

## AGENDA

A meeting of the MPO TAC will be held on **Thursday, August 25, 2025 at 1:30 pm, at the Provo Historic Court House Ballroom, 51 South University Ave., Provo** and virtually via Zoom: <https://us06web.zoom.us/j/81206127894>. [Driving and parking directions](#)

**1. Welcome and Introductions**

Chair, Jered Johnson, 5 minutes

**2. Public Comment**

Chair, Jered Johnson, 5 minutes

**3. Action: Minutes of the MPO TAC meeting held [July 28, 2025](#)**

Chair, Jered Johnson, 5 minutes

**4. Action: [TIP Modification - Cedar Hills 4000 N](#)**

Bob Allen, Interim Transportation Manager, 10 minutes

**5. Action: Corridor Preservation**

Kendall Willardson, Transportation Planner, 5 minutes

a. [Corridor Preservation - Provo 2230 N](#)

b. [Corridor Preservation - Provo 820 N](#)

**6. [2023 RTP: Amendment #3 \(Public Comment\)](#)**

Kendall Willardson, Transportation Planner, 10 minutes

**7. Point of the Mountain Study Update**

Jim Golden, UDOT, 10 minutes

The MPO TAC holds public meetings in-person, with a virtual option. Persons interested in providing comments can reach out to Kimberly Brenneman at 801-229-3817 or [kbrenneman@magutah.gov](mailto:kbrenneman@magutah.gov) or attend the meeting and comment during the public comment period.

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify Kimberly Brenneman at 801-229-3817, [kbrenneman@magutah.gov](mailto:kbrenneman@magutah.gov) at least 24 hours prior to the meeting.

The minutes listing meeting attendees, discussion summary, and motions as well as the meeting video recording will be made available online at <https://magutah.gov/mpotac/> after committee approval.

# MPO TAC Meeting

August 25, 2025 | 1:30 pm - 3:00 pm



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**8. 2027 RTP: Goals and Objectives Discussion**

Kendall Willardson, Transportation Planner, 40 minutes

**9. Other Business and Adjournment**

Next meeting: September 22, 2025

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## MPO TAC Meeting

July 28, 2025 | 1:30 pm - 3:00 pm



Member Attendees	Present	MAG Staff	Present
Ryan Robinson, Alpine	✓	LaNiece Davenport, MPO Director	✓
Ben Hunter, American Fork - Vice Chair	✓	Bob Allen, Sr. Transportation Planner	✓
Mayor Wyatt Cook, Cedar Fort		Kimberly Brenneman, Executive Assistant	✓
Chandler Goodwin, Cedar Hills		Andrew Wooley, IT Manager	✓
Todd Taylor, Draper	✓	Matthew Silski, GIS Analyst	✓
David Salazar, Eagle Mountain	✓	Kendall Willardson, Transportation Planner	✓
Royce Swenson, Elk Ridge		Tim Hereth, Analytics Manager	✓
Mayor Hollie McKinney, Fairfield		Kiki Conklin, GIS Intern	✓
Mayor Neil Brown, Genola		Spencer Foster, LAA	✓
Mayor Steven Staheli, Goshen		<b>Alternates/ Others in Attendance</b>	
Chris Trusty, Highland	✓	Naseem Ghandour, Vineyard Alternate	
Brad Kenison, Lehi	✓	BG Keir Scoubes, Camp Williams Alternate	
Noah Gordon, Lindon	✓	Austin Roy, Saratoga Springs Alternate	
Rob Hunter, Mapleton	✓	Alma Haskell, UTA	
Taggart Bowen, Orem		Mike West, Lehi	
Jill Spencer, Payson	✓	Kim Struthers, Lehi	
Britton Tveten, Pleasant Grove	✓	Carla Wiese, Springville	
Vern Keeslar, Provo , Salem	✓	Seth Barrus, Mapleton	
Jason Bond, Santaquin	✓	Sarah Bateman, UVU	
Jeremy Lapin, Saratoga Springs		Jeff Lewis, UDOT - Region 3	
Jered Johnson, Spanish Fork - Chair	✓	Carlie Torres, UTA	
Brad Stapley, Springville	✓	Bryce McRae, Eagle Mountain	
Rob Clayton, UDOT - Region 3	✓	Jack Henneman, Fehr & Peers	
Alex Beim, UTA		Dave Anderson, Spanish Fork	
Ezra Nair, Utah County		Dillon Muribrok, Spanish Fork	
Richard Nielson, Utah County	✓	Dede Murray, UTA	
Eric Ellis, Vineyard		Derek Bruton, CUWCD	
Ted Mickelsen, Woodland Hills	✓	Andrea Moser, Bio-west	
COL Jason T. Wilde, Camp Williams*		Johnathan Knight, Payson	
Bruce Katchner, Bluffdale*		Mary DeLaMare-Schaefer, UTA	
Kelly Lund, FHWA*		Lani Kai Eggertsen-Goff, Parametrix	
Peter Hadley, FTA*		Travis Jockumsen, Payson	
Elizabeth Slade, Utah Air Quality Board*	✓	Brandon Larsen, Eagle Mountain	
		Braden Sheppard, Farmland Reserve	
		BT the viking	

## DISCUSSION & AGENDA ITEMS

## Call to Order (00:00:00)

Chair Jered Johnson opened the meeting at 1:30 pm.

