasatch Front



Fecha

Para obtener más información, comuníquese con:

Administrador del Título VI del Consejo Regional de Wasatch Front
Andrea Pearson
301 North Rio Grande Street, Suite 103
Salt Lake City, UT 84101
801-363-4250
apearson@wfrc.org

Appendix B: Title VI Notice to the Public in English



NON-DISCRIMINATION TITLE VI POSTER

Title VI and Nondiscrimination Commitment (FHWA):

Pursuant to Title VI of the Civil Rights Act of 1964 and related laws and regulations, UDOT will not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age or disability.

Title VI and Nondiscrimination Commitment (FTA):

Pursuant to Title VI of the Civil Rights Act of 1964 and related laws and regulations, UDOT will not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color and national origin.

Complaint Procedures:

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

ADA/504 Statement:

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

Services are provided free without charge for individuals with special needs with disabilities. Any fees will be paid by the recipient or subrecipient. The public will have access to translators, "I Speak Cards", TTY/TDD services and vital documents translated when requested.

WFRC Title VI Administrator

Andrea Pearson
Wasatch Front Regional Council
41 N. Rio Grande St, Suite 103
Salt Lake City, UT 84101
Email: apearson@wfrc.org
Phone: 801-363-4250

UDOT Title VI Program Manager

Vickie Pollock
Utah Department of Transportation
4501 South 2700 West
PO Box 141265
Salt Lake City, UT 84114-1265
Email: vpollock@utah.gov
Phone: 801-965-4384
Fax: 801-965-4101

UDOT ADA Coordinator

Aubrey Garduno
Utah Department of Transportation
4501 South 2700 West
PO Box 143200
Salt Lake City, UT 84114-3200
Email: aubreygarduno@utah.gov
Phone: 801-965-4095
Hearing Impaired: 711 or 800-346-4128

Title VI Notice to the Public in Spanish



CARTEL TITULO VI NO-DISCRIMINACION

Título VI y Compromiso a no discriminación (FHWA):

Según el Título VI de el Acto de Derechos Civiles de 1964 y leyes y reglamentos relacionados, UDOT no quedará libre de participación en, negará beneficios de, o sujetará a discriminación a nadie en base a raza, color, origen nacional, sexo, edad o discapacidad.

Título VI y Compromiso a no discriminación (FTA):

Según el Título VI de el Acto de Derechos Civiles de 1964 y leyes y reglamentos relacionados, UDOT no quedará libre de participación en, negará beneficios de, o sujetará a discriminación a nadie en base a raza, color, y origen nacional.

Proceso para Tramitar Quejas:

UDOT ha establecido un proceso para tramitar quejas de discriminación y tomará acción pronta y razonablemente para investigar y eliminar discriminación cuando ésta suceda. Cualquier persona que crea que él o ella ha sido ofendido(a) por una práctica ilícita y discriminatoria bajo el Título VI tiene derecho a someter una queja formal con UDOT. Tal queja debe ser por escrito y sometida al Coordinador de Título VI de UDOT durante los ciento ochenta (180) días a partir de la fecha del presunto acontecimiento. Para más información, por favor comuníquese con el Coordinador de Título VI de UDOT.

Declaración ADA/504:

Según la Sección 504 de al Acto de Rehabilitación de 1973 (Sección 504), El Acto de Ley para Estadounidenses con Discapacidades de 1990 (ADA) y leyes y reglamentos estatales y federales relacionados, UDOT hará todo esfuerzo para asegurar que sus instalaciones, programas, servicios, y actividades sean accesibles a todos aquellos con discapacidades. UDOT hará modificaciones razonables para individuos con discapacidades quienes deseen participar en eventos públicos o a quienes requieren asistencia especial para accede programas, servicios o actividades. Ya que proveer tales modificaciones puede requerir asistencia de terceras personas, organización o recursos, UDOT pide que cualquier petición sea hecha al menos cinco (5) días antes de la fecha en que se necesita tal modificación. Preguntas o solicitudes deben ser dirigidas al Coordinador de ADA de UDOT.

Los servicios serán proveídos libres de cargo a individuos con necesidades especiales o discapacidades. Cualquier cargo será pagado por el beneficiario. El public tendrá acceso a traductores, tarjetas "Yo Hablo", servicios TTY/TDD y documentos esenciales traducidos cuando sea necesario.

Administrador Título VI de WFRC

Andrea Pearson
Wasatch Front Regional Council
41 N. Rio Grande St, Suite 103
Salt Lake City, UT 84101
Email: apearson@wfrc.org
Phone: 801-363-4250

Coordinador Título VI de UDOT

Vickie Pollock
Utah Department of Transportation
4501 South 2700 West
PO Box 141265
Salt Lake City, UT 84114-1265
Email: vpollock@utah.gov
Phone: 801-965-4384
Fax: 801-965-4101

Coordinador de ADA de UDOT

Aubrey Garduno
Utah Department of Transportation
4501 South 2700 West
PO Box 143200
Salt Lake City, UT 84114-3200
Email: aubreygarduno@utah.gov
Phone: 801-965-4095
Hearing Impaired: 711 or 800-346-4128

Appendix C: Complaint Procedures and Form in English



TITLE VI COMPLAINT PROCEDURE

Title VI of the Civil Rights act of 1964, as amended, prohibits discrimination on the basis of race, color or national origin in programs and activities receiving federal assistance. As a sub-recipient of the Utah Department of Transportation (UDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the Wasatch Front Regional Council (WFRC) has adopted a Title VI Complaint Procedure as part of its Title VI Program.

The purpose of Title VI is to prevent the denial, reduction or delay of benefits to minority populations, to ensure full and fair participation by affected populations in transportation decisions, and to ensure that policies and programs of the WFRC avoid producing disproportionately negative effects on minority populations.

Filing of Complaints

Complainants, or their representative, may file a written complaint with WFRC's Compliance Administrator at any time within one hundred and eighty (180) days from the date of the alleged discriminatory act. Contact information: Andrea Pearson, 41 N. Rio Grande St, Suite 103, Salt Lake City, UT 84101, by email at apearson@wfrc.org, or by phone at 801-363-4250.

Complainants can also file a complaint directly with UDOT's Title VI Coordinator, Vickie Pollock, at 4501 South 2700 West, P.O. Box 141265, Salt Lake City, UT 84114-1265, by email at vpollock@utah.gov, or by phone at 801-965-4384.

All complaints will include the following information:

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

Tracking System

WFRC's Title VI Administrator will maintain a *Complaint Intake Log* for WFRC of all complaints received establishing the race, color, or national origin or protected class of the complainant; the identity of the recipient; the nature of the complaint; the date of the investigation, lawsuit, or complaint; a summary of the allegations; the status of the investigation, lawsuit or complaint; and actions taken in response to the investigation, lawsuit or complaint. These logs will be maintained electronically (five years) and in hardcopy format (three years) at the WFRC offices.

Procedure of Investigation of Complaints

Within 15 calendar days after receipt of the complaint, WFRC shall confirm receipt and inform the Complainant of the investigation process in writing. WFRC cannot investigate Title VI complaints against itself, so the complaint will be forwarded to UDOT's Title VI Coordinator, and this action will be recorded in WFRC's Complaint Intake Log. UDOT's Title VI Coordinator will determine if the complaint has investigative merit.

If the complaint is incomplete, additional information will be requested by UDOT's Title VI Coordinator and the Complainant will have 15 calendar days to submit the requested information. Failure to provide the information may be considered good cause for a determination of no investigative merit.

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

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

Resolution of Complaints

If a probable cause of discriminatory practice based on race, color, or national origin is found to exist, WFRC shall endeavor to eliminate said practice by means of a Remedial Action Plan. The Remedial Action Plan shall include: a list of corrective actions accepted by the agency; a description of how the corrective action will be implemented; and a written assurance that the agency will implement the accepted corrective action in the manner discussed in the plan.

Where attempts to resolve the complaint fail, the complainant shall be notified in writing of his or her right to submit the complaint to the Federal Highway Administration or the Federal Transit Administration as cited in FTA Circular 4702.1B.



TITLE VI DISCRIMINATION COMPLAINT FORM

Section I:					
Name:					
Address:					
Telephone (Home):			Telephone (Work):		
Electronic Mail Address:					
Accessible Requirements?	Format	Large Print		Audio Tape	
		TDD		Other	
Section II:					
Are you filing this complaint on your own behalf?			Yes*	No	
*If you answered "yes" to this question, go to Section III.					
If not, please supply the name and relationship of the person for whom you are complaining:					
Please explain why you have filed for a third party: _____					
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No	
Section III:					
I believe the discrimination I experienced was based on (check all that apply):					
<input type="checkbox"/> Race		<input type="checkbox"/> Color		<input type="checkbox"/> National Origin	
Date of Alleged Discrimination (Month, Day, Year): _____					
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.					
Section IV					
Have you previously filed a Title VI complaint with this agency?			Yes	No	

Section V	
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, check all that apply:	
<input type="checkbox"/> Federal Agency: _____	
<input type="checkbox"/> Federal Court _____	<input type="checkbox"/> State Agency _____
<input type="checkbox"/> State Court _____	<input type="checkbox"/> Local Agency _____
Please provide information about a contact person at the agency/court where the complaint was filed.	
Name:	
Title:	
Agency:	
Address:	
Telephone:	
Section VI	
Name of agency complaint is against:	
Contact person:	
Title:	
Telephone number:	

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

Signature and date are required.

Signature

Date

Please submit this form in person, via postal mail, or via email, using the contact information below:

Wasatch Front Regional Council Title VI Administrator
 Andrea Pearson
 41 North Rio Grande St, Suite 103
 Salt Lake City, UT 84101
 Or via email: apearson@wfrc.org

Complaint Procedures and Form in Spanish



PROCEDIMIENTO DE QUEJAS CONFORME AL TÍTULO VI

El Título VI de la ley de Derechos Civiles de 1964, según su enmienda, prohíbe la discriminación por razones de raza, color u origen nacional en programas y actividades que reciben asistencia federal. Como beneficiario secundario del Departamento de Transporte de Utah (UDOT), de la Administración Federal de Autopistas (FHWA) y de la Administración Federal de Tránsito (FTA), el Consejo Regional de Wasatch Front (WFRC) ha adoptado un procedimiento de quejas conforme al Título VI, como parte del Programa del Título VI.

El objetivo del Título VI es prevenir la negación, limitación o demora de beneficios destinados a poblaciones minoritarias, y de esta manera asegurar la participación total y justa de las poblaciones afectadas por decisiones relacionadas con el transporte y garantizar que las políticas y los programas del WFRC eviten efectos negativos desmedidos en poblaciones minoritarias.

Presentación de quejas

Las personas que presentan una queja, o sus representantes, podrán presentarla por escrito ante el Administrador de Conformidad de WFRC en cualquier momento dentro de los ciento ochenta (180) días posteriores a la fecha del supuesto acto discriminatorio. información de contacto: Andrea Pearson, 41 N. Rio Grande St, Suite 103, Salt Lake City, UT 84101, por correo electrónico a apearson@wfrc.org, o por teléfono al 801-363-4250.

Las personas que presentan una queja también pueden presentarla directamente ante el Coordinador de Título VI de UDOT, Vickie Pollock, en 4501 South 2700 West, P.O. Box 141265, Salt Lake City, UT 84114-1265, por correo electrónico a vpollock@utah.gov, o por teléfono al 801-965-4384.

Todas las quejas incluirán la siguiente información:

- Nombre, dirección, número de teléfono, y correo electrónico (si está disponible) de la persona que presenta la queja
- Nombre, dirección, número de teléfono y relación del representante con la persona que presenta la queja (si corresponde)
- Razones de la queja (es decir, raza, color, origen nacional)
- Fecha del(de los) supuesto(s) acto(s) discriminatorio(s)
- Fecha en la que la queja se presentó al WFRC y/o UDOT.
- Una declaración de la queja que incluya detalles específicos, hechos relevantes y documentación.

