Appendices

1. Reference Links ......................................................................................................................................................................................... 2
2. Development of the Unified Planning Goals and Objectives ............................................................................................................................ 3
3. Statewide Rural Long Range Transportation Plan Public Involvement ........................................................................................................... 5
4. Draft Statewide Rural Long-Range Transportation Public Involvement Plan .......................................................................................... 8
5. Statewide Long Range Transportation Plan – Amendment Process ..................................................................................................... 17
1. Reference Links

- Cache Metropolitan Planning Organization:
  [http://cachempo.org/?page_id=49](http://cachempo.org/?page_id=49)

- Dixie Metropolitan Planning Organization (Five Counties Association of Governments):
  [https://dixiempo.wordpress.com/plans-reports-studies/](https://dixiempo.wordpress.com/plans-reports-studies/)

- Federal National Goals and PBPP Requirements:
  [https://www.fhwa.dot.gov/map21/](https://www.fhwa.dot.gov/map21/)

- Iron County Regional Planning Organization RTP:

- Iron County Regional Planning Organization:
  [https://fcaogtpo.wordpress.com/iron-county-rpo/](https://fcaogtpo.wordpress.com/iron-county-rpo/)

- Morgan County-Ogden Valley Regional Planning Organization:
  [https://wfrc.org/vision-plans/regional-transportation-plan/](https://wfrc.org/vision-plans/regional-transportation-plan/)

- Mountainland Association of Governments:
  [https://www.mountainland.org/transportation](https://www.mountainland.org/transportation)

- Tooele Valley Regional Planning Organization:
  [https://wfrc.org/committees/tooele-valley-rural-planning-organization/#1492467631476-e095f125-9930](https://wfrc.org/committees/tooele-valley-rural-planning-organization/#1492467631476-e095f125-9930)

- UDOT Strategic Safety Plan:

- Utah Transportation Asset Management Plan:

- Utah Unified Transportation Plan:
  [http://unifiedplan.org/](http://unifiedplan.org/)

- Wasatch County Regional Planning Organization:
  [https://www.mountainland.org/rpo/](https://www.mountainland.org/rpo/)

  The project map is shown here:
  [https://mountainland.org/img/transportation/RPO/Maps/wasatchRPO2019_2050.pdf](https://mountainland.org/img/transportation/RPO/Maps/wasatchRPO2019_2050.pdf)

- Wasatch Front Regional Council:
  [https://wfrc.org/vision-plans/wasatch-choice-2050/](https://wfrc.org/vision-plans/wasatch-choice-2050/)
2. Development of the Unified Planning Goals and Objectives

Utah has established a Unified Transportation Planning Partnership with the state’s four MPOs. The goal of the partnership is to coordinate development of the regional and statewide plan goals and objectives in order to create a single Utah Long Range Transportation Plan. This coordinated goal-setting process also serves as the foundation for each agency’s implementation of the federal performance based planning requirements.

The Unified Plan process synchronizes the development of the five agencies’ plans to ensure that key processes are coordinated. It ensures that communication is ongoing, particularly between the state and the contiguous MPOs in the central corridor of the state. In addition, the five agencies work together to establish and achieve consensus on key inputs to their plans including socioeconomic projections, financial projections, and a common set of goals, objectives, measures, and targets.

The Unified Plan partnership goal in this is to achieve consensus earlier in the process to allow the consensus goals to drive long range plan decisions for all agencies. For the 2019–2050 Unified Plan update, the partnership agreed to the following ground rules:

- Establish a set of Unified Plan goals and objectives that all five agencies will use to drive decisions in their agency plan
- Allow each agency the flexibility to weight these goals differently in their decision making process to reflect the unique context and values of their region

The partners also acknowledged that each agency will have additional goals and objectives that are unique to their plan. The Unified Plan goals, objectives, and measures for the 2019–2050 Utah LRP are shown in the table below.