## Public Comment (00:00:00)

Chair Jered Johnson opened the meeting to the public. There were no public comments.

### **Minutes - Action (00:00:00)**

Richard Nielson moved to approve the minutes from June 23, 2025.

Jason Bond seconded the motion, and the motion passed all in favor.

### **2026 TIP Adoption (00:00:00)**

Bob Allen provided an overview of the process for adopting the Transportation Improvement Program (TIP) for the 2026 federal fiscal year, covering years 2026 through 2031. He explained that while new projects are only selected every two years, the TIP must be approved annually, and it includes all regionally significant transportation projects within the MPO, regardless of the selecting agency. Bob highlighted several major projects, such as the I-15 widening from Payson to the county line, the new Santa Clara Main Street interchange, and a planning study for North Utah County, noting their funding and significance. He clarified that some projects are not yet in phase one but are being amended into the RTP before TIP adoption. Bob also discussed the ongoing 30-day public comment period, mentioning that while some feedback had been received, none were regionally significant. He emphasized the importance of air quality conformity and fiscal constraint in the TIP, assuring that all requirements are being met except for the two projects pending amendment. Bob concluded by inviting questions and clarifying a discrepancy in project funding figures, attributing it to a typo and explaining the correct amounts.

Brad Kenison moved to recommend that the MPO Board adopt the 2026 TIP as presented, including the Air Quality Conformity Determination.

Ben Hunter seconded the motion, and the motion passed all in favor.

### **Corridor Preservation, Payson 800 South (00:00:00)**

Kendall Willardson presented a corridor preservation request for Payson 800 South, explaining that two parcels—one full and one partial—are under consideration for acquisition, with both owners willing to sell. He detailed the need for the full parcel due to the design requirements for an above-grade crossing over railroad tracks, which limits development potential on the remaining land. Kendall Willardson provided appraisal values for the parcels and outlined the impact on the fund balance if the request is approved. MPO TAC members asked about the frequency and amount of fund replenishment, as well as the rationale for acquiring the entire parcel. It was clarified that the fund is updated regularly and that the full parcel is needed due to design constraints. Further discussion revealed that most adjacent land has already been acquired or is under contract, with future right-of-way potentially being dedicated through development. Jill Spencer added historical context, noting that a portion of the right-of-way on the east side was acquired about two years ago to prevent development within the corridor, and emphasized that the current request is a continuation of that effort, driven by ongoing development pressures and the need to secure the corridor for future transportation needs.

Vern Keeslar moved to recommend that the MPO Board approve Payson's Corridor Preservation request for \$1,055,700 for the presented properties for the 800 South corridor.

Richard Nielson seconded the motion, and the motion passed all in favor.

#### **RTP: 2027 Process Development Update (Work Plan) (00:00:00)**

Kendall Willardson presented an overview of the 2027 Regional Transportation Plan (RTP) process, detailing the steps involved, the timeline, and the emphasis on stakeholder engagement and iterative refinement. He explained that the process includes assessing current and future trends, developing and screening project lists, and prioritizing projects based on needs and fiscal constraints, with the goal of completing the plan by June 2027. Jack Henneman, the project manager, highlighted the importance of a needs-based approach and early financial assessments to identify potential funding gaps. Bob Allen stressed that the committee would be regularly updated and involved throughout the process, with flexibility to adjust as needed. The discussion then shifted to the challenge of aligning technical needs with political realities, particularly for major projects requiring legislative and UDOT support. Kendall Willardson and Bob Allen noted that legislative involvement would be greater this cycle, with two legislators added to the MPO Board, and that UDOT would remain a key stakeholder. LaNiece Davenport concluded by emphasizing the importance of a unified regional voice, especially in communicating phase one priorities to legislators, to strengthen advocacy and decision-making at the state level.

Jason Bond moved to recommend that the MPO Board approve the MAG 2027 RTP Work Plan.

Brad Kennison seconded the motion, and the motion passed all in favor.