Sistema de seguimiento

El administrador del Título VI del WFRC mantendrá un registro de ingreso de quejas para el WFRC que incluirá todas las quejas recibidas y establecerá la raza, el color, el origen nacional o cualquier otra categoría protegida por ley de la persona que presenta la queja; la identidad del beneficiario; la naturaleza de la queja; la fecha de la investigación, del litigio o de la queja; un resumen de las acusaciones; el estado de la investigación, del litigio o de la queja; y las medidas tomadas en respuesta a la investigación, el litigio o la queja. Estos registros se mantendrá en forma electrónica (cinco años) y en formato impreso (tres años) en las oficinas del WFRC y estará disponible para su revisión.

Procedimiento de investigación de quejas Dentro de 15 días después de la recepción de la queja, el WFRC deberá confirmar la recepción de la queja e informar a la persona que la presentó sobre el proceso de investigación. El WFRC no puede investigar las quejas de Título VI contra sí mismo, así el WFRC enviará la queja al Coordinador de Título VI de UDOT, y esa acción se inscribirá en el Registro de las Quejas del WFRC. El Coordinador de Título VI de UDOT determinará si la queja tiene suficiente mérito para una investigación.

Si la queja es incompleta, más información se solicitarán por el Coordinador de Título VI de UDOT y el Reclamante tendrá 10 días calendarios para enviar la información solicitada. Incumplimiento de la entrega de información adicional será considerado buena causa para una determinación de ningún mérito de investigación.

Después de 60 días, si se determina que la queja tiene fundamentos válidos, el UDOT deberá iniciar una investigación de la(s) acusación(es). Si la queja no justifica una investigación, el Reclamante recibirá una notificación con la razón por la resolución. El objetivo de la investigación es determinar si existen razones para creer que se ha incurrido en el incumplimiento del Título VI de la Ley de Derechos Civiles de 1964. Además, el UDOT presentará una recomendación de pasos a seguir en un informe de hallazgos o en una resolución.

Después de 90 días, el UDOT notificará por escrito a la persona que presentó la queja sobre la decisión tomada, incluyendo la disposición propuesta sobre el asunto. La notificación también informará a la persona que presentó la queja sobre su derecho a presentar una apelación formal ante el Coordinador del Título VI del UDOT, en caso de estar insatisfecho con la decisión final presentada.

Resolución de quejas

Si se descubre que existe causa probable de actos discriminatorios basados en raza, color u origen nacional, el WFRC deberá procurar que se eliminen esos actos a través de un plan de medidas correctivas. El plan de medidas correctivas deberá incluir: una lista de las medidas correctivas aceptadas por la agencia; una descripción de cómo se implementarán las medidas correctivas; y una garantía escrita de que la agencia implementará las medidas correctivas conforme a las estipulaciones del plan.

Si no se logra resolver la queja, la persona que la presentó deberá ser notificada por escrito sobre su derecho a presentar la queja ante la Administración Federal de Autopistas o ante la Administración Federal de Tránsito, conforme a la Circular 4702.1B. de la FTA.



FORMULARIO DE QUEJA POR DISCRIMINACIÓN CONFORME AL TÍTULO VI

Sección I:				
Nombre:				
Dirección:				
Teléfono (domicilio):			Teléfono (trabajo):	
Dirección de correo electrónico:				
¿Requisitos de formato accesible?	Letra grande		Cinta de audio	
	Dispositivo de comunicación para sordos (TDD)		Otro	
Sección II:				
¿Usted presenta esta queja en su propio nombre?		Sí*	No	
*Si su respuesta a la pregunta fue "Sí", pase a la Sección III.				
De lo contrario, indique el nombre y la relación que tiene con la persona en cuyo nombre usted presenta la queja:				
Explique por qué ha presentado una queja en nombre de un tercero: _____				
Confirme que cuenta con el consentimiento de la parte agraviada si usted está presentando una queja en nombre de un tercero.		Sí	No	
Sección III:				
En mi opinión, la discriminación que sufrí se basó en (marque todas las opciones que apliquen): <input type="checkbox"/> Raza <input type="checkbox"/> Color <input type="checkbox"/> Origen nacional Fecha de la supuesta discriminación (mes, día, año): _____ Explique con la mayor claridad posible qué sucedió y por qué piensa que fue discriminado. Indique todas las personas que estuvieron involucradas. Incluya el nombre y la información de contacto de la(s) persona(s) que lo discriminaron (si son de su conocimiento), y los nombres y la información de contacto de cualquier testigo. Si necesita más espacio, utilice el dorso de este formulario. _____ _____				

Sección IV		
¿Ha presentado previamente una queja conforme al Título VI en esta agencia?	Sí	No
Sección V		
¿Ha presentado esta queja en otra agencia federal, estatal o local, o ante un tribunal federal o estatal? <input type="checkbox"/> Sí <input type="checkbox"/> No Si la respuesta es "Sí", marque todas las opciones que correspondan: <input type="checkbox"/> Agencia federal <input type="checkbox"/> Tribunal federal <input type="checkbox"/> Agencia estatal <input type="checkbox"/> Tribunal estatal <input type="checkbox"/> Agencia local		
Indique la información de contacto de una persona en la agencia/el tribunal donde la queja fue presentada.		
Nombre:		
Puesto:		
Agencia:		
Dirección:		
Teléfono:		
Sección VI		
Nombre de la agencia contra quien se presenta la queja:		
Persona de contacto:		
Puesto:		
Número de teléfono:		

Puede adjuntar cualquier material escrito o cualquier otra información que usted considere relevante para su queja.

A continuación deberá firmar e indicar la fecha

Firma

Fecha

Entregue este formulario personalmente en la dirección que se indica a continuación, o envíe el formulario por correo a:

Wasatch Front Regional Council Title VI Administrator
 Andrea Pearson
 410 Rio Grande Street, Suite 103
 Salt Lake City, UT 84101
 O, envíe un correo electrónico a: apearson@wfrc.org

Title VI Complaint Tracking Log Wasatch Front Regional Council Compliance Administrator: Andrea Pearson, apearson@wfrfc.org, 801 363 4250									
Date of Complaint	Name of Complainant	Race	Color	National Origin	Recipient of Complaint	Nature of Complaint	Date Investigation Completed	Disposition of Investigation	Other Information (Referral to another agency?)

June 2019

I certify that this report truly and accurately records [] the above listed Complaints received, or [] no Complaints received, for the time frame of _____ to _____. Signed: _____, WFRFC Compliance Administrator

Appendix D: Standard DOT Title VI Non-Discrimination Assurances

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

DOT Order No. 1050.2A

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

Statutory/Regulatory Authorities

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

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

General Assurances

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

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

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

Specific Assurances

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

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

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


3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

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

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

Wasatch Front Regional Council

by 

Andrew S. Gruber, Executive Director

DATED August 22, 2019

APPENDIX A

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

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

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

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

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

(HABENDUM CLAUSE)

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

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

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

APPENDIX C

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

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

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

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

APPENDIX D

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

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

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

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

APPENDIX E

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

Pertinent Non-Discrimination Authorities:

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

Appendix E: WFRC Public Participation Plan (PPP)

Public Participation Plan

As stated by and in accordance with the US Department of Transportation 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 Wasatch Front Regional Council (WFRC) is responsible for coordinating this planning process as the designated MPO for the Wasatch Front region, including the Salt Lake-West Valley and Ogden-Layton Urbanized Areas, and 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.

To that end, WFRC has developed this Public Participation Plan (PPP) to be used in the development and adoption of the RTP, TIP, and Unified Planning Work Program (UPWP), as well as other plans and programs, and encourages residents of the Wasatch Front region to participate. The PPP will be reviewed and updated as needed every four years and in association with the cycle of the RTP. During this review, the public involvement process will be updated to mitigate barriers in order to successfully engage all populations in regional decision-making and adhere to all requirements as stated in Title VI and Environmental Justice policies. When this PPP is updated, a 45-day (minimum) period will be provided for public comment.



Transportation Improvement Program

Updated once a year, the TIP provides a carefully reviewed prioritization of and plan for funding regional roadway, transit, bicycle, and pedestrian improvement projects over the next six years. Prior to the adoption of the TIP and including full amendments that require air quality conformity determination, WFRC will undertake the following steps. Amendments not requiring new air quality conformity determination are described later in this section.

“Public participation is an integral part of the transportation process which helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Early and continuous public involvement brings diverse viewpoints and values into the decision-making process. This process enables agencies to make better informed decisions through collaborative efforts and builds mutual understanding and trust between the agencies and the public they serve.”

- US Department of Transportation, Federal Highway Administration



WASATCH FRONT REGIONAL COUNCIL

1. The draft TIP and full amendments will be developed through technical advisory committees and based on applications from local government roadway authorities, the Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA).
2. A memorandum describing the draft TIP or full amendment, along with tables describing both highway and transit projects will be distributed to organizations and individuals with known interests in regional transportation projects and programs. These include types of organizations listed in the Community Outreach section of the PPP. Hard copies will also be made available upon request.
3. The TIP will show all projects in an online and/or static regional map(s). Projects will also be individually listed in project tables. 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.
4. 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.
5. An in-person, open house format public meeting will be held during the comment period to obtain input on the draft TIP. The meeting 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.
6. 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.
7. News releases, including invitations to the public to comment online and via other means regarding the draft TIP, will be issued and media coverage will be encouraged.
8. WFRC has and will continue to coordinate with UTA to assure 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.
9. 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 located.
10. Following the comment period, Trans Com and/or the Council will review all comments received and make a recommendation for any changes to the TIP. If the changes are significant and require a new air quality conformity analysis, 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.
11. The Council will typically provide final approval of the TIP at the August meeting.
12. 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.
13. 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/or the Council, placed on WFRC's website, and emailed to interested individuals upon request.
14. 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, minor changes not requiring action by Trans Com or the Council may be made at the staff level.



Regional Transportation Plan

Developed every four years to reflect the dynamic and ever-changing needs of the region, the RTP identifies transportation projects needed over the next 20 or

more years. Public input and comment will be solicited throughout the four-year development process of the RTP. However, specific efforts will be made at the beginning of the process to identify issues of importance to the public, and at the end of the process to obtain comments on the recommended RTP. WFRC will make the following public involvement efforts.

1. Correspondence will be distributed to various stakeholder groups notifying them that the RTP is to be updated and asking for their input regarding transportation issues to be considered and needs to be addressed. These include types of organizations listed in the Community Outreach section of the PPP.
2. As the RTP reaches the scenarios phase, legal notices will be placed in local newspapers to notify the public that the draft scenarios are 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.
3. WFRC will hold one or more open houses during the comment period to obtain input on the draft scenarios. The open houses 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 open houses. Additional information regarding the community organization workshops may be found in the Community Outreach section of the PPP.
4. Comments may be submitted online or by email, telephone, or mail, as well as in-person at the Regional Growth Committee (RGC) meeting. An electronic and/or hard copy file will be kept of all comments received and made available to interested parties upon request.
5. When a recommendation to update the RTP has been drafted, a process similar to what was described in the previous steps will be followed to obtain additional input and comments. A 30-day (minimum) period will be provided for public comment. Additionally, public meetings will be held in appropriate geographies across the MPO region to explain the recommendations and obtain comments.
6. Visual representations of scenarios, as well as the draft and adopted updates to the RTP will be available at WFRC's office and on its website. Arrangements will be made to accommodate persons with special needs.
7. News releases, including invitations to the public to comment online and via other means regarding the elements of the RTP, will be issued and media coverage will be encouraged.
8. Following the comment period, the RGC and/or the Council will review a summary of the comments before they approve the updated RTP.
9. During the course of the four-year update cycle, it is occasionally necessary to amend the RTP. If the amendment does not require a new air quality conformity analysis, then there will be no official public comment period. Nevertheless, WFRC always welcomes comments at the RGC and Council meetings. If a comment period is necessary, a comment period of 30-days (minimum) will be utilized and legal notices will be placed in local newspapers to notify the public that the RTP 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.
10. Following the comment period, the RGC and/or the Council will have the opportunity to review a summary of the comments prior to their consideration of the RTP amendment.
11. As part of the outreach program, elected officials and staff, agency partners, regional planning organizations, related industry and interest groups, and the public will be solicited for input regarding the scenarios and draft portions of the development of the RTP.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is developed each year and describes all activities devoted to planning an effective regional transportation system within the Salt Lake-West Valley and Ogden-Layton urbanized areas. The UPWP includes all transportation planning activities in the metropolitan area scheduled for completion by WFRC, UDOT, and UTA during the current fiscal year. Prior to the adoption of the UPWP, WFRC will undertake the following steps.