<table>
<thead>
<tr>
<th>Goals</th>
<th>Objectives</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Reduce the number of fatal and serious injuries on the transportation system</td>
<td>Fatalities + serious injuries per capita</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>Increase the number of jobs, services, and desired destinations Utahans can reach within a certain travel time</td>
<td>Increase the number of jobs and services Utahans can reach within a certain travel time</td>
</tr>
<tr>
<td></td>
<td>Increase the miles of facilities available for active transportation</td>
<td>Miles of facilities available for active transportation</td>
</tr>
<tr>
<td>State of Good Repair</td>
<td>Keep infrastructure in good condition</td>
<td>UDOT identified National Goal performance measures for bridge and pavement condition</td>
</tr>
<tr>
<td>Air Quality and Environment</td>
<td>Reduce emissions that adversely affect health, quality of life, and the economy</td>
<td>Key mobile source ozone and PM$_{2.5}$ emissions</td>
</tr>
<tr>
<td>Mobility and Accessibility</td>
<td>Reduce driving long distances daily</td>
<td>Vehicles hours traveled per capita</td>
</tr>
<tr>
<td></td>
<td>Increase the share of trips using non-single occupant vehicle modes</td>
<td>Commuter mode split percentages</td>
</tr>
</tbody>
</table>
In parallel with the Unified Plan goal, objectives, and performance measures development, UDOT was reexamining and expanding its performance management program to monitor performance against UDOT Strategic Directions goals and to ensure compliance with federal requirements for monitoring and reporting on National Goals and performance-based planning. The Department’s Strategic Direction has three goals:

- **Zero Crashes, Injuries, and Fatalities:** UDOT is committed to safety, and we won't rest until we achieve zero crashes, zero injuries, and zero fatalities.
- **Optimize Mobility:** UDOT optimizes traffic mobility by adding roadway capacity and incorporating innovative design and traffic management strategies.
- **Preserve Infrastructure:** We believe good roads cost less, and through proactive preservation we maximize the value of our infrastructure investment for today and in the future.

UDOT staff was charged with identifying the measures, data sources, data collection, analysis and reporting responsibilities for UDOT’s updated performance management program. UDOT determined that the Unified Plan goals and objectives address the UDOT Strategic Direction goals and, therefore, no additional goals are required.
3. Statewide Rural Long Range Transportation Plan Public Involvement

The 2019-2050 LRP engaged a broad range of external stakeholders to gather insights, ideas, and concerns early in the planning process. External stakeholders represented government agencies, advocacy groups, and special service districts throughout Utah, who provided feedback on needs and opportunities for transportation around the state.

Transportation and Other Governmental Stakeholders

As described earlier, the Unified Planning Partners are the four Metropolitan Planning Organizations (MPO) in Utah that directly represent needs and interests of the urban area. At the beginning of LRP development, the MPOs provided input on “what matters in your area?” to help direct planning activities. In addition, Utah has Rural Planning Organizations (RPO) which provide information directly to UDOT or through their partner MPOs. Stakeholder outreach for the LRP also includes other government offices with an interest in transportation such as the Association of Governments (AOG), recreation and tourism, and advocacy organizations. These stakeholders included the following:

- Metropolitan Planning Organizations (MPO’s) including Cache MPO, Dixie MPO, Mountainland Association of Governments, and Wasatch Front Regional Council. Representatives from these organizations helped to define project needs and opportunities, refine project lists, and coordinate between urban and rural parts of the state.

- Rural Planning Organizations (RPO’s), including Iron County RPO, Morgan/Weber RPO, Tooele RPO, and Wasatch County RPO. Representatives from these organizations gave feedback on needs and opportunities and provided project lists for incorporation (either directly or by reference) in the Long Range Transportation Plan.

- Association of Governments (AOG’s), including Bear River AOG, Uintah Basin AOG, Five County AOG, Six County AOG, and Southeastern Utah Association of Local Governments. Representatives from these organizations helped to define project needs and opportunities, refine project lists, and gather additional feedback from their local constituencies.