#### **RTP: 2027 Wasatch Choice Vision Land Use Vision Draft (00:00:00)**

Dan Wayne provided an update on the Wasatch Choice Vision, the Land Use Component of the Regional Transportation Plan. He explained that the update process involves compiling local governments' general plans and growth projections out to 2055, which are then analyzed both through travel demand modeling and a market-based analysis conducted by a real estate consultant, RCLCO. Dan Wayne highlighted that the analyses reveal a trend of office development and jobs gradually shifting south toward Utah County, with household growth concentrated where land is available and affordable. A key finding is the significant discrepancy between population projections from the Gardner Policy Institute and RCLCO, with the latter forecasting much higher growth for Utah County. Dan Wayne emphasized the importance of understanding and reconciling these differences, as they have substantial implications for regional planning. He noted that these findings will be further examined and incorporated into the travel demand model, and that ongoing consultation with state and local partners will be essential as the planning process continues.

#### **TIP Environmental Guidance (00:00:00)**

Bob Allen introduced Andrea Moser to present a new environmental guidance designed to assist local agencies in managing environmental compliance for locally funded transportation projects. Andrea Moser explained that the guidance takes the form of a checklist, which will be integrated into MAG's project management software to help users navigate the necessary steps and requirements throughout project development. The checklist is structured as a decision tree, prompting users to answer key questions and directing them to appropriate actions, resources, or contacts based on their responses. Andrea emphasized that early and thorough attention to environmental requirements can save significant time and prevent costly setbacks or penalties. The discussion clarified that while the checklist is not a new set of rules—rather, it compiles existing federal and state

requirements—it is intended as a practical resource for both in-house staff and consultants, and will be available for use beyond just MAG-funded projects. Bob and Andrea noted that the checklist will soon be finalized and posted, and that its integration into the workflow system will make it easier to track compliance and documentation. The segment concluded with a reminder that federally and state-funded projects have their own established processes, but the checklist will be a valuable tool for ensuring local projects proceed smoothly and in compliance with all necessary regulations.

#### **2023 RTP Amendment #3 Introduction (00:00:00)**

Kendall Willardson introduced the 2023 Regional Transportation Plan (RTP) amendment number three as an informational item for the group, noting that it would become an action item in the future. He explained that the amendment includes four projects and provided a brief overview of the proposed amendments, describing the scope and significance. Kendall Willardson encouraged participants to review the proposed projects and to reach out to him with any questions or concerns prior to the amendment being brought forward for approval, emphasizing the importance of gathering feedback early in the process.

#### **Other Business and Adjournment (00:00:00)**

Chair Jered Johnson stated the next MPO TAC meeting is scheduled for August 25, 2025.

Ben Hunter moved to adjourn the meeting.

Vern Keeslar seconded the motion, and the motion passed all in favor.

#### **4 | Action: TIP Modification - Cedar Hills 4000 N**

Bob Allen, Acting Transportation Manager | 801-229-3813 | [rallen@magutah.gov](mailto:rallen@magutah.gov)

#### **BACKGROUND**

In 2020 Cedar Hills and Pleasant Grover were awarded \$1,565,700 County Transportation Tax funds to construct a roundabout at the intersection of 4000 N and 4000 w and extend curb, gutter and sidewalk to Canyon Rd. The project is designed and ready to go out to bid.

The project has run into several difficulties, including ROW, drainage, property impacts, etc. These issues have significantly escalated the costs of the project. Cedar Hills and Pleasant Grove are requesting additional funds as well as a scope change to convert the roundabout to a more traditional intersection.

Original Funds	\$1,565,700
10% Contingency	\$156,570
New Funds	\$4,675,503
New Total	\$6,397,773

#### **STAFF RECOMMENDATION**

Staff recommends approval.

#### **SUGGESTED MOTION**

I move to recommend that the MPO Board approve the scope change for the Cedar Hills 4000 N project and the addition of \$4,675,503.

#### **ATTACHMENTS**

[Presentation](#)

[Request Letter](#)