1. A notice will be posted on WFRC's website and advertised via social media and/or newsletter to notify the public that the draft UPWP is available for review during a comment period.
2. WFRC will notify relevant area stakeholders and government organizations of the availability of the draft UPWP and solicit comments.
3. Comments may be submitted by email, telephone, or mail, as well as in-person. An electronic and/or hard copy file will be kept of all comments received and made available to interested parties upon request.
4. Following the comment period, comments received will be forwarded to the members of the Council for their review, prior to its adoption of the UPWP.

Legal Notices

In an effort to promote transparency and in addition to the aforementioned TIP, RTP, and UPWP, legal notices for other plans or programs may be placed in local newspapers to notify the public that a draft is available for review. The legal notices will run for one day, signifying a public meeting and/or the beginning of a comment period. Notice will also be posted on WFRC's website.

Public Meetings

To ensure the opportunity for public participation, WFRC will hold public meetings in transit-friendly and Americans with Disabilities Act (ADA) accessible locations. As previously mentioned, these open house format meetings will be held in order to receive input. An opportunity for the public to ask questions, as well as provide oral or written comments, will be provided at the meeting.



Website Policy

To provide technical, subject-matter expertise to local governments and other stakeholders, WFRC manages content for and regular updates to its responsive and accessible website. Utilizing a plugin, real-time translation into Spanish, Vietnamese, Chinese (Simplified), Serbian, Croatian, Korean, Filipino, and Russian languages is available.

Historical, general, policy, committee, vision, plan, program, public involvement, and contact information, as well as maps, data, and studies will be available on the website. Specific meeting information, including agendas, informational packets, recordings, minutes, and presentations will be available for each committee meeting during the current and previous three years.

Additionally, visualization tools, including ArcGIS Story Maps (in English and Spanish formats when applicable/possible), interactive maps, static maps, charts, graphics, etc. will be available on the website in an effort to graphically represent the TIP and RTP, as well as other plans and programs.

All updates to the WFRC website will be managed by its website administrator and/or communications consultant.

In an effort to monitor website performance, WFRC will track and report website traffic. Custom reports based on behavior and/or acquisition may be available upon request.

Social Media Policy

In an effort to communicate the needs and benefits of investing in Utah's multi-modal transportation system and to continue to build relationships with local governments, transportation partners, community-based organizations, and the private sector, WFRC manages content for and regularly shares pertinent information via its social media platforms, including Facebook, Twitter, and YouTube. WFRC will continue to review new outreach methods and opportunities and take advantage of them as they become practicable.

All posts to WFRC's social media platforms will be managed by its social media administrator and/or communications consultant. In an effort to monitor social media performance, WFRC will track its social media traffic by number of tweets, impressions, and followers (Twitter) and number of posts, reach, and engagements (Facebook). Reports may be available upon request.

WFRC welcomes and encourages comments to its social media posts. However, to maintain a professional space where constructive communication can take place, WFRC enforces the following guidelines.

- Bullying or discriminating (especially on the basis of ethnicity, gender, age, or other protected class) will be deleted at the administrator's discretion.
- Foul language, threats, obscene, or other unacceptable comments, content, and posts will be deleted at the administrator's discretion.
- Spam, off-topic, or other similar comments, content, and posts will be deleted at the administrator's discretion.
- WFRC requests that official comments regarding a vision, plan, or program during a public comment period are submitted online (i.e. - interactive map) or by email, telephone, mail, or in-person, rather than via social media comments, content, or posts.
- WFRC requests that comments, content, or posts are supported with research, findings, or the original source.

Email Public Outreach Policy

Information regarding the needs and benefits of investing in Utah's multi-modal transportation system, as well as WFRC's vision, plans, programs, activities, and events, will be disseminated via email newsletters, approximately monthly.

Content for and distribution of WFRC's email public outreach will be managed by its email public outreach

administrator and/or communications consultant. In an effort to monitor performance of its email campaigns, WFRC will track and compare its average open rate to the industry average open rate. Reports may be available upon request.

Outreach Materials

WFRC will produce outreach materials, including but not limited to brochures, reports, and studies, detailing the structure of its visions, plans, and programs, as well as its activities and accomplishments and planning processes. Outreach materials may be distributed electronically or in hard copy format.



Community Outreach

To provide a balanced approach with representation from all stakeholders, especially those who are traditionally underserved by past and current transportation programs, facilities, or services, WFRC will make concerted effort to search for and consider the needs of all stakeholders.

WFRC's community outreach coordinator, as well as its staff, will actively seek opportunities to engage with 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.

More specifically, during the four-year RTP process, WFRC will facilitate targeted outreach to organizations that represent the aforementioned Environmental Justice groups, such as hosting community organization workshops. These workshops will 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. WFRC will use these workshops as a means to garner information regarding existing barriers to access to opportunities, and the ways in which transportation and land use strategies

can address the needs of the communities these groups represent. The outreach process will also help to identify any potential disparate impacts that projects within the RTP may impose on vulnerable communities throughout the region. Vulnerable communities are areas with above average concentrations of minority, low-income, and/or zero-car households. Vulnerable communities are identified as census tracts that are outside one standard deviation for one of following measures: low-income populations (> 25%), minority population (>40%), and/or zero-car households (>10%).

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 through the administration of 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 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.

Americans with Disabilities Act

All of WFRC's committee meetings are open to the public and are held at locations that are ADA accessible. The times, dates, and locations of WFRC's committee meetings will be displayed on WFRC's website. The agendas for the Council, RGC, and Trans Com meetings will include an item for public comment regarding matters related to WFRC.

Title VI

WFRC is committed to full compliance with the requirements of Title VI of the Civil Rights Act of 1964, which states that "no person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." WFRC has developed and adopted a comprehensive Title VI Plan, which is available on WFRC's website.

Environmental Justice

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," mandates that agencies that receive federal funds include environmental justice as part of

their mission. During the public participation process, minority populations, including but not limited to low-income, minority, persons with disabilities, and senior citizen groups, that have been traditionally underserved by existing transportation systems, shall be sought out in order to obtain their input relative to transportation needs. WFRC seeks to identify and address the transportation needs of these populations so that the benefits and burdens of transportation can be fairly distributed. A full description of WFRC's policy regarding Environmental Justice is included in the Title VI Plan, which is available on WFRC's website.

Limited English Proficiency Plan

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," requires agencies that receive substantial federal funding to examine the services they provide, identify any need for services to those with limited English proficiency (LEP) and develop and implement a system to provide those services so LEP persons can have meaningful access to them. To that end, WFRC has developed and adopted a LEP Plan, which is available on its website.

Any questions or comments regarding this plan should be directed to:

Katie Gerard-Nelson
Community Outreach Coordinator
Wasatch Front Regional Council
41 North Rio Grande Street, Suite 103
Salt Lake City, UT 84101
801-363-4250
kgerard@wfr.org

Appendix F: Limited English Proficiency (LEP) Plan

Limited English Proficiency Plan



Graphic courtesy of Freepik via freepik.com.

Most people living in the United States read, write, speak, and understand English. There are many people, however, for whom English is not their primary language. If those persons have a limited ability to read, write, speak or understand English, they are limited English proficient (LEP). Language barriers often 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 this LEP Plan. The LEP Plan outlines how to identify people who may need language assistance, the ways in which assistance

may be provided, staff training that may be required, and how to notify LEP persons that assistance is available. 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 and Environmental Justice

As noted in WFRC's Public Participation Plan, which is available on its website, WFRC is committed to full compliance with the requirements of Title VI of the Civil Rights Act of 1964 and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." During the public participation process, minority populations, including but not limited to low-income, minority, persons with disabilities, and senior citizen groups, that have been traditionally under-served by existing transportation systems, shall be sought out in order to obtain their input relative to transportation needs.

Title VI states that "no person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." WFRC has developed and adopted a comprehensive Title VI Plan, which is available on its website. Included in the Title VI Plan is a complaint procedure, which outlines how an individual may submit a complaint, how the complaint will be investigated, and the potential resolution scenarios.

On August 11, 2000, President Clinton signed Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency." The Executive Order requires federal agencies to examine the services they provide, identify any need for services to those with LEP, and develop and implement a system to provide meaningful access to those with LEP. Meaningful access is consistent with the fundamental mission of WFRC. The Executive Order also requires that the federal agencies work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

Four-Factor Analysis

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

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

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

WFRC, as an MPO, serves the five-county region of Davis, Morgan, Salt Lake, Tooele, and Weber, as well as Brigham City, Perry City, and Willard City in Box Elder County.

The latest Census Bureau data was reviewed in order to analyze the profile of the region's population. For the purposes of the LEP Plan, persons that identified themselves as speaking English less than "very well" were considered LEP persons.

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. There are seven languages that meet the Safe Harbor threshold: Spanish, Vietnamese, Chinese, Serbo-Croatian, Tagalog, Korean, and Russian. The table categorizes each person with LEP by their native language.

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

The Wasatch Front region is an area with a rapidly growing population. Although the interaction with LEP persons has been limited among WFRC staff to date, it is anticipated that the interaction between LEP populations and staff may grow in the future.

A survey was administered to WFRC staff members to document the frequency with which LEP persons have been encountered in job-related activities in the last four years. Of those who responded to the survey, no staff members (zero percent of the total staff) have, to the best of their knowledge, interacted in a professional capacity with a person or persons with LEP.

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

WFRC programs use federal funds to plan for future transportation projects, and therefore does not include any direct service or program that requires vital, immediate, or emergency assistance, such as medical treatment or services for basic needs such as food or shelter. Furthermore, WFRC does not conduct activities, such

Languages for which Safe Harbor Provisions are Achieved in the Wasatch Front Region

	Persons Speaking English Less Than "Very Well" (LEP)	% of Total Pop	% of LEP
Total Regional Population	1,613,656	100.00%	-
Total Limited English Proficiency (LEP)	93,653	5.80%	100.00%
Spanish	64,852	4.02%	69.25%
Vietnamese	4,128	0.26%	4.41%
Chinese	4,008	0.25%	4.28%
Serbo-Croatian	1,396	0.09%	1.49%
Tagalog	1,145	0.07%	1.22%
Korean	1,103	0.07%	1.18%
Russian	1,075	0.07%	1.15%
Other Pacific Island languages	2,157	0.13%	2.30%
Other Indic languages	1,654	0.10%	1.77%
Other Asian languages	1,632	0.10%	1.74%
African languages	1,076	0.07%	1.15%

Source: U.S. Census Bureau; American Community Survey, 2011-2015 5-Year Estimates, Table B16001; generated by WFRC using American Factfinder; <http://factfinder2.census.gov/>; (24 September 2018).

as applications or interviews prior to participation in its programs or events. Involvement by any citizen with WFRC or its committees is voluntary. However, WFRC will ensure that all segments of the population, including LEP persons, have the opportunity to be involved in the transportation planning process.