- Government offices with an interest in transportation, including:
  - The State Office of Outdoor Recreation, which offered perspective on statewide priorities such as the Governor’s 1,000 Miles campaign (a statewide goal to build 1,000 miles of family-friendly bicycle facilities by 2027), managing congestion and its impacts around Utah’s national parks, and additional funding opportunities.
  - The Utah Office of Tourism, which prioritized strategies to manage national park traffic and direct tourists to less-travelled locations (such as the state park system and the Scenic Byways throughout Utah); addressing conflicts between economic development needs on Utah’s Main Streets and UDOT’s capacity needs; and making the state more amenable to cyclists.
  - The Uintah Transportation Special Services District, which serves the Uintah Basin in Duchesne and Uintah Counties, and who identified specific projects on UDOT roads to include in the Long Range Transportation Plan.
Advocacy organizations with an interest in transportation, including:

- Bike Utah, which referenced the 1,000 Miles campaign, as well as the U.S. Bicycle Routes System designations in Utah, which some UDOT regions have been working to establish and sign in local communities.

- Utahans for Better Transportation (UBET), which involved a wide range of interests and focused on improving active transportation connections and better transit opportunities statewide.

- Utah Clean Air Partnership (UCAIR), which focuses primarily on improving air quality in the urban parts of the state, but also offered general suggestions for UDOT to support its efforts to improving Utah’s air quality.

Tribal Governments

- UDOT met with Tribal leaders on two occasions to discuss the LRP and request input on Tribal transportation needs.

- The Utah Division of Indian Affairs requested (by letter) more information on the purpose and intended outcomes of the LRP.

- Was there any follow-up by UDOT?

Environmental Agency Outreach

Environmental agencies provided feedback on the LRP at multiple points. The primary connection with individual agencies was through the Resource Development Coordinating Committee or RDCC\(^1\). Two forms of communication were used: presentation and discussion on the LRP process and consultation letters sent by UDOT to ask for comments on the initial project concept list.

The State of Utah’s Resource Development Coordinating Committee is convened by the Utah Public Lands Policy Coordinating Office (which is associated with the Governor’s Office of Management and Budget). Participating agencies received a presentation on the statewide long range transportation planning process and had an opportunity to view and comment via web map on the draft list of projects. State environmental agencies, along with UDOT, that participate in this committee include the following:

\(^1\) Utah’s Public Lands Coordinating Office, https://publiclands.utah.gov/rdcc/
<table>
<thead>
<tr>
<th>Department of Natural Resources</th>
<th>Department of Environmental Quality</th>
<th>Other State and Federal Environmental Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forestry, Fire, and State Lands</td>
<td>Air Quality</td>
<td>Governor’s Office of Management and Budget</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Department of Interior, Bureau of Land Management</td>
</tr>
<tr>
<td>Oil, Gas and Mining</td>
<td>Drinking Water</td>
<td>Governor’s Office of Economic Development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>United States Army Corps of Engineers</td>
</tr>
<tr>
<td>Parks and Recreation</td>
<td>Water Quality</td>
<td>State and Institutional Trust Lands Administration</td>
</tr>
<tr>
<td></td>
<td></td>
<td>United States Forest Service</td>
</tr>
<tr>
<td>Utah Geological Survey</td>
<td>Environmental Response and Remediation</td>
<td>Public Lands Policy Coordinating Office</td>
</tr>
<tr>
<td></td>
<td></td>
<td>National Park Service</td>
</tr>
<tr>
<td>Water Resources</td>
<td>Waste Management and Radiation Control</td>
<td>Department of Heritage and Arts</td>
</tr>
<tr>
<td>Water Rights</td>
<td></td>
<td>Department of Public Safety</td>
</tr>
<tr>
<td>Wildlife Resources</td>
<td></td>
<td>Department of Agriculture and Food</td>
</tr>
</tbody>
</table>

In addition, UDOT sent consultation letters to the following environmental agencies for comment on the draft project list:

- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Department of the Interior
- Bureau of Land Management
- Bureau of Indian Affairs
- U.S. Coast Guard
- Advisory Council on Historic Preservation
- National Park Service
- U.S. Forest Service
4. Draft Statewide Rural Long-Range Transportation Public Involvement Plan

UDOT Goals & Objectives

While secondary to the key messages of the LRP, the public involvement outreach plan will consider the overall UDOT goals and objectives, when crafting messaging.