M A G

# TIP Modification

MAG MPO Technical Advisory Committee

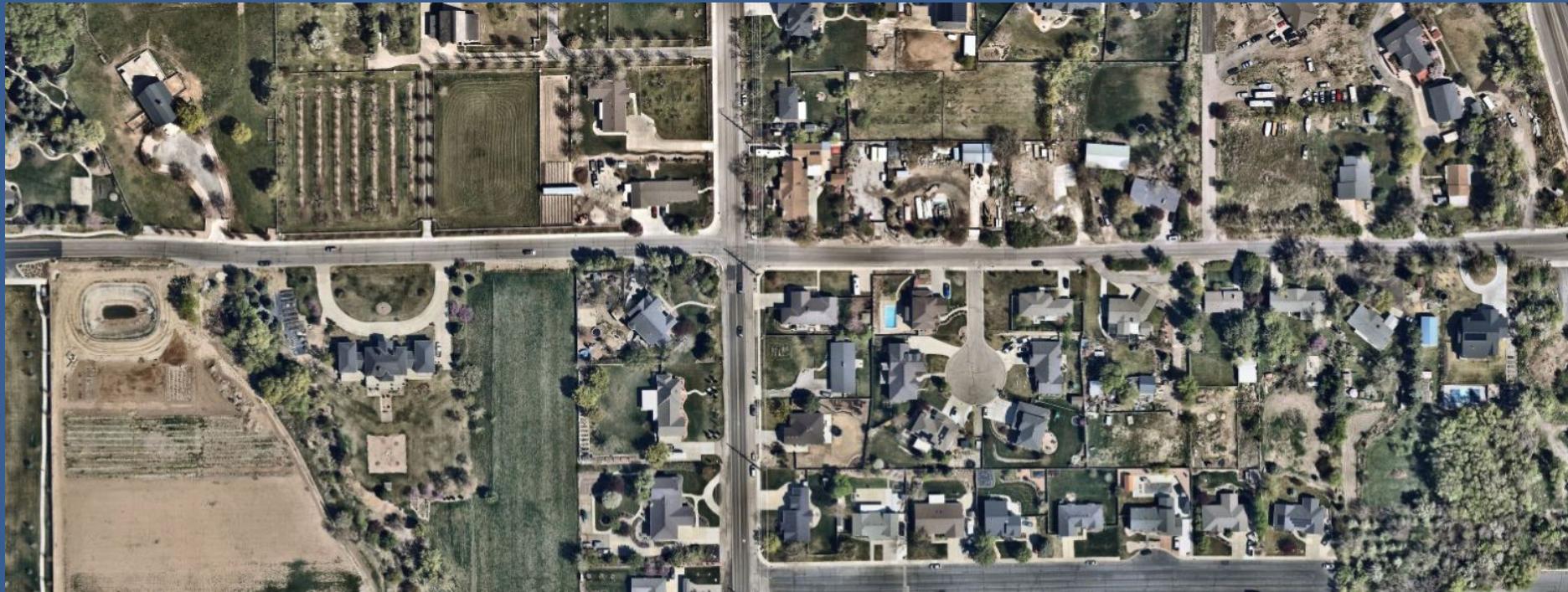
August 25, 2025



## Cedar Hills 4000 North

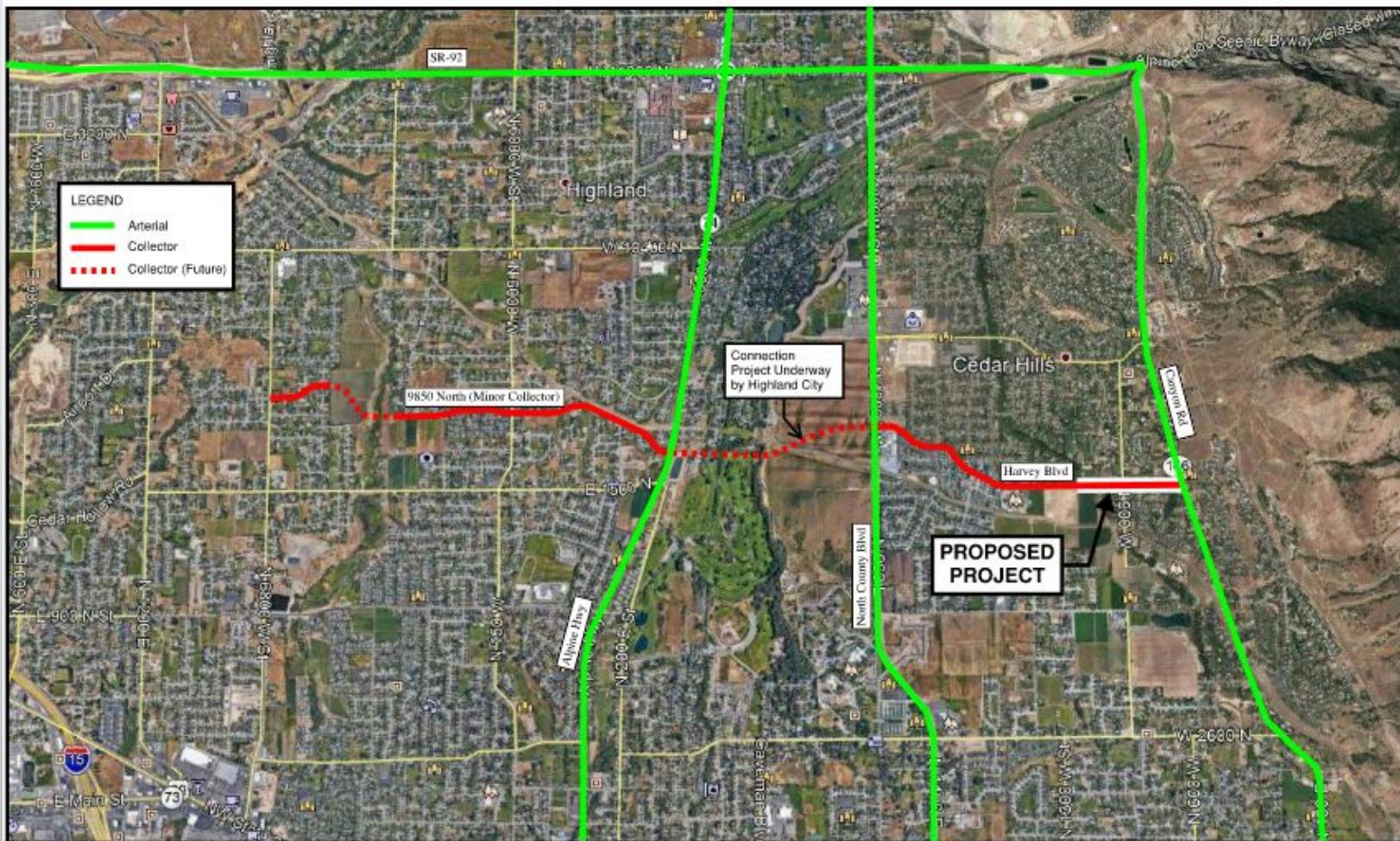
- 2020, Cedar Hills awarded \$1,565,700 in County funds
- Build new roundabout at the intersection of 4000 N and 4000 W
- Widen and install curb, gutter and sidewalk to Canyon Road