The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process for the use of federal funds in three of WFRC's major work products.

- Transportation Improvement Program (TIP)
- Regional Transportation Plan (RTP)
- Unified Planning Work Program (UPWP)

Inclusive public participation is a priority consideration in other WFRC plans and programs as well. The impacts of transportation improvements resulting from these planning activities have an impact on all residents. Understanding and continued involvement is encouraged throughout the process.

Factor 4: The Resources Available and Overall Cost The fourth and final factor of the analysis weighs the preceding three factors to assess the needs of LEP persons within the region against the resources available to WFRC and the costs to provide access.

To provide technical, subject-matter expertise to local governments and other stakeholders, WFRC manages content for and regular updates to its responsive and accessible website. Utilizing a plugin, real-time translation into Spanish, Vietnamese, Chinese (Simplified), Serbian, Croatian, Korean, Filipino, and Russian languages is available.

Historical, general, policy, committee, vision, plan, program, public involvement, and contact information, as well as maps, data, and studies are available on the website. Additionally, specific meeting information, including agendas, informational packets, recordings, minutes, and presentations, are available for each committee meeting during the current and previous three years. WFRC's public meeting notices and agendas include a statement that lists contact information in English and Spanish and states that translation services are available if a request is made at least 72 hours prior to the meeting.

WFRC staff fields inquiries from the public regarding transportation projects and is available to address community organizations, as requested. WFRC outlines ways in which the public can become involved in the planning and decision-making process in its Public Participation Plan, which is available on its website.

Given the high percentage of Spanish-speaking people who speak English less than "very well," WFRC will translate all vital documents into Spanish. Vital documents, as defined by the Federal Transit Administration (FTA), are those documents that provide access to essential services. Examples include a Title VI complaint form and notice of a person's rights under Title VI. All vital documents translated into Spanish will be available via WFRC's website, by mail, or in-person at WFRC's office.

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

Identifying LEP Individuals Who Need Language Assistance

When first encountering a LEP individual in a face-to-face situation, WFRC will use language identification flashcards developed by the US Census Bureau. These cards have the phrase, "Mark this box if you read or speak 'name of language,'" translated into 38 languages. They were designed for use by government and non-government agencies to identify the primary language of LEP individuals. A pdf of the Census Bureau's language identification flashcards can be downloaded at www.lep.gov/ISpeakCards2004.pdf. WFRC will have them available at public meetings and other community input events. Once a language is identified, a relevant point of contact will be notified to assess feasible translation or oral interpretation assistance.

Types of Language Services Available

In the event that WFRC should receive a request for assistance in a language other than English, staff members will obtain the name and contact information of the person. Initially, WFRC will use a free online translation service website. Recognizing that the free online translation service website used for this may not be completely accurate, WFRC will provide free oral language translation assistance, if requested. Within its budget and capabilities, WFRC will, to the best of its abilities, ensure that LEP persons have a meaningful opportunity to participate in the transportation planning and decision-making process.

WFRC Staff Training

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

Monitoring and Updating the LEP Plan

This LEP Plan is designed to be flexible and one that can be easily updated. At a minimum, the LEP Plan will be reviewed and updated as needed every four years and in association with the cycle of the RTP and the Public Participation Plan. WFRC understands that its community profile continues to change and that the four-factor analysis may reveal the need for additional LEP services in the future.

WFRC will consider the following components on a regular basis.

- How many LEP persons were encountered? Were their needs met?
- What is the current LEP population in the WFRC planning area?
- Has there been a change in the types of languages where translation services are needed?
- Has WFRC's available resources, such as technology, staff, and financial costs, changed?
- Has the WFRC fulfilled the goals of the LEP Plan?
- Were there complaints received?
- Have new federal or state regulations concerning LEP Plans been approved that necessitate changes to the current LEP Plan or WFRC process for addressing LEP persons?
- Are there new methods or opportunities to conduct outreach to LEP populations?

Providing Notice to LEP Persons

It is important to notify LEP persons that oral translation services are available, free of charge, in a language that would be understood. Where appropriate and feasible, WFRC will include the following language in English and Spanish in meeting materials.

Public participation is solicited without regard to age, sex, disability, race, color or national origin. Persons who require translation for a meeting should contact the WFRC's Title VI Administrator at 801-363-4250 or apearson@wfrc.org at least 72 hours in advance.

Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar a WFRC's Administrador de Título VI al teléfono 801-363-4250 o apearson@wfrc.org por lo menos 72 horas antes de la reunión.

Dissemination of the WFRC Limited English Proficiency Plan

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

Any questions or comments regarding this plan should be directed to:

Andrea Pearson
Compliance Administrator
Wasatch Front Regional Council
41 North Rio Grande Street, Suite 103
Salt Lake City, UT 84101
801-363-4250
apearson@wfrc.org

Appendix G: WFRC Interlocal Cooperation Agreement

**INTERLOCAL COOPERATION AGREEMENT REORGANIZING THE WASATCH FRONT REGIONAL
COUNCIL/WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT**

PREAMBLE

We, the representatives of political subdivisions along the Wasatch Front hereby establish, pursuant to the Interlocal Cooperation Act, Title 11 Chapter 13, Utah Code Annotated, an Interlocal Entity to be known as the Wasatch Front Regional Council/Wasatch Front Economic Development District, hereinafter referred to as the "WFRC/WFEDD," for the purpose (1) of meeting at regular intervals to discuss and study community challenges of mutual interest and concern, to develop policy and action recommendations as an Association of Governments for ratification and implementation by the governments in the area served by the Council, and to serve as the Metropolitan Planning Organization (MPO) for the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas, and (2) of promoting regional and intergovernmental cooperation and coordination in economic development activities among local governments and the private sector.

The WFRC/WFEDD's activities as an Association of Governments and as the MPO will be under the Wasatch Front Regional Council as described in Article I, while the economic development activities will be under the Wasatch Front Economic Development District Board as described in Article II.

ARTICLE I

**Establishment, Purpose, Powers, Membership, Term, Organization and Finance of the
Wasatch Front Regional Council**

A. Establishment of the Wasatch Front Regional Council

This Interlocal Cooperation Agreement, hereinafter referred to as the "Agreement", hereby establishes a legal entity for the purposes described below, of which the "Wasatch Front Regional Council" hereinafter referred to as "Regional Council" or "WFRC" is a part. It shall be made up of representatives from the Councils of Governments for Davis, Morgan, Salt Lake, Tooele and Weber counties as members for all purposes and representatives from local governments in Box Elder County that are part of the Ogden-Layton Urbanized Area, the Utah Department of Transportation and the Utah Transit Authority which shall be limited to membership relating to the Metropolitan Planning Organization function of the Regional Council.

The Regional Council is part of a legal entity with a separate board under state and federal laws and regulations to allow entering into contracts for planning with federal, state and local governments and with private concerns and individuals and to hold real and personal property in its own name only for pursuing the purposes of this Agreement.

The Regional Council shall be subject to and be governed by Bylaws which shall be enacted by the Regional Council in order to efficiently conduct its affairs and which Bylaws may not contravene or supersede any provision of this Agreement.

B. Purpose

The Regional Council is an interlocal organization intended as a forum for closer cooperation between units of local government. The members agree to seek solutions to mutual problems for mutual benefit by combining their resources for regional challenges beyond their individual capabilities. The Regional Council shall foster a cooperative effort in resolving problems and developing policies, programs and plans that are common to multiple municipalities or counties or are regional in nature.

Specific purposes of the Regional Council include:

1. To serve as a common forum to identify, discuss, study and bring into focus regional challenges and opportunities.
2. To serve as a vehicle for the collection and exchange of information and data of regional interest.
3. To provide a continuing organizational structure to ensure effective communication and coordination among governments and agencies.
4. To foster, develop and review policies, plans and priorities for regional growth, development and conservation, including but not limited to the establishment of broad general goals and principles for dealing with future growth, comprehending the areas of water supply, land use, housing, transportation (including roads, public transit, active transportation and other modes), regional air and water quality and regional recreational and open space.
5. To facilitate agreement and cooperative action among member governments for specific projects or other interrelated developmental needs and for the adoption of common policies and plans with respect to common regional challenges.
6. To maintain contact and act as a liaison with members, governmental units and groups or organizations and to serve as a contact and regional voice for local governments. In fulfilling this purpose, the Regional Council recognizes the state-wide role of the Utah League of Cities and Towns, the Utah Association of Counties and similar associations of the local governments, and contemplates collaboration with such associations.
7. To furnish general and technical aid to member governments, to promote and accomplish Council-approved agreements, policies and plans.
8. To serve as the Metropolitan Planning Organization (MPO) for the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas as designated by the Governor.

9. To promote the updating of state and federal legislation as it applies to county, city and town governments, to determine changes in the organization and powers of these local jurisdictions that need to be made to allow the regional organization, counties, cities and towns to more adequately cope with their challenges. This function includes the cooperation and coordination with legislative representatives of the region in order to more ably represent the region in bringing about desired changes in legislation.
10. Collaborate, consult and assist with the functioning of the Wasatch Front Economic Development District as described in Article II of this Agreement.

C. Powers and Responsibilities

The Regional Council shall have the powers provided in Section 11-13-205 in addition to the following specific powers and responsibilities:

1. To adopt and amend this Agreement and any Bylaws adopted pursuant thereto.
2. To bi-annually elect a Regional Council Chair, Vice-Chair and other officers as required.
3. To propose, initiate, approve or implement studies, policies, discussions, plans or other Regional Council matters.
4. To prepare and evaluate alternative policies, plans and programs for consideration and adoption by public and private agencies responsible for implementing the programs in the Regional Council's planning area.
5. To serve in a review capacity to see that the federal and state assisted development projects are consistent with area-wide plans and programs.
6. To contract with the federal government for planning assistance and with other state and local entities and consultants or private entities for the provision and receipt of planning services.
7. To allocate components of the Unified Planning Work Program among the Regional Council's staff, staffs of other public agencies, and private entities and consultants.
8. To maintain appropriate financial and meeting records for all activities of the Regional Council.
9. To establish representative technical advisory committees as needed to assist in the preparation of plans, programs and project reviews.
10. To appoint standing and temporary committees.

11. To appoint, fix the salary of and remove the Executive Director.
12. To review actions of the Executive Director and staff.
13. To initiate, advise and aid in the establishment of cooperative arrangements, including interlocal agreements, among governments in the region.
14. To render advice and technical assistance in regard to local governmental issues.
15. To seek and accept contributions and grants-in-aid.
16. To maintain the power to contract.
17. To collaborate, consult and assist in the functioning of the EDD as described in Article II.
18. To annually or bi-annually adopt a budget and submit it to each county Council of Governments for review as described in Article VI.
19. To perform other activities as the Regional Council may deem necessary to fulfill its purposes.

D. Membership

Pursuant to the requirements of Title VI of the Civil Rights Act of 1964, representatives and alternates of the Regional Council and its Committees shall be selected without regard to race, color, or national origin.

1. County Councils of Governments Representation – Voting Members

The Regional Council is made up of representatives designated by each of the existing member County Councils of Governments and political subdivisions. These voting members of the Regional Council shall be selected from the elected officials serving as members of the County Councils of Governments. The designation of the members to serve on the Regional Council is the responsibility of the County Councils of Governments which, in turn, have membership representing the legislative bodies of the units of local government within each County. Alternates shall be designated by the County Councils of Governments for members and shall have full membership status in the absence of a member.

- a. The Davis County Council of Governments shall have four (4) voting members on the Council.
- b. The Morgan County Council of Governments shall have one (1) voting member on the Council.

- c. The Salt Lake County Council of Governments shall have eight (8) voting members on the Council.
- d. The Tooele County Council of Governments shall have one (1) voting member on the Council.
- e. The Weber Area Council of Governments shall have four (4) voting members on the Council.