Mission Statement: Innovating transportation solutions that strengthen Utah’s economy and enhance quality of life.

Goal #1: Preserve Infrastructure – Plan for projects that can be well-maintained and are financially constrained.

Goal #2: Zero Fatalities – Work towards reducing the number of traffic-related fatalities to zero through efforts aimed at incorporating safety considerations into future projects and promoting safe travel behaviors.

Goal #3: Optimize Mobility – Identify solutions to system deficiencies that optimize mobility through options such as active transportation, transit, alternative travel behaviors and operational system efficiencies.

Goal #4: Strengthen the Economy – Plan a transportation system that strengthens the state’s growing economy and increasing population.

LRP Outreach

The transportation industry and how we move is changing. The success of the LRP will depend on delivering messages and important planning information to key stakeholders and the general public. The LRP outlines key projects that meet the transportation needs of communities within rural Utah.

Key Stakeholders

Key stakeholders are parties interested in and integral to achieve the goals and objectives of the LRP. All outreach efforts have been designed to deliver key messages to stakeholders and the general public. For the LRP, key stakeholders may include:

1. Local Government Representatives
   - Local elected officials and staff
     - County, city, town
     - Mayors, County Commissioners and/or Councilmembers, City Councilmembers
     - Local Planning & Zoning Commissioners
     - Utah League of Cities and Towns
     - League of Utah Counties

2. State Legislature and Leadership
   - State and regional legislators
Utah Statewide Rural Long-Range Transportation Plan

- Governor
  - Governor’s office of Planning & Budget, State and Local Planning Section
  - State Planning Coordinator
  - Utah Quality Growth Commission
- Transportation Commission
- Joint Highway Committee
- Scenic Byways Committee
- Utah’s Congressional Delegation

3. Regional Planning Organizations & Special Service Districts (AOGs, MPOs, RPOs, SSDs)
   - Cache Metropolitan Organization (CMPO)
   - Wasatch Front Regional Council (WFRC)
   - Mountainland Association of Governments (MAG)
   - Dixie Metropolitan Planning Organization (DMPO)
   - Wasatch Rural Planning Organization
   - Association of Governments (BRAG, UBAOG, SEUALG, SCAOG, FCAOG, WFRC, MAG)
   - Utah Association of Special Service Districts (UASD)

4. Transit Districts
   - Utah Transit Authority
   - Cache Valley Transit Authority
   - Park City Transit Authority
   - SunTran
   - Cache Valley Transit District
   - Basin Transit Association
   - Cedar Area Transit Association
   - Tribal Transit Providers

5. Business & Economic Development
   - Salt Lake Chamber of Commerce
   - Utah Valley Chamber of Commerce
   - Governor’s Office of Economic Development
   - Economic Development Corporation of Utah
   - World Trade Association on Utah (WTA)
   - Large Employers

6. Federal Agencies
   - Federal Highway Administration
   - Bureau of Land Management
   - Environmental Protection Agency
   - Army Corps of Engineers
Utah Statewide Rural Long-Range Transportation Plan

- National Park Service
- United States Forest Services
- Federal Transit Authority
- Federal Rail Administration

7. Land Use
- Utah Local Governments Trust
- Utah AGRC
- Utah Open Lands
- APA

8. Environmental Special Interest & Advocacy Groups
- Sierra Club
- UBET
- Save our Canyons
- UCAIR
- Breathe Utah

9. Industry
- Institute of Transportation Engineers
- Women in Transportation Seminar
- Consultants
- Contractors

10. General Public
- Residents
- Commuters
- Property owners
- Tourists

11. Cyclists & Pedestrians
- Bike Utah
- Southern Utah Bicycle Alliance
- Local municipal bike committees
- Statewide Bike Committee
- Heads Up Utah
- Utah Department of Health, Violence & injury Prevention Program
- UDOT SNAP Program & Safe Routes to Schools