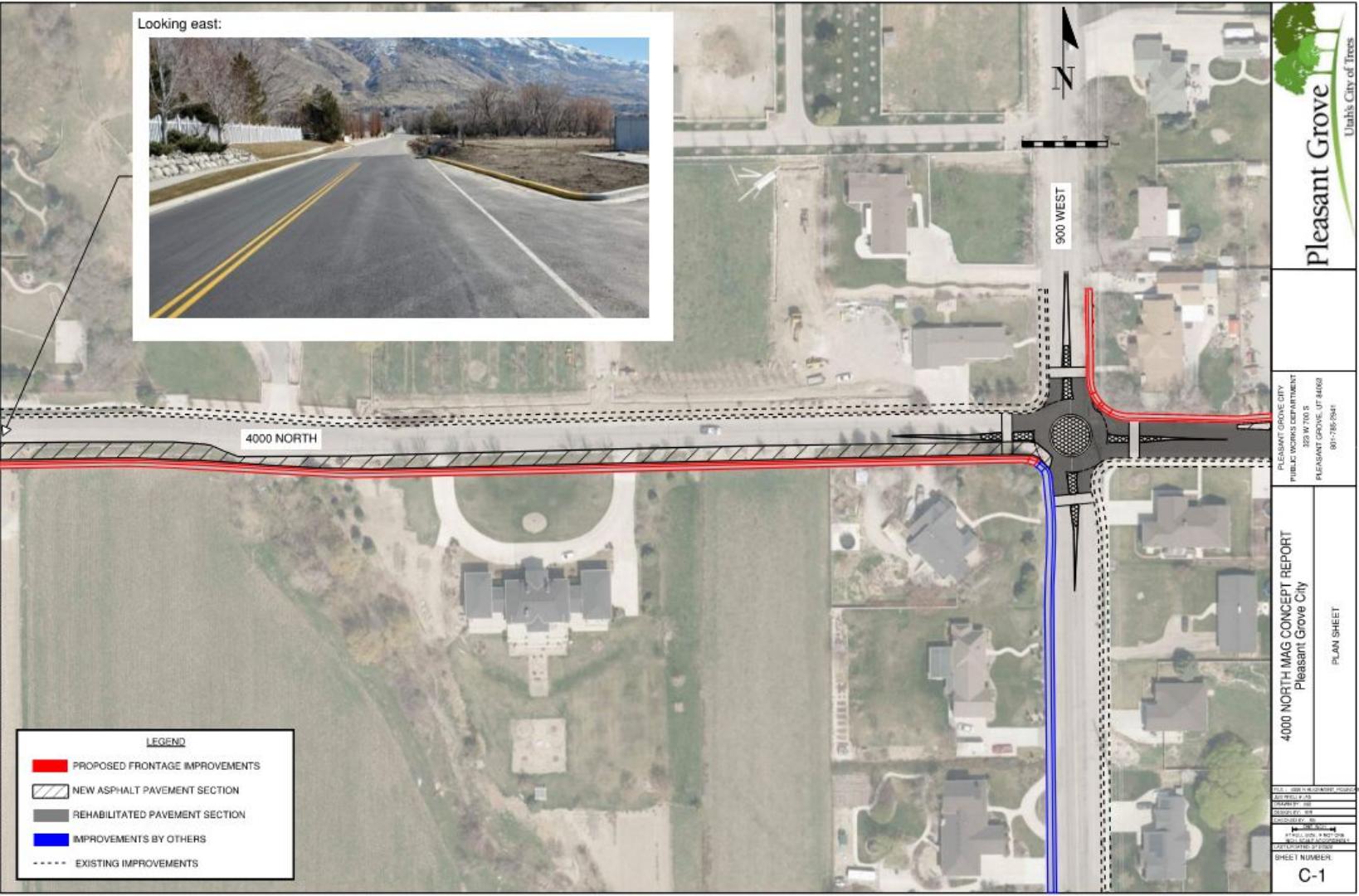


# CEDAR HILLS HARVEY BLVD

1.5 **Sponsor (jurisdiction, agency name) Cedar Hills, in cooperation with Pleasant Grove**



**Cedar Hills**  
**Harvey Boulevard/4000 N Improvement Project**





Construction Items	Cost
Public Information Services	\$1,700
Roadway and Drainage	\$792,445
Traffic and Safety	\$29,000
Structures	\$0
Environmental Mitigation	\$58,343
ITS	\$0
	Subtotal
	\$881,488
Items not Estimated (30%)	\$264,446
	Construction Subtotal
	\$1,145,934
P.E. Cost	P.E. Subtotal
C.E. Cost	C.E. Subtotal
Right of Way	Right of Way Subtotal
Utilities	Utilities Subtotal
Incentives	Incentives Subtotal
Miscellaneous	Miscellaneous Subtotal
	\$0

Cost Estimate (ePM screen 505)	2020	2024
P.E.	\$138,000	\$157,000
Right of Way	\$16,000	\$19,000
Utilities	\$0	\$0
Construction	\$1,146,000	\$1,408,000
C.E.	\$115,000	\$131,000
Incentives	\$0	\$0
Aesthetics	\$0	\$0
Change Order Contingency	9.00%	\$103,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
	TOTAL	TOTAL
	\$1,518,000	\$1,842,000

PROPOSED COMMISSION REQUEST

TOTAL \$1,518,000

TOTAL \$1,842,000

Construction Items	Cost	Cost
Public Information Services	\$1,700	\$1,700
Roadway and Drainage	\$792,445	\$792,445
Traffic and Safety	\$29,000	\$29,000
Structures	\$0	\$0
Environmental Mitigation	\$58,343	\$58,343
ITS	\$0	\$0
		\$0
	Subtotal	\$881,488
	Items not Estimated (30%)	\$264,446
	Construction Subtotal	\$1,145,934
P.E. Cost	P.E. Subtotal	\$137,512.08
C.E. Cost	C.E. Subtotal	\$114,593
Right of Way	Right of Way Subtotal	\$15,900
Utilities	Utilities Subtotal	\$0
Incentives	Incentives Subtotal	\$0
Miscellaneous	Miscellaneous Subtotal	\$0
		\$0
		\$881,488
		\$264,446
		\$1,145,934

Cost Estimate (ePM screen 505)	2020	2024
P.E.	\$128,000	\$157,000
Right of Way	\$16,000	\$19,000
Utilities	\$0	\$0
Construction	\$1,146,000	\$1,408,000
C.E.	\$115,000	\$131,000
Incentives	\$0	\$0
Aesthetics	\$0	\$0
Change Order Contingency	9.00%	\$127,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
	TOTAL	TOTAL
	\$1,518,000	\$1,842,000