2. Entities Limited to Metropolitan Planning Organization Participation – Voting Members

The following entities shall have voting membership in the Regional Council:

- a. The general purpose units of local government in Box Elder County within the Ogden-Layton Urbanized Area shall appoint one (1) local elected official as a voting member and an alternate to participate in voting on any matters involving MPO purposes.
- b. The Executive Director of the Utah Department of Transportation, or their alternate, shall serve as a voting member of the Regional Council for MPO purposes only.
- c. The General Manager of the Utah Transit Authority, or their alternate, shall serve as a voting member of the Regional Council for MPO purposes only.

3. Representation of Adjoining Counties or Cities in Adjoining Counties

To allow future coordination of regional policies, plans and goals with cities and counties adjoining the Wasatch Front Counties represented through their County Councils of Governments, such adjoining cities or counties may apply for representation by one non-voting representative appointed by its County Commission or City Council to the Regional Council, without first establishing a County Council of Governments. In the event that such local governments in an adjacent County wish to have full and voting membership in the Regional Council, an internal County Council of Governments must be established and request full and voting membership.

4. Non-Voting Membership

In consideration of the common interest of the Utah League of Cities and Towns and the Utah Association of Counties in regional challenges and issues confronting the local governments of the Wasatch Front urbanized areas the following non-voting membership is hereby extended:

- a. The Utah League of Cities and Towns may appoint one non-voting representative, and an alternate, to the Regional Council.

- b. The Utah Association of Counties may appoint one non-voting representative, and an alternate, to the Regional Council.

The Regional Council shall have the option to add not more than five (5) non-voting members for the purpose of adding uniquely qualified individuals as additional resources to the Regional Council. Such appointment(s) shall be made by the WFRC Chair.

E. Term of Representation

All members of the Regional Council are appointed annually with no limitation on succession. When a representative is an elected or appointed official, their term shall not extend beyond their time in office. At such time as a representative serving on the Regional Council leaves their applicable office, the entity that appointed such representative shall appoint a replacement.

Any representative may resign at any time by giving written notice to the chair or vice-chair of the Regional Council. Such resignation shall take effect at the time specified therein, and unless otherwise specified therein, the acceptance of such resignation shall not be necessary to make it effective.

Any representative may be removed by a majority of the Regional Council then in office at any time for (i) failure to actively participate in the activities of the Regional Council, (ii) misconduct, fraud or knowing violation of the law, or (iii) for conduct prejudicial to the best interests of the Regional Council.

F. Organization of the Regional Council

The Regional Council shall be organized as follows:

1. Voting

Each voting member of the Regional Council shall have one vote on the Regional Council. A simple majority vote of the voting members present, providing they constitute a quorum, is necessary to carry any question except as otherwise provided herein.

2. Quorum

A quorum of the Regional Council shall consist of a simple majority of the total voting membership.

3. Officers

Officers shall be elected by majority vote of members of the Regional Council from among that body. There shall be a Chair and a Vice-Chair who will serve in the former's absence as Chair. Election procedures and duties of the officers of the Council shall be provided for in the Bylaws of the Regional Council.

4. Meetings

The Regional Council shall meet regularly, or upon call of its Chair, or by petition of 20 percent of the membership of the Regional Council.

G. Finances

The Regional Council and its authorized activities may be financed by contributions from federal, state and local agencies, private entities and by assessments to the individual County Councils of Governments, counties, member political subdivisions, and other general purpose units of local government within the jurisdictional boundary of the Regional Council.

In the event any assessed entity fails to pay its assessment to the Regional Council by September 30th, all representatives of that assessed entity shall not be allowed to vote in any subsequent meeting of the Regional Council until their assessment has been paid in full.

Annually or bi-annually, the Regional Council shall adopt a budget, in conjunction with the EDD Board, and submit the same to each of the County Councils of Governments and to the members of the Regional Council for review.

The fiscal year of the Regional Council shall be July 1st through June 30th.

ARTICLE II

**Establishment, Purpose, Powers, Membership, Term, Organization and Finance of the
Wasatch Front Economic Development District**

A. Establishment of the Wasatch Front Economic Development District

This Agreement hereby establishes a legal entity of which the Wasatch Front Economic Development District, hereinafter referred to as "EDD," is a part. The EDD shall be governed by a Board, herein referred to as the "EDD Board," as provided in Section B of this Article.

The EDD is part of a legal entity with a separate board under state and federal laws and regulations to allow entering into contracts for planning with federal, state and local governments and with private concerns and individuals and to hold real and personal property in its own name only for pursuing the purposes of this Agreement.

The EDD Board shall be subject to and be governed by Bylaws which shall be enacted by the EDD Board in order to efficiently conduct its affairs and which Bylaws may not contravene or supersede any provision of this Agreement.

B. Purpose

The EDD shall promote regional cooperation, intergovernmental collaboration and coordination on economic development activities among local governments and the private sector for Davis, Morgan, Salt Lake, Tooele and Weber Counties.

The purposes of this organization are to engage in economic development activities listed in its Comprehensive Economic Development Strategy, herein referred to as the "CEDS". The EDD Board shall appoint a Strategy Committee to develop and submit the CEDS to the U.S. Economic Development Administration that meets the requirements set forth in 13 CFR 303.7. These activities may include:

1. Coordinating the development and implementation of the CEDS and other such economic development activities as directed by the EDD Board.
2. Carrying out the economic development planning and implementation of the goals, objectives and action plans identified in the CEDS.
3. Coordinating with organizations and individuals whose purpose is also to work on strengthening the economy within the EDD boundary.
4. Collaborating with the Wasatch Front Regional Council described in Article I of this Agreement.

C. Powers and Responsibilities

The EDD shall have the powers and responsibilities identified in the Act in addition to the following powers and responsibilities:

1. To formulate, develop and administer a program for planning in order to improve economic conditions in the boundaries of the EDD with respect to unemployment, underemployment, and other distressed economic conditions related to general welfare.
2. To receive and disburse funds and to seek and accept grants in aid, as may be provided to finance the cost of operations of the EDD and further the programs of the EDD.
3. To establish and appoint members to an advisory committee (hereinafter, the "Strategy Committee") to develop and submit to the U. S. Economic Development Administration (hereinafter, the "EDA") a Comprehensive Economic Development Strategy (hereinafter, the "CEDS") that meets the requirements set forth in 13 CFR 303.7.
4. To bi-annually elect a chair, vice chair, and other officers as required.
5. To approve the executive staff appointed to the EDD by the Wasatch Front Regional Council.
6. To perform other activities as the EDD Board may deem necessary to fulfill its purposes.

D. Membership

The EDD Board shall have at least eleven members, with no less than 51% elected officials and/or employees of a general purpose unit of government appointed to represent government and no less than 35% non-governmental members. Other members may be appointed to the EDD Board as long as the EDD Board maintains compliance with the requirements set forth in 13 CFR Section 304. The membership must comprise the following:

1. County Councils of Governments Representation

Each of the five County Councils of Governments shall appoint one elected official and/or employee of a general purpose unit of government. Alternates shall be designated by the County Councils of Governments for members and shall have full membership status in the absence of a member.

- a. Davis County Council of Governments shall appoint one (1) member.
- b. Morgan County Council of Governments shall appoint one (1) member.
- c. Salt Lake County Council of Governments shall appoint one (1) member.
- d. Tooele County Council of Governments shall appoint one (1) member.
- e. Weber Area Council of Governments shall appoint one (1) member.

2. Representative of Government and the State of Utah's Economic Interests

One member, and an alternate, representing government and the State of Utah's economic interests, will be appointed by the five County Councils of Governments' members.

3. Non-Governmental Representatives

Five members, and their alternates, of non-governmental organizations that represent the region's geographic diversity and meet the following requirements, will be appointed by the five County Councils of Governments' members:

- a. At least one for-profit private-sector senior manager or executive, and
- b. At least one or more of the following:
 - 1) Executive director from a Chamber of Commerce or other local development organization,
 - 2) A member of a post-secondary educational institution, or
 - 3) A member from an organization focused primarily on workforce development issues or a union representative of an organization focused on labor issues.

4. Other Members

EDD Board may appoint additional members as long as the members represent the principle economic interests of the region.

E. Term of Representation

When a representative is an elected or appointed official, their term shall not extend beyond their time in office. At such time as a COG appointed representative serving on the EDD Board leaves their applicable office, the County Council of Governments that appointed such representative shall appoint a replacement. At such time as a non-COG appointed representative serving on the EDD Board leaves their applicable office, a majority of the COG appointed representatives shall appoint such replacement.

Any representative may resign at any time by giving written notice to the chair or vice-chair of the EDD Board. Such resignation shall take effect at the time specified therein, and unless otherwise specified therein, the acceptance of such resignation shall not be necessary to make it effective.

Any representative may be removed by a majority of the EDD Board then in office at any time for (i) failure to actively participate in the activities of the EDD Board, (ii) misconduct, fraud or knowing violation of the law, or (iii) for conduct prejudicial to the best interests of the EDD.

F. Organization

The EDD shall be organized as follows.

1. Voting

Each EDD Board member shall be entitled to one vote on any matter that requires a vote by the EDD Board.

EDD Board members may participate in a meeting of the EDD Board by means of conference telephone or similar communications equipment by which all persons participating in the meeting can hear each other. Such participation shall constitute presence in person at the meeting.

2. Quorum

A simple majority of the EDD Board members present shall be the act of the EDD Board.

3. Meetings

The EDD Board shall hold at least one annual meeting at such time and place as may be determined by the EDD Board. In addition, the chair of the EDD may call a meeting at least quarterly to conduct business and for informational purposes. The EDD Board may provide by resolution the time and place for the holding of such annual and quarterly meetings or for the holding of any additional regular meetings.

Special meetings of the EDD Board may be called by or at the request of the chair or any two members. The person or persons authorized to call special meetings of the EDD Board may fix any place as the place for holding any special meeting of the EDD Board called by them.

Notice of each meeting of the EDD Board stating the place, day, and hour of the meeting shall be given to each member at least five days prior thereto by mail, telephone or electronic mail.

G. Finances

The EDD shall be funded from an allocation of the WFRC/WFEDD budget.

Annually or bi-annually the EDD Board will review and approve its portion of the WFRC/WFEDD budget. The EED Board shall coordinate with the Wasatch Front Regional Council for a systematic and continuous record of its financial affairs and transactions and an annual audit of its financial transactions and expenditures.

The fiscal year of the EDD shall be July 1st through June 30th.

The EDD Board is empowered to contract or otherwise participate in and accept grants, funds, gifts, or services from any federal, state, or local government or its agencies or instrumentalities thereof, and from private and civic sources, and to expend funds received therefrom, under provisions as may be required of and agreed to by the EDD Board in connection with any program or purpose for which the EDD Board exists.

Article III

Termination and Amendment of this Agreement and Property of the WFRC/WFEDD

A. Duration, Withdrawal, Termination

1. Duration

The duration of the WFRC/WFEDD shall be fifty years from the date of approval of this Agreement by the County Councils of Governments in Davis, Morgan, Salt Lake, Tooele, and Weber Counties, or until it is rescinded or terminated by mutual consent of the parties.

2. Withdrawal

Any County Council of Governments or political subdivision may withdraw from membership in the WFRC/WFEDD upon giving ninety (90) days written notice to the corresponding Chair of the Regional Council or EDD Board. Any assessment paid by a withdrawing County Council of Governments or political subdivision will be retained by the Regional Council or EDD upon withdrawal by the member.

3. Termination

The Regional Council can only be dissolved, and the Agreement under which it is organized terminated, by the vote of three-fourths of the voting members of the Regional Council at a special meeting called for the purpose of discussing such termination, for which at least 90 days written notice has been given to all voting members and the constituent local governmental entities making up the membership of the County Councils of Governments which in turn make up the membership of the Regional Council.