12. Educational Institutions
- Universities (UofU, UVU, BYU, USU, Weber, SUU)
- Salt Lake Community College
- School Districts
13. Freight & Rail
- Utah Trucking Association & Local Chapters (NUTA, USMC, BUTA, SUTA)
- Railroads (BNSF, SL, SLGW, SBG, UP, UTAH, UCRY, USR)
- Passenger Rail (Amtrak), Tourist Rail (Heber Valley RR), Commuter Rail (UTA FrontRunner)
- Private Freight (Deseret Power Railway, Kennecott Utah Copper)
- Major Freight Shippers
- Major California Seaports (3 Ports)

14. Tribes
- Ute Tribe
- Paiute Tribe
- Goshute Tribe
- Shoshone Tribe

15. Disabled
- Utah Division of Services for People with Disabilities (DSPD)
- Utah Association for Intellectual Disabilities (UAID)
- Utah Developmental Disabilities Council
- Disability Law Center

16. National & Regional
- American Planning Association (APA)
- WASHTO
- Association of American Railroads
- League of American Bicyclists
- Association of Pedestrian and Bicycle Professionals

Delivery/Media Channels

Delivery channels are used to carry the messages or influence a key public. They can also be a key public if identified as such. For the LRP, channels could include:

1. Trucking (Utah Trucking Association, Utah Motor Carriers Association)
2. Municipal Associations (Utah League of Cities and Towns, Utah Association of Counties)
3. UDOT Consultants and Contractors
4. Utility and Irrigation Companies
5. Tourism (Utah Travel Council, Utah Office of Tourism, State Parks)
6. Railroad Companies
7. Media outlets
Internal UDOT Resources

Internal resources are individuals, groups or tools that will assist in carrying the messages to key publics. They could be used to collaborate on ideas, offer strategic direction, provide a tool or channel for disseminating information, etc.

- Planning Staff
- Consultants
- Senior Leadership
- Central Divisions
- Regions
- LRP Web page
- Social Media (Twitter, blog, Facebook)
- Motor Carriers

Key Messages

1. **UDOT proactively plans for rapid growth and population change by regularly updating the rural statewide transportation plan.**

   **Supporting Facts:**
   - The Rural Long-Range Transportation Plan is updated every four years. It provides a 30 year outlook on proposed future transportation improvements.
   - UDOT is responsible for the statewide transportation system. It develops long-range transportation plans for the rural areas of the state located outside of the Metropolitan Planning Organization (MPO) jurisdiction.
   - We bring industry, government and citizens to the table to create a shared definition of need and resources to meet the needs.
   - MPOs are responsible for planning in the urbanized areas. Utah has four MPOs:
     - Wasatch Front Regional Council- Salt Lake, Davis and Weber Counties
     - Mountainland Association of Governments- Utah County
     - Dixie Metropolitan Planning Organization- Washington County
     - Cache Metropolitan Planning Organization- Cache County

2. **UDOT works collaboratively with our partners to identify the transportation needs in Utah’s communities.**

   **Supporting Facts:**
   - Utah is the only state in the country with a Unified Transportation Plan. This plan is assembled through a joint effort with the MPOs, the Federal Highway Administration (FHWA) and the Utah Transit Authority (UTA).
   - UDOT and its partners are on the same plan update schedule and use the same travel demand modeling.
   - Provide access and connection to jobs, education, loved ones, recreation; as well as supporting the economy through movement of freight, commerce, etc.
   - Thinking differently:
     - Providing more and flexible transportation choices
     - Better use of the system through a balanced approach
     - Exploring different possibilities in policy, operation and funding
3. **UDOT is committed to keeping the public informed and engaged throughout the rural long-range transportation planning process, and future decision making.**

**Supporting Facts:**
- UDOT utilizes a number of outreach methods to engage with the public including social media, traditional media, online engagement tools, public open houses, etc.
- **Contact Information:**
  - udot.utah.gov/go/planning
  - planning@utah.gov
  - 385-225-6418
  - @UtahDOT; #uplan; Facebook.com/utahdot

**Strategies/Tactics**

The team can use the following strategies and tactics to reach audiences with public involvement and outreach efforts. The strategy identifies an action, and the tactics indicate the method or tool that will be used to complete that action.