PROPOSED COMMISSION REQUEST

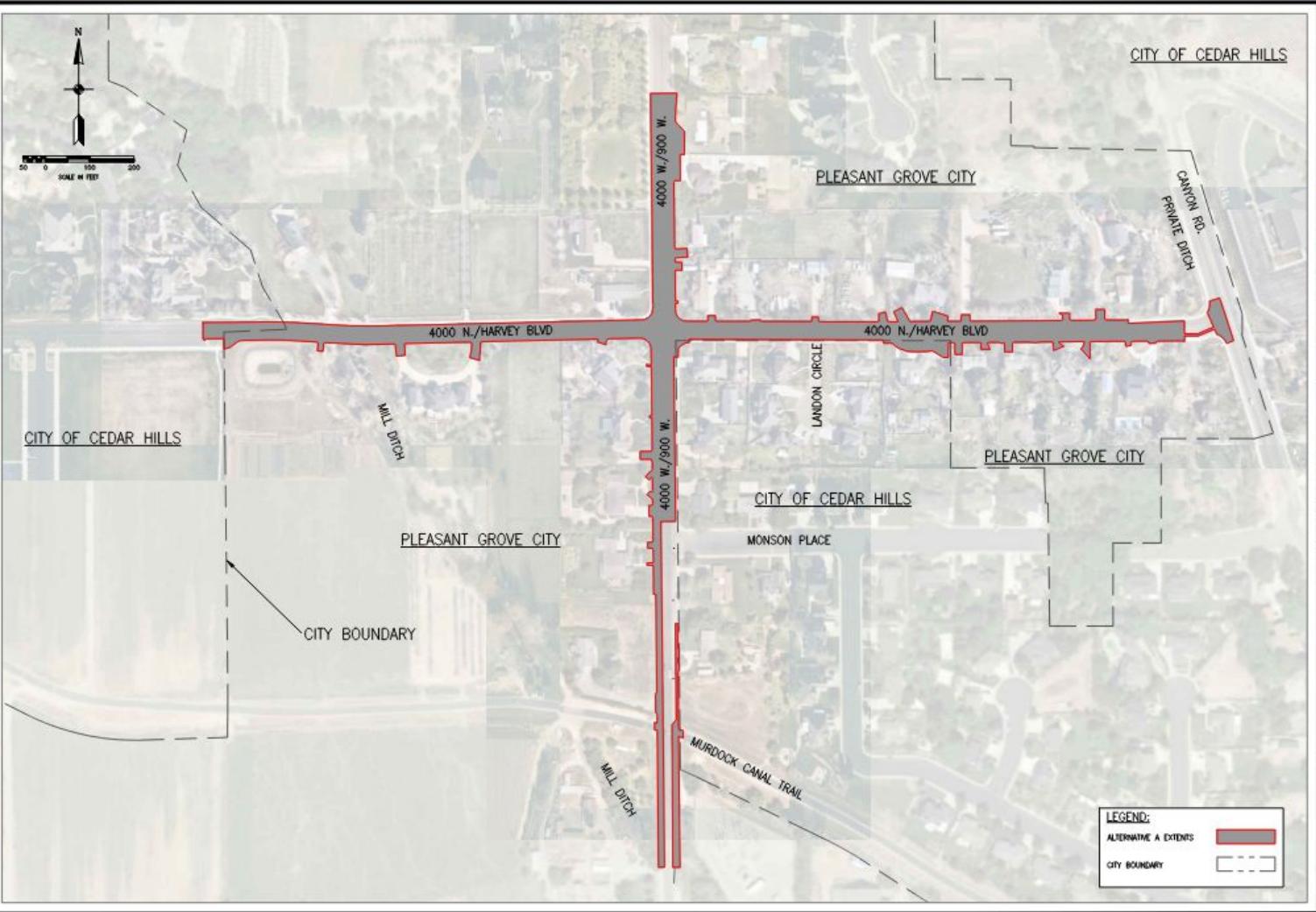
TOTAL \$1,518,000

TOTAL \$1,842,000

# ABERRÆ A SCOPO

To Miss the Mark (Latin)





# Discussion Points

1. Drainage
2. Right-of-Way and Cost-to-Cure
3. Construction Estimates
  1. Grade challenges – North to South is steep
4. Irrigation
5. What options do we have?

	BID SCHEDULE 1 CONSTRUCTION COST =	\$5,018,131.27
	Estimating Contingency (20%) =	\$1,003,626.25
	<b>TOTAL BID SCHEDULE 1 CONSTRUCTION COST =</b>	<b>\$6,021,757.52</b>
<b>PROJECT NON - CONSTRUCTION COSTS</b>		
<b>ENGINEERING, LEGAL, AND ADMINISTRATION</b>		
81	Design Engineer - Bowen Collins & Associates	\$360,000.00
82	Construction Engineering Management - TBD	\$320,000.00
83	Consultant Public Information - Jacques & Associates	\$60,000.00
	<b>Sub Total =</b>	<b>\$740,000.00</b>
	<b>TOTAL CONSTRUCTION COST =</b>	<b>\$6,021,757.52</b>
	<b>CURRENT MAG FUNDING AVAILABLE =</b>	<b>\$1,565,700.00</b>
	<b>REMAINING MAG FUNDING NEEDED (BID SCHEDULE 1 - MAG FUNDING AVAILABLE) =</b>	<b>\$4,456,057.52</b>
	<b>ESTIMATED PROJECT CAPITAL COST =</b>	<b>\$6,761,757.52</b>