The EDD can only be dissolved, and that portion of the Agreement under which it is organized terminated, by the vote of a majority of the representatives of the County Councils of Governments on the EDD Board at a special meeting called for the purpose of discussing such termination, for which at least 90 days written notice has been given to all members making up the membership of the EDD Board.

B. Amendments

This Agreement may be amended, repealed, or added to at a regular or special meetings of the Regional Council, provided that written notice shall be sent to each voting member and each member County Council of Governments, stating the amendments or changes which are proposed to be made in such Agreement. Proposed amendments shall be considered to have passed if they are adopted by the Regional Council and each member County Council of Governments has approved the proposed amendment. In the event that a member County Council of Governments does not act within sixty (60) days of such written notice being sent, the member County Council of Governments shall be assumed to have voted in the affirmative. If the amendment relates to Article II of this Agreement, such amendment shall be sent to the EDD Board for review prior to its adoption by the Regional Council.

C. Manner of Acquiring, Holding and Disposing of Real and Personal Property

The WFRC/WFEDD shall be empowered to acquire, hold and dispose of, in its own name, such real and personal property deemed necessary to carry out the purposes of the WFRC/WFEDD as defined in this Agreement. Upon termination of the Agreement and dissolution of the WFRC/WFEDD, any and all property held at the time in the name of the WFRC/WFEDD shall be liquidated and disposed of by the officers of the WFRC/WFEDD. After satisfying any outstanding debts of the WFRC/WFEDD the remaining proceeds shall be returned to the participating County Councils of Governments along with assessment monies held by the WFRC/WFEDD on a pro-rata basis identical with the basis for assessment.

This Agreement replaces and supersedes any other agreement between the parties and shall be executed in sufficient copies for the members involved, each to be considered an original and shall be effective upon the date that the same has been executed by the Chair persons of the County Councils of Governments.

Dated this _____ 27th _____ day of _____ March _____, 2014.

Davis County Council of Governments

Signature

John Petroff, Jr.

Name

John Petroff, Jr.

Title

Chairman

Date

February 26, 2014

Attest

W.E. Hoyer

Morgan County Council of Governments

Signature

Shelly Betz

Name

Shelly Betz

Title

Chair

Date

Mar 17, 2014

Attest

Donna Davenport

Salt Lake County Council of Governments

Signature

Derek P. Timothy

Name

Derek P. Timothy

Title

COG President

Date

6 February 2014

Attest

Barbara Thomas

Tooele County Council of Governments

Signature Brent K. Marshall

Name Brent K. Marshall

Title Chair

Date March 27, 2014

Attest Jarvis Dawnpant

Weber Area Council of Governments

Signature Kerry L. Green

Name KERRY GREEN

Title WACOG CHAIRMAN

Date 2/6/14

Attest Ben Ruttrick

Appendix H: WFRC Americans with Disabilities Act (ADA) Effective Communication Policy



Americans With Disabilities Act (ADA): Effective Communication Policy

Reasonable Accommodation Plan; Request for Auxiliary Aids & Services; Grievance Procedures

In compliance with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act (ADA) of 1990, Wasatch Front Regional Council (WFRC) will ensure that communications with individuals who have hearing, speech, vision, and/or other physical, mental, or cognitive limitations are as effective as communications with others in the delivery of its programs, services and activities.

Upon request of a qualified individual with a disability affecting hearing, speech, vision, and/or other physical, mental, or cognitive limitations, WFRC will furnish appropriate auxiliary aids and services and reasonable accommodations to afford such an individual an equal opportunity to participate in and have access to WFRC's programs, services and activities.

Reasonable Accommodation Plan

A qualified individual may request a reasonable accommodation at any time; however, the accommodation may require advance planning, so receiving a request 72 hours prior to the time the accommodation is needed is preferred. WFRC may ask for documentation verifying the need for a reasonable accommodation, only to confirm the disability-related need(s) for the requested accommodation(s). WFRC may also request that the individual provide suggestions for a reasonable accommodation. Examples of reasonable accommodations may include, but are not limited to:

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

The decision to approve or deny a request for a reasonable accommodation is made on a case-by-case basis and takes into consideration the disability and the needs of the individual as well as the nature of the program, service, or activity in which the individual seeks to participate. A requested accommodation will not be approved if one of the following would occur as a result: a violation of State and/or Federal law, a fundamental alteration in the nature of the WFRC program, service or activity, creation of an undue financial or administrative burden or an alteration that requires the removal or alteration of a load-bearing structural item or is otherwise structurally infeasible.

Requests for reasonable accommodations should be submitted to WFRC's Compliance Administrator.

Contact: Andrea Pearson, 41 N. Rio Grande St, Suite 103, Salt Lake City, UT 84101
801 363 4250 or apearson@wfrc.org

Request for Auxiliary Aids and Services

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

Wasatch Front Regional Council is an Equal Opportunity program. Public participation is solicited without regard to age, sex, disability, race, color or national origin. Auxiliary aids or translation services are available upon request by contacting WFRC's Title VI Administrator. Call 801-363-4250 (Hearing impaired individuals may use Relay Utah by dialing 711) or email apearson@wfrc.org at least 72 hours in advance.

El Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico apearson@wfrc.org por lo menos 72 horas antes de la reunión.

WFRC will evaluate each request for an auxiliary aid or service on a case-by-case basis. Decisions for granting or denying an auxiliary aid or service will not be based on any generalized rules or broad policies but may include evaluation of whether another equally effective means of communication is available. In addition, WFRC is not required to provide an auxiliary aid or service if such would result in a fundamental alteration in the nature of the WFRC program, service or activity or create an undue financial or administrative burden.

Requests for auxiliary aids and services should be made to WFRC's Compliance Administrator.

Contact: Andrea Pearson, 41 N. Rio Grande St, Suite 103, Salt Lake City, UT 84101
801 363 4250 or apearson@wfrc.org

Grievance Procedure

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

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

Contact: Andrea Pearson, 41 N. Rio Grande St, Suite 103, Salt Lake City, UT 84101
801 363 4250 or apearson@wfrc.org

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

Grievances can also be submitted to : Aubrey Garduno, UDOT ADA Coordinator, Utah Department of Transportation
4501 South 2700 West, PO BOX 143200, Salt Lake City, UT 84114-3200
801 965 4095; Hearing impaired: 711 or 800 346 4128 or
aubreygarduno@utah.gov

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

If the response(s) do not satisfactorily resolve the issue, the complainant or his/her designee may appeal the decision within 15 calendar days after receipt of the response to: Chris Mabey, UDOT Risk Manager
801 965 4096; hearing impaired: 711 or 800 346 4128

Wasatch Front Regional Council is an Equal Opportunity program. Public participation is solicited without regard to age, sex, disability, race, color or national origin. Auxiliary aids or translation services are available upon request by contacting WFRC's Title VI Administrator. Call 801-363-4250 (Hearing impaired individuals may use Relay Utah by dialing 711) or email apearson@wfrc.org at least 72 hours in advance.

El Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico apearson@wfrc.org por lo menos 72 horas antes de la reunión.



Within 15 calendar days after receipt of the appeal, the UDOT Risk Manager or designee will meet with the complainant to discuss the grievance and possible resolutions. Within 15 calendar days after the meeting, the UDOT Risk Manager or designee will respond to the complainant in writing, and where applicable, in a format accessible to the complainant, with a final resolution of the grievance.

All written grievances received by WFRC's Compliance Administrator or UDOT's ADA Coordinator or their designees, or appeals to UDOT's Risk Manager or their designee, as well as all responses from these offices will be retained for three years after the date of the final resolution.

In addition to, or in lieu of, filing a grievance with WFRC or UDOT, an individual may submit a written complaint within 180 days of the alleged violation to either address below:

Director, Civil Rights Center
US Department of Labor
200 Constitution Ave, NW - Room N4123
Washington, DC 20210

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

For employment related complaints, based on disability, please contact one of the below agencies:

Utah Anti-Discrimination and Labor Division
160 East 300 South
Salt Lake City, UT 84114
801 530 6801 or 800 222 1238

Equal Employment Opportunity Commission
4520 North Central Ave, Suite 300
Phoenix, AZ 85012-1848
602 640 2598

Any individual who elects to first file a complaint with WFRC or UDOT is advised that the above 180-day deadline for filing a written complaint with a federal agency still applies.

Notification of Policy

Notification of this policy will be provided to employees, applicants, participants, and members of the public who have hearing, speech, vision, communication and/or cognitive limitations in a manner determined most effective, including making the policy available in large print or audio format. A staff member may also read this policy to an individual upon request.

Appendix I: Report on WFRC's Community Organization Workshops

Wasatch Choice 2050: Feedback from the Community

Report from Community Organization Workshops

On April 18 and 27 the Wasatch Front Regional Council (WFRC) held two community meetings in Salt Lake and Weber counties. The purpose of these meeting was to receive input from diverse advocates on three draft growth and transportation scenarios. The goal of the discussion was to learn how these scenarios might increase the quality of life and opportunities for all people who live in the region. The meetings allowed representatives from diverse organizations and communities to share existing transportation challenges and ideas to improve access to jobs, services, and educational opportunities.

This report summarizes the main findings of the meetings, which were led by Andrew Gruber, WFRC's Executive Director, and facilitated by Fraser Nelson, Managing Director for Strategic Partnerships, at the Sorenson Impact Center.

Participants

A total of 30 community members were in attendance, representing 22 organizations along the Wasatch Front. In addition to the community members, staff from Utah Transit Authority (UTA), Utah Department of Transportation (UDOT) and WFRC were on hand to listen to the discussion. A full list of attendees is provided in the Appendix.

The community members were asked to select their primary interest. The sole area with no representation in either group was economic development.

Populations and issues represented:	
Salt Lake County	Weber Davis
Services for ethnic minorities – 29%	Education – 38%
Services for low income people / families – 21%	Services for low income people / families – 25%
Affordable housing – 14%	Social services – 13%
Services for seniors – 14%	Homelessness – 6%
Education – 7%	Affordable housing – 6%

Transportation and/or mobility – 7%	Services for seniors – 6%
Services for people with disabilities – 7%	Services for people with disabilities – 6%

Populations and issues sought but not represented:	
Salt Lake County	Weber County
Economic development	Transportation and/or mobility
Homelessness	Economic development
Social services – hunger, domestic violence, etc.	Services for ethnic minorities

Participants were shown how the Wasatch Front will change in the future as the population almost doubles in size, as well as maps which display the current transit plan overlaid with access to employment. Initial reaction to this information stressed the difficulty many communities have accessing public transportation and the importance of transit to equity and quality of life.

- People with disabilities have a challenging time accessing transit, and thus employment, necessary goods and services, etc. This creates a barrier to community integration.
- Access to transit is important both at the neighborhood and regional levels.
- We must increase use of and access to transit to reduce the negative air quality impacts caused by vehicle emissions. A significant barrier to adoption is long time it takes to reach destinations.
- The northwest part of Salt Lake County has poor access to transit. The frequency and service coverage is not equitable.
- Inequity is reinforced by the concentration of low-income housing in certain areas. Affordable housing and economic opportunities must be distributed throughout the valley in order to impact intergenerational poverty.

Feedback on the current transit system

Participants used an immediate polling instrument to select their top, second and least important choices for a series of questions about the current transit system. (See Appendix for detail)

Participants were asked what they see as the greatest barrier to connecting people to jobs, services, and educational opportunities. **In both communities, the vast majority of participants say transit routes don't go where we need to go, nor run during the time needed in order to get to work/school.**

- Minority communities need education about routes and how to navigate the public transportation system.
- Current transit hours do not meet the needs of individuals who work early or late shifts, especially in

industrial parks in both Weber and Salt Lake counties..