**Strategy #1: Meet regularly with the Regions in all phases of LRP development to identify system deficiencies and upcoming growth trends, as well as opportunities to address them.**

<table>
<thead>
<tr>
<th>Tactic</th>
<th>Target Audience</th>
<th>Deliverable</th>
<th>Timing/Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meet with UDOT regions, AOGs, and RPOs to identify regional context, goals and needs for transportation.</td>
<td>UDOT Region senior staff, AOGs, RPOs</td>
<td>Meeting Agendas &amp; Minutes, Maps</td>
<td>Phase 1: Vision, Goals, Objectives &amp; Measures</td>
</tr>
<tr>
<td>Meet with UDOT regions, AOGs, and RPOs to review and refine project list based on previous meeting and USTM modeling</td>
<td>UDOT Region senior staff, AOGs, RPOs</td>
<td>Meeting Agendas &amp; Minutes, Maps</td>
<td>Phase 3-4: Development and Evaluation of Plan Strategies and Project List</td>
</tr>
</tbody>
</table>

**Strategy #2: Coordinate with local partners to gather input from municipal staff and elected officials.**

<table>
<thead>
<tr>
<th>Tactic</th>
<th>Target Audience</th>
<th>Deliverable</th>
<th>Timing/Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Participate in series of meetings in emerging areas around the Wasatch Front (Wasatch County RPO, Tooele County RPO, Summit County, Morgan/Weber RPO) to review socioeconomic projections by TAZ</td>
<td>Municipal staff &amp; elected officials, MPO/RPO staff</td>
<td>Area maps, process graphic</td>
<td>Once</td>
</tr>
<tr>
<td>Email distribution of socioeconomic projections for review and comment</td>
<td>Municipal staff &amp; elected officials, AOG staff</td>
<td>Email, Webmap</td>
<td>During public outreach</td>
</tr>
</tbody>
</table>
Strategy #3: Coordinate statewide with MPOs, RPOs, and AOGs.

<table>
<thead>
<tr>
<th>Tactic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Participate in periodic check-in meetings w/ MPO's, RPO's, and AOG's</td>
</tr>
<tr>
<td>Target Audience</td>
</tr>
<tr>
<td>MPO, RPO, and AOG staff</td>
</tr>
<tr>
<td>Deliverable</td>
</tr>
<tr>
<td>Meeting Agendas &amp; Minutes, Maps</td>
</tr>
<tr>
<td>Timing/Frequency</td>
</tr>
<tr>
<td>1-2 meetings</td>
</tr>
</tbody>
</table>

Strategy #4: Collaborate with state and regional agencies to integrate active transportation information and plans into the LRP.

<table>
<thead>
<tr>
<th>Tactic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gather active transportation needs and proposed projects from Regions</td>
</tr>
<tr>
<td>Target Audience</td>
</tr>
<tr>
<td>UDOT Regions</td>
</tr>
<tr>
<td>Deliverable</td>
</tr>
<tr>
<td>Active Transportation element of LRP</td>
</tr>
<tr>
<td>Timing/Frequency</td>
</tr>
<tr>
<td>Once</td>
</tr>
<tr>
<td>Gather active transportation needs from AOG’s and MPO’s (for emerging areas)</td>
</tr>
<tr>
<td>Target Audience</td>
</tr>
<tr>
<td>AOG’s and MPO’s</td>
</tr>
<tr>
<td>Deliverable</td>
</tr>
<tr>
<td>Active Transportation element of LRP</td>
</tr>
<tr>
<td>Timing/Frequency</td>
</tr>
<tr>
<td>Once</td>
</tr>
<tr>
<td>Consult local advocacy groups on statewide bicycle travel needs</td>
</tr>
<tr>
<td>Target Audience</td>
</tr>
<tr>
<td>Advocacy groups (Bike Utah, UBET)</td>
</tr>
<tr>
<td>Deliverable</td>
</tr>
<tr>
<td>Active Transportation element of LRP</td>
</tr>
<tr>
<td>Timing/Frequency</td>
</tr>
<tr>
<td>Once</td>
</tr>
</tbody>
</table>

Strategy #5: Incorporate input from UDOT’s Traffic & Safety Division regarding safety projects and associated cost that should be included on a programmatic level in the rural long-range plan.