- The 'first and last mile' is a barrier for the elderly.
- Locate affordable housing near fixed transit stops, as this is reliable, quick service.
- The current focus is too driver-centric. Congestion can create an incentive for people to take transit, but this won't happen if we continue building roads and easing congestion.
- Parents find it difficult to participate in services offered by Weber Area Association of Human Services because services are too far from transit stops, or do not run when needed.
- Victims of sexual assault / domestic violence need more safe transit options (a private car is the safest option).
- Weber County lacks bus routes to behavioral health or family/community centers. The people who need help to deal with challenges are often dependent public transit dependent.
- Homeless individuals in particular are dependent on public transit for work, but in both counties, it is not a good option because of a) the amount of time it takes to get to a job, and b) the timing of shifts makes transit often unavailable.
- In Weber County, transit does not run during the times the food bank is open, and the closest bus stop for the Lantern House emergency shelter is 4 blocks away.

Participants were asked what [mobility] outcomes would most benefit the communities they serve. Here, Salt Lake and Weber Counties had slightly different priorities. **In Salt Lake, increasing the number of job opportunities within a reasonable commute was the top or second choice for the majority, while in Weber county the top or second choice was to increase transportation choices.** Also of high concern in both communities was reducing time spent on public transportation.

- Low income individuals and families need transit that meets their timing and route needs because they cannot afford to maintain poor-running vehicles. Reliable, accessible transit would free up income for food, healthcare, etc.
- In minority and low income communities, the motivation for riding transit is inherently different and cost is a significant barrier to taking transit.
- Weber County's dial-a-ride service should be made available to more populations in need.
- Transit options need to be such that more citizens simply have a choice not to drive or own a car.
- In the future, economic development will be more tied to transit options. Millennials are making employment and housing decisions based on access to transit.
- In both counties, much of the public transit is focused on the downtown area, and this needs to change to reach populations outside the downtown core.
- In Ogden, too few bus stops have protection from the elements and feel unsafe.
- For people who have mobility needs, it is sometimes more safe and comfortable to roll a wheelchair or stroller in the street than it is on the sidewalk.

"We keep building freeways and accommodating the driver, so why would anybody take transit?"

"The timing of transit takes opportunities to work swing shifts and/or within industrial industry off the table. People who are just starting off in their careers don't have access to this huge employment opportunity if they don't own a private vehicle. "

"The resources [for assistance] exist, but people have a hard time getting to them."

"We need well-lit, walkable neighborhoods."

- Accessing paratransit services remains difficult. In Weber County, a group found 48 residents of a low-income housing unit qualified for paratransit. UTA would not come to the location so each had to individually to UTA for assistance. This is not only a barrier, but inefficient.
- One participant shared her concerns with Ogden's redevelopment efforts. There 3 new multi-family housing complexes that don't accept Section 8 and rents are increasing. Walkable, transit friendly communities should be available for all people, regardless of income or status.
- The visibility of routes is important – overhead catenaries are cheaper than fixed routes.

Participants were asked what the greatest need in order to improve transit service in their part of the county. **Improving bus services were the highest priority in both communities.** In Salt Lake, more frequent bus services on existing routes was the top or second choice a significant majority, with additional bus routes a clear second. Amenities like shelters at bus stops, desired in Ogden, were least important. In Ogden, providing additional bus routes was the top or second choice for the majority of respondents, with more frequent service a significant desire.

Participants were asked to identify where resources should be spent for bicycle and pedestrian networks. **In both communities, completing missing sidewalk connections was the top priority.** In Salt Lake, bicycle connections to transit stops and stations was the second choice, while in Ogden on-street bicycle routes with greater separation from traffic was the second priority.

Finally, participants were asked about the greatest need with regards to driving patterns, **In Salt Lake and Ogden over 90% of participants chose reducing necessary travel distances as the top or second priority,** with improved road network connectivity a critical second need. In Salt Lake, the lowest priority was adding lanes on the freeway, while in Weber county, widening roads was the lowest priority.

Continuing Engagement with Wasatch Choice 2050

Ongoing engagement with those communities most impacted by the access to public transit is critical to the success of Wasatch Choice 2050 The participants were shared ideas about how to engage with others and continue the receive input as the plan is further developed.

- Distribute information about the online comment tool through school districts.
- Place information at bus stops.
- Meeting with boards and members of organization
- Hold hearings and meetings when it is convenient for people who work, in the communities.

Summary of Map Comments

Salt Lake County

- We need a greater density of transit options in northwest Salt Lake County.
- Greater east/west transit service would benefit minority and low-income groups.

- There is a need for more transit stops and transfer sites in more neighborhoods (specifically west Salt Lake County).
- Develop an intuitive, visible core bus route on a defined grid pattern.
- We should work to educate residents, especially minorities, on the use of the transit system.
- A dispersion of smaller centers throughout the region leads to better equity outcomes, as long as there is a diversity of housing and employment choices incorporated throughout.

Ogden / Weber

- There are a number of social and human services not currently being serviced adequately by transit, such as the food bank and Head Start in Ogden, Davis Behavioral Health, and the Family Connection Center Food Bank at Highway 193 and Fairfield Road.
- Transit is needed on 3500 West to service industrial areas.
- Bike/ped and transit access needed to and from Freeport Center and Job Corp in Clearfield.
- Transit service on Sundays is needed.

Appendix

Meeting attendees:

April 18, 2017 meeting held at the South Salt Lake Columbus Center | 2530 South 500 East, Salt Lake City

Ryan Hackett, Development Coordinator	Western Region Professional Pediatric Home Care
Linda Johnson, Board Member	Breathe Utah
Richard Jaramicco, President	Utah Coalition de la Raza
Maria Garcia, Executive Director	Neighborhood Works
Afton Janwary, Special Projects Manager	Utah Community Action Program
James Toleco, Program Manager	Utah Division of Indian Affairs
George Mesa, Editor	El Periodico de Utah
Elena Viteri, Representative	El Periodico de Utah
Kathy Van Dame, Policy Co-Chair	Breathe Utah
Marion Willey, Director	Utah Non-Profit Housing Corporation
Brian Garvey, Intern	Breathe Utah
Nate Crippes, Attorney	Disability Law Center
Nels Holmgren, Division Director	Utah Aging & Adult Services
Roger Borgenicht, Member	Utahns for Better Transportation

April 27, 2017 meeting held at Ogden Union Station | 2501 Wall Ave, Ogden, Utah

Karyl Chase, Director SCP	Weber Human Services
Angela Choberka, Assistant Director	United Way of Northern Utah
Paula Harper, School Counselor	Weber School District
Adrienne Zubiller	Citizen
Ella Mitchell, 2-1-1 Manager	United Way of Northern Utah
Judy Doud, Executive Director	Ogden Rescue Mission
Yaeko Bruner,	Citizen
Mercy Jacabo, Prevention Specialist	Weber Area Association of Human Services
Melinda Thornton, Director	Ogden Weber Community Action Partnership
Jim Smith, Davis County Commissioner	Davis County
Helyse Turnor, Community Director	Clearfield Job Corps
Julee Smith, Executive Director	YCC Family Crisis Center
Lauren Andersen, Prevention Specialist	Weber Human Services
Diane Jonega, Health Specialist	Weber Human Services
Joyce Kim, Supervisor	Health Choice
Taylor Knuth, Community Impact	United Way of Northern Utah
Fraser Nelson, Managing Director – Strategic Partnerships	Sorenson Impact David Eccles School of Business

Utah Department of Transportation Staff

Jeff Harris, Planning Director	Salt Lake County meeting
Walt Steinworth, Planning Manager	Salt Lake County meeting
Charles Hill, Preconstruction Engineer	Salt Lake County meeting
Jordan Backman, Transportation Planner	Both meetings
Kris Peterson, Region Director	Weber County meeting
Dave Adamson, Preconstruction Engineer	Weber County meeting
Jordan Backman, Transportation Planner	Weber County meeting
Darin Fristrup, Traffic Operations Engineer	Weber County meeting

Utah Transit Authority Staff

Cherissa Alldredge, ADA Compliance	Salt Lake County meeting
Andrew Gray, Civil Rights Compliance Officer	Salt Lake County meeting
Ryan Taylor, Mobility Manager	Salt Lake County meeting
Levi Roberts, Strategic Planner	Both meetings
Trevan Blaisdell, Service Planner	Weber County meeting
Kerry Doane, Strategic Planner	Weber County meeting

Wasatch Front Regional Council Staff

Andrew Gruber, Executive Director	Both meetings
Ted Knowlton, Deputy Director	Salt Lake County meeting
Jory Johner, Long Range Planning Manager	Both meetings
Sam Klemm, Public Information Officer	WFRC
Heather McLaughlin-Kolb, Communications Specialist	WFRC
Callie New, Transportation Planner	Both meetings
Scott Hess, Active Transportation Planner	Weber County meeting
Val John Halford, Transportation Planner	Weber County meeting

Raw data on choices

What do you see as the greatest barrier to connecting people to jobs, services, and educational opportunities?			
Salt Lake County		Weber County	
Top choice:	Transit routes don't go where we need to go. (71%) Transit doesn't run during the time needed in order to get to work/school. (21%) Transit fares are not affordable. (7%)	Top choice:	Transit doesn't run during the time needed in order to get to work/school. (50%) Transit routes don't go where we need to go. (19%) Transit fares are not affordable. (19%) It isn't safe to walk or bike (13%)
Second choice:	Transit doesn't run during the time needed in order to get to work/school. (36%) Transit routes don't go where we need to go. (29%) It isn't safe to walk or bike. (21%) Transit fares are not affordable (7%)	Second choice:	Transit doesn't run during the time needed in order to get to work/school. (36%) Transit routes don't go where we need to go. (29%) It isn't safe to walk or bike. (21%) Transit fares are not affordable (7%)
Last choice:	It isn't safe to walk or bike. (36%) Child care is located too far from work/school. (21%) It takes too long to get places because of traffic. (21%) Transit fares are not affordable. (14%) Transportation is not accessible to people with disabilities. (7%)	Last choice:	It takes too long to get places because of traffic. (38%) It isn't safe to walk or bike. (19%) Transportation is not accessible to people with disabilities. (19%) Child care is located too far from work/school. (13%) Transit doesn't run during the time needed in order to get to work/school. (6%)

What [mobility] outcomes would most benefit the communities you serve?			
Salt Lake County		Weber County	
Top choice:	Increase job opportunities within a reasonable commute (43%) Reduce the time spent on public transportation (36%) Increase transportation choices (14%) Reduce transit fares (7%)	Top choice:	Increase transportation choices (67%) Increase job opportunities within a reasonable commute (33%)
Second choice:	Reduce transit fares (29%) Increase job opportunities within a reasonable	Second choice:	Increase job opportunities within a reasonable commute (47%)

	commute (29%) Increase transportation choices (21%) Reduce the time spent on public transportation (14%) Reduce the time spent driving (7%)		Reduce the time spent on public transportation (20%) Increase transportation choices (7%)
Last choice:	Reduce the time spent driving (71%) Reduce transit fares (21%) Reduce the time spent on public transportation (7%)	Last choice:	Reduce the time spent driving (53%) Reduce transit fares (13%) Other (13%) Reduce the time spent on public transportation (7%) Increase job opportunities within a reasonable commute (7%) Increase transportation choices (7%)

If transit service is improved in your part of the county, which of the following do you see as the greatest need?			
Salt Lake County		Weber County	
Top choice:	More frequent bus services on existing routes (46%) Additional bus routes (38%) Additional fixed-guideway transit routes, like TRAX (8%) Amenities like shelters, information kiosks (8%)	Top choice:	Additional bus routes (54%) More frequent bus services on existing routes (31%) Additional fixed-guideway transit routes, like TRAX (8%) More frequent service on existing fixed-routes (8%)
Second choice:	More frequent bus services on existing routes (38%) Additional bus routes (31%) Additional fixed-guideway transit routes, like TRAX (15%) More frequent service on existing fixed-routes (15%)	Second choice:	More frequent bus services on existing routes (33%) Additional bus routes (25%) Additional fixed-guideway transit routes, like TRAX (25%)
Last choice:	Amenities like shelters, information kiosks (46%) Additional fixed-guideway transit routes (38%) More frequent service on existing fixed-routes (8%) Additional bus routes (8%)	Last choice:	More frequent service on existing fixed-routes (42%) Amenities like shelters, information kiosks (25%) Additional fixed-guideway transit routes (17%) Additional bus routes (17%)

Regarding bicycle and pedestrian networks, where should the funding resources be spent?			
Salt Lake County		Weber County	
Top choice:	Complete missing sidewalk connections. (38%) Multi-use paths or trails separated from traffic. (15%) On-street bicycle lanes adjacent to traffic (15%) Bicycle connections to transit stops and stations. (15%) Wider, multi-use sidewalks (8%)	Top choice:	Complete missing sidewalk connections. (38%) Multi-use paths or trails separated from traffic. (15%) On-street bicycle lanes adjacent to traffic (15%) Bicycle connections to transit stops and stations. (15%) Wider, multi-use sidewalks (8%)
Second choice:	Bicycle connections to transit stops and stations (31%) Wider, multi-use sidewalks (31%) On-street bicycle routes with greater separation from traffic. (23%) Multi-use paths or trails separated from traffic. (8%) Complete missing sidewalk connections. (8%)	Second choice:	On-street bicycle routes with greater separation from traffic. (30%) Complete missing sidewalk connections. (20%) Multi-use paths or trails separated from traffic. (20%) Bicycle connections to transit stops and stations (20%) Wider, multi-use sidewalks (10%)
Last choice:	Multi-use paths or trails separated from traffic (31%) On-street bicycle lanes adjacent to traffic. (23%) Wider, multi-use sidewalks. (23%) On-street bicycle routes with greater separation from traffic. (15%) Bicycle connections to transit stops and stations. (8%)	Last choice:	On-street bicycle lanes adjacent to traffic. (50%) Wider, multi-use sidewalks. (30%) Multi-use paths or trails separated from traffic (10%) Complete missing sidewalk connections. (10%)

Regarding driving patterns, what approach do you see as the greatest need?			
Salt Lake County		Weber County	
Top choice:	Reduce necessary travel distances (mixing homes and jobs, TOD, etc.). (62%) Improve road network connectivity. (23%) Widen a few roads. (8%) Widen many roads. (8%)	Top choice:	Reduce necessary travel distances (mixing homes and jobs, TOD, etc.). (56%) Improve road network connectivity. (22%) Add lanes on the freeway. (22%)
Second choice:	Improve network connectivity (54%) Reduce necessary travel distances (mixing homes and jobs, TOD, etc.). (31%) Widen a few roads. (8%)	Second choice:	Improve network connectivity (50%) Reduce necessary travel distances (mixing homes and jobs, TOD, etc.). (40%) Widen a few roads. (10%)

	Add lanes on the freeway. (8%)		
Last choice:	Add lanes on the freeway. (46%) Widen many roads. (31%) Widen a few roads. (23%)	Last choice:	Widen many roads. (60%) Add lanes on the freeway. (30%) Widen a few roads. (23%)

Wasatch Choice 2050: Feedback from the Community | Spring 2018

Report from the Community Organization Workshop

On March 22, 2018, the Wasatch Front Regional Council (WFRC), in coordination with Utah Transit Authority (UTA) and Utah Department of Transportation (UDOT), held the Wasatch Choice 2050 Vision Community Organization Workshop at the Salt Lake City Public Library. Community organization participants represented various agencies within Salt Lake, Box Elder, Weber, and Davis Counties that work, in particular, with low-income, minority, and elderly populations, as well as those who need social services. The purpose of this meeting was to build upon and continue efforts to receive feedback from diverse groups across the region regarding the Wasatch Choice 2050 Draft Vision and 2019-2050 Regional Transportation Plan.

In the spring of 2017, WFRC met with these organizations to understand existing barriers to access to opportunity, and the ways in which transportation and land use strategies can improve the needs of the communities these groups serve. The goal of the 2018 meeting was to reflect on the input received last year, and to continue dialogue on the ongoing growth challenges we face as a region. WFRC described the strategies the Draft Vision contemplates to address these challenges, and provided maps to show the future land use and transportation plans developed with cities, counties, and transportation partners. The meetings allowed representatives from diverse organizations to provide input on these land use and transportation changes, as well as share ideas to improve access to jobs, services, and educational opportunities.

This report summarizes the main findings of the meeting.

Participants

A total of 25 community members were in attendance, representing 23 organizations along the Wasatch Front. In addition to the community members, staffs from UTA, UDOT, and WFRC were on hand to listen to the discussion. A full list of attendees is provided in Appendix A.

Feedback on growth challenges and strategies

A presentation was given by WFRC Executive Director Andrew Gruber, who provided examples of some of the growth challenges we face now and in the future as the region's population increases by approximately 60 percent by the year 2050. Future growth challenges discussed include more time stuck in traffic, poor air quality, crowding in parks and recreational areas, a decrease in access to opportunities due to congestion generated by sprawl and

segregated land uses, and rising housing prices due to demand outpacing supply. Participants were asked if they could relate to any of the growth challenges. Several noted that housing affordability is currently an issue and must be addressed.

WFRC then described the key strategies that are contemplated in the Wasatch Choice 2050 Draft Vision, which are to provide transportation choices, support housing choices, preserve open space, and link development and transportation decisions. Participants emphasized that we must create strategies to increase the share of non-automobile trips throughout the region, and underscored that poor air quality continues to be a public health and economic development issue residents face throughout the Wasatch Front region.

"Does access to transit alone generate ridership? How many additional vehicle trips will we see in the future? We need to create strategies to increase the proportion of non-automobile trips."

-Stan Penfold, Executive Director of Utah AIDS Foundation

Lastly, WFRC rolled out maps and provided an opportunity for participants to provide feedback on the Draft Vision and Regional Transportation Plan. A summary of this feedback follows.

- There is a need to expand local bus routes.
- How does WFRC encourage and support transit-friendly development? There should be educational resources and guidelines available for suburban communities as they anticipate and facilitate new growth.
- Davis, Weber, Box Elder, and Salt Lake Counties need transit service to job areas in the western portions of the counties. Are there innovative transit solutions that could be implemented in these areas?
- There is a need to get people with disabilities from the outskirts of cities to employment in the central areas.
- Centers need a blend of choices to support affordable workforce housing.
- Bicyclists need safe, separated facilities so they are not forced to compete with traffic.
- Transit fares need to be adjusted for low-income populations.

In reviewing this feedback, WFRC makes the following recommendations to address the needs expressed by this group.

- Work with communities via WFRC's Transportation and Land Use Connection Program to assist in implementing changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit. Additionally, through assisting local communities in their visioning and planning for growth efforts, affordable housing strategies can continually be considered and incorporated into the community's goals.
- Develop the definition and integration of "Core Route" transit service, which is an improvement to local service. Core Route service is imagined to be high frequency bus (15-minutes or less), early and late service, and seven days a week. Routes utilize the street grid by operating in end-to-end north/south and east/west service. This enhances familiarity of the route and eases wayfinding. Bus runs in mixed traffic and has enhanced stations and operational improvements.
- Continue to work with communities to build safe, connected bike paths and sidewalks, as well as

continue discussions about “innovative mobility solutions,” both of which can help to bridge first/last mile gaps between fixed-transit stations and residential and job areas.

Continuing Engagement with Wasatch Choice 2050

Ongoing engagement is critical to the success of the Wasatch Choice 2050. Ongoing plans are in place to continue to receive input as the plan is further developed.

- Distribute information through the online comment tool, both in Spanish and English formats.
- Respond to and share comments with city and county elected officials and staff.
- Provide standing offers to meet with boards and members of organizations.
- Continue engagement as WFRC financially constrains and eventually adopts the 2019-2050 Regional Transportation Plan.

Appendix A

Meeting attendees:

March 22, 2018 meeting held at the Salt Lake City Public Library | 210 East 400 South, Salt Lake City

Linda Johnson, Board Member	Breathe Utah
Ken Naegle, AED	Davis School District
Kevin Keyes, Chief Compliance Officer	Columbus Center
Minerva Garcia, Project Specialist	United Way, 2-1-1
Adina Zahradnikovaz, Executive Director	Disability Law Center
Ryan Hachett, President	Desert Ridge Investments
Stan Pendfold, Executive Director	Utah AIDS Foundation
Nicole Zinnanti, Designer	Assist, Inc.
Nels Holmgren, Division Director	Department of Aging and Adult Services
Penna White, CED	National Tongan American Society
Jim Smith, County Commissioner	Davis County
Kris Bradley, WDD Supervisor	Department of Workforce Services
Helen Hochson, Manager	Department of Workforce Services
Dwight Rasmussen, Manager	Salt Lake County Department of Aging
Patricia Garcia	United Way, 2-1-1
Marion Willey, Director	Utah Non Profit Housing
Chris Stout, President	Utah Transit Riders Union
Jordan Pieper, Intern	Assist, Inc.
James Toledo, Program Manager	Utah Division of Indian Affairs
Shawn Beus, Economic Development Manager	Davis County
MerriAnn Growther, Director	Davis County Learning Center
Ken Perko, Assistant Director	Salt Lake City
Julie Buchholz, CRA Officer	Comenity Capital Bank
Emma Houston, Director of Diversity & Inclusion	Salt Lake County
Kathy Bray, President & CEO	Volunteers of America
<i>Utah Department of Transportation Staff</i>	<i>Utah Transit Authority Staff</i>
David Alger, Planning & Technical Engineer	Andrew Gray, Civil Rights Compliance Officer
Fred Doehring, Engineer	Levi Roberts, Strategic Planner
Christopher Chesnut, Long Range Plan Manager	Kerry Doane, Strategic Planner
<i>Wasatch Front Regional Council Staff</i>	
Andrew Gruber, Executive Director	Ted Knowlton, Deputy Director
Jory Johnner, Long Range Planning Manager	Val John Halford, Transportation Planner
Katie Gerard, Senior Administrative Assistant	Callie New, Transportation Planner
Heather McLaughlin-Kolb, Communications Specialist	

Appendix J: 2019 WFRC Title VI Resolution

RESOLUTION APPROVING WASATCH FRONT REGIONAL COUNCIL TITLE VI PLAN

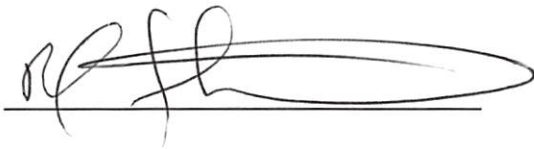
WHEREAS, Wasatch Front Regional Council (WFRC) is the officially designated Metropolitan Planning Organization (MPO) for the Ogden – Layton and Salt Lake City – West Valley City Urbanized Areas by the Governor of Utah in accordance with federal law; and

WHEREAS, Title VI of the Civil Rights Act of 1964 and related statutes prohibit discrimination on the basis of race, color, or national origin; and

WHEREAS, Wasatch Front Regional Council, as a recipient of federal financial assistance, intends to comply with Title VI requirements which include annual internal reviews and the approval of an updated Title VI Plan every four years.

NOW THEREFORE LET IT BE RESOLVED, that:


1. The Wasatch Front Regional Council approves the 2019 WFRC Title VI Plan and Appendices included herewith.
2. This resolution shall be transmitted to the Utah Department of Transportation, the Federal Highways Administration, and other funding agencies as appropriate.
3. This resolution shall be in effect immediately upon its adoption.



Commissioner Bob Stevenson, Chair
Wasatch Front Regional Council



Andrew S. Gruber, Executive Director
Wasatch Front Regional Council



Date