<table>
<thead>
<tr>
<th>Tactic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meet with Traffic &amp; Safety staff</td>
</tr>
<tr>
<td>Target Audience</td>
</tr>
<tr>
<td>UDOT Traffic &amp; Safety division</td>
</tr>
<tr>
<td>Deliverable</td>
</tr>
<tr>
<td>Elements and costs of safety projects to be included in LRP</td>
</tr>
<tr>
<td>Timing/Frequency</td>
</tr>
<tr>
<td>Once</td>
</tr>
</tbody>
</table>

Strategy #6: Coordinate closely with tribes from across the state to understand their transportation needs and plans.

<table>
<thead>
<tr>
<th>Tactic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Participate in Utah Tribal Leaders Meeting Presentation</td>
</tr>
<tr>
<td>Target Audience</td>
</tr>
<tr>
<td>Tribes</td>
</tr>
<tr>
<td>Deliverable</td>
</tr>
<tr>
<td>Presentation, process chart</td>
</tr>
<tr>
<td>Timing/Frequency</td>
</tr>
<tr>
<td>1-2 meetings</td>
</tr>
</tbody>
</table>
Strategy #7: Coordinate with environmental representatives from UDOT and external resource agencies to make the Planning and Environmental Linkage.

<table>
<thead>
<tr>
<th>Tactic</th>
<th>Target Audience</th>
<th>Deliverable</th>
<th>Timing/Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coordinate with Resource Development Coordinating Committee</td>
<td>State resource agencies</td>
<td>Presentation, maps</td>
<td>Once</td>
</tr>
<tr>
<td>Participate in review meetings with federal resource agencies to discuss projects and potential integration of environmental needs</td>
<td>Federal resource agencies (BLM, NPS, USFS, FWS, ACE)</td>
<td>Maps, comment cards</td>
<td>Once/ as needed</td>
</tr>
</tbody>
</table>

Strategy #8: Coordinate with external stakeholders and interest groups as needed to understand the broader context of needs and opportunities

<table>
<thead>
<tr>
<th>Tactic</th>
<th>Target Audience</th>
<th>Deliverable</th>
<th>Timing/Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Participate in One-on-one meetings with a range of interest groups to discuss needs and opportunities</td>
<td>Stakeholder groups (UBET, UCAIR, Office of Tourism, Bike Utah)</td>
<td>Meeting agendas and minutes</td>
<td>Once</td>
</tr>
</tbody>
</table>
Strategy #9: Utilize a wide variety of public outreach tools to educate the public on the rural long-range planning process and to solicit feedback (dates are tentative).

<table>
<thead>
<tr>
<th>Tactic</th>
<th>Target Audience</th>
<th>Deliverable</th>
<th>Timing/Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft email to send to Region Planners and UDOT Senior Communication Managers (SCMs) to introduce the team and briefly mention future media outreach efforts.</td>
<td>UDOT SCMs</td>
<td>Media outreach templates</td>
<td>January 2019</td>
</tr>
<tr>
<td>Develop and discuss media strategy in monthly communications meetings with SCMs.</td>
<td>SCMs</td>
<td>Meetings</td>
<td>Mar 26 2019, Apr 29 2019</td>
</tr>
<tr>
<td>Discuss media strategy with UDOT Leadership, including Elizabeth Weight, Chris Chestnut and Jeff Harris.</td>
<td>UDOT Leadership</td>
<td>Meeting</td>
<td>January 2019</td>
</tr>
<tr>
<td>Meet and work with SCMs and Region Planners to discuss and plan for media outreach.</td>
<td>UDOT Regions</td>
<td>Media outreach plan &amp; details</td>
<td>March 2019</td>
</tr>
<tr>
<td>Work with UDOT SCMs, Region Planners, and Central Communications and other agencies as determined to communicate public comment period.</td>
<td>General/ various agencies</td>
<td>Various outreach efforts</td>
<td>March 2019 - ongoing</td>
</tr>
<tr>
<td>Work with UDOT SCMs, Region Planners, and Central Communications to develop media templates, including a media advisory, press release and/or fact sheet.</td>
<td>UDOT SCMs</td>
<td>Media outreach templates</td>
<td>March 2019</td>
</tr>
<tr>
<td>Draft template emails and social media content for each Region to send to the respective rural city government staff and other stakeholders as it relates to specific projects to highlight.</td>
<td>City officials</td>
<td>Email content</td>
<td>Summer 2019</td>
</tr>
<tr>
<td>Hold 30-day public comment period for draft LRP projects</td>
<td>General Public</td>
<td>Comment-enabled webmap and updated website language</td>
<td>August 2019</td>
</tr>
<tr>
<td>Work closely with appropriate individuals to determine specific opportunities to pitch Utah’s Unified Transportation Plan in conjunction with the rural Statewide Long-Range Plan.</td>
<td>Individuals associated with Utah’s Unified Plan</td>
<td>Coordination</td>
<td>Summer 2019</td>
</tr>
<tr>
<td>Publish Long Range Plan document for public comment</td>
<td>General Public</td>
<td>Online document and website update</td>
<td>Fall 2019</td>
</tr>
<tr>
<td>Coordinate with SCMs to communicate final document publication and availability for comment to the general public and any stakeholders.</td>
<td>All</td>
<td>Media outreach templates</td>
<td></td>
</tr>
<tr>
<td>Schedule a recap meeting to discuss media outreach results and next steps to develop framework for future public and media outreach.</td>
<td>UDOT</td>
<td>Recap notes</td>
<td>Fall 2019</td>
</tr>
<tr>
<td>Update the LRP Communications Guide based on lessons learned.</td>
<td>UDOT</td>
<td>Plan update</td>
<td>Fall 2019</td>
</tr>
</tbody>
</table>
5. Statewide Long Range Transportation Plan – Amendment Process

<table>
<thead>
<tr>
<th>Purpose:</th>
<th>The Statewide Long Range Plan has a 30-year planning horizon. At times it is necessary to update the scope of a project, advance a project forward, or add a project to the plan. These changes can happen due to increases or decreases in funding or other events.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposal:</td>
<td>An amendment process for changes to the projects identified in the Statewide Long Range Plan.</td>
</tr>
<tr>
<td>Issues to Consider:</td>
<td>Consistency – MPO’s within the State of Utah each have amendment processes for changes to their respective Long Range Plans. Each MPO has a slightly different process and criteria for their amendments.</td>
</tr>
<tr>
<td></td>
<td>Simplicity – The process should be easy to understand and simple to follow. Clearly identify levels of impact and requirements for each level of impact.</td>
</tr>
<tr>
<td></td>
<td>Education – Keeping stakeholders and internal decision makers knowledgeable about the process and requirements will need to be considered. A continual communication effort will need to be in place.</td>
</tr>
</tbody>
</table>
| Process: | Step 1 – Need it identified: In cooperation with UDOT Regions and outside stakeholders, the Long Range Planning Manager develops an internal document outlining the justification for the change to the plan. Internal documentation can include the following elements:  
  - Travel Demand Modeling results  
  - Estimated cost of the project  
  - Map showing location of the project  
  - Text describing the justification for the change to the plan  
  Step 2 – UDOT Planning Director reviews the document. If the project is approved, the Internal Document is shared with the UDOT Deputy Director of Planning and Investment.  
  Step 3 – Once approved the change to the Statewide Long Range Plan is posted on the UDOT website for 30-day comment period  
  Step 4 – Incorporate public comment as necessary. The Planning Director reviews the final proposal and submits to the Deputy Director of Planning and Investment for approval.  
  Step 5 – Notify FFWA of the amendment  
  Step 6 – Inform Transportation Commission of the plan amendment |

2 March 2018