<b>BID SCHEDULE - 2 - NOT ELIGIBLE FOR MAG FUNDING</b>					
No.	DESCRIPTION	QTY.	UNIT	UNIT PRICE	TOTAL
1	Install New Sidewalk - STA 5+92 to 11+32 (PG Betterment)	540	LF	\$40.00	\$21,600.00
2	Install New 8" PVC C900 DR-18 Pipe	1,391	LF	\$185.03	\$257,371.06
3	Install New 12" Gate Valve	2	EA	\$6,600.00	\$13,200.00
4	Install New 8" Gate Valve	5	EA	\$4,125.00	\$20,625.00
5	Install New 6" Gate Valve with Concrete Collar	2	EA	\$3,062.14	\$6,124.28
6	Install City Provided Sampling Hydrant	2	EA	\$3,000.00	\$6,000.00
7	Remove and Dispose of Existing Fire Hydrant	1	EA	\$1,378.97	\$1,378.97
	<b>Sub Total =</b>				<b>\$303,320.34</b>
	<b>BID SCHEDULE 2 CONSTRUCTION COST =</b>				<b>\$303,320.34</b>
	<b>Estimating Contingency (20%) =</b>				<b>\$60,664.07</b>
	<b>TOTAL BID SCHEDULE 2 CONSTRUCTION COST =</b>				<b>\$363,984.41</b>



TO: Robert Allen, MAG  
FROM: Chandler Goodwin, City Manager Cedar Hills

Bob,

Cedar Hills is working in conjunction with Pleasant Grove and Bowen, Collins, and Associates on finalizing design plans for the 4000 N widening project that was approved during the 2020 round of funding. The original project estimate was \$1,842,000; of which the MAG portion amounted to \$1,565,700. As the project has proceeded through each design phase, it has become readily apparent that the original funding request was substantially lower than the project requires for completion. Based on current estimates, the project total for MAG eligible work will be \$6,397,773.11. The changes in cost can be attributed to several factors including, irrigation, utility work, drainage management, right-of-way acquisition, and inflation. To complete the project, Cedar Hills and Pleasant Grove respectfully requests members of the MAG technical committee support a recommendation to the governing body to allocate an additional \$4,398,943.87 in funds so the project may be completed. With the design process nearing completion, and a bid package ready to be prepared, it is anticipated bidding the project in the coming winter and allowing crews to begin initial site work shortly thereafter.

Thank you for your consideration,

Regards,

Chandler Goodwin  
City Manager

## 4000 N Construction Cost Estimate - Alt. A



DATE: 1-Aug-25  
BY: L. Anderson  
CHECKED: B. Ashcroft

PROJECT: 4000 N Road Widening Project  
CLIENT: Cedar Hills  
JOB NO.: 127-24-03

Description of Construction Activity: Road widening, water utility improvements, gravity irrigation improvements

No.	DESCRIPTION	QTY.	UNIT	UNIT PRICE	TOTAL
<b>BID SCHEDULE - 1 - ELIGIBLE FOR MAG FUNDING</b>					
<b>GENERAL REQUIREMENTS</b>					
1	Mobilization	10	%	\$4,828,592.37	\$482,859.24
2	Construction Survey	1	LS	\$100,000.00	\$100,000.00
3	Traffic Control	1	LS	\$180,000.00	\$180,000.00
4	Public Information Services	1	LS	\$10,000.00	\$10,000.00
					<b>Sub Total = \$772,859.24</b>
<b>ROADWAY / EARTHWORK</b>					
5	Remove and Dispose of Curb & Gutter	127	LF	\$20.94	\$2,663.36
6	Remove and Dispose of Concrete Strip Pavement	1,703	SF	\$2.04	\$3,476.14
7	Remove and Dispose of Irrigation Turnout Box	19	EA	\$500.00	\$9,500.00
8	Remove and Dispose of Concrete Driveways/Sidewalk	10,813	SF	\$2.04	\$22,073.99
9	Roadway Excavation (Plan Quantity)	8,575	CY	\$60.00	\$514,501.14
10	Remove and Dispose of 15", 18", or 24" Irrigation Pipe	1,525	LF	\$28.50	\$43,459.68
11	Remove and Dispose of Wrought Iron Fence (866 W. 4000 N.)	233	LF	\$4.65	\$1,084.83
12	Remove and Dispose of Existing Wire Fence	130	LF	\$10.00	\$1,300.00
13	Remove and Dispose of Pillars, Treehouse, Gates, and Wall (866 W. 4000 N.)	1	LS	\$16,000.00	\$16,000.00
14	Clear and Grub (Includes Trees and Stump Removal)	1	LS	\$194,806.14	\$194,806.14
15	Relocate Gravity Irrigation Box	2	EA	\$2,500.00	\$5,000.00
16	Remove and Dispose of Existing Fire Hydrant	4	EA	\$1,378.97	\$5,515.88
17	Plug and Abandon Pipe	3	EA	\$237.34	\$712.03
18	Relocate Existing Survey Monument	1	EA	\$3,000.00	\$3,000.00
19	Relocate Mailbox with New Wooden Post	16	EA	\$500.00	\$8,000.00
20	Relocate Existing Murdock Canal Trail Sign	6	EA	\$200.00	\$1,200.00
21	Remove and Dispose of Existing Sign and Post	11	EA	\$100.00	\$1,100.00
22	Install New Asphalt Pavement	5,001	TON	\$130.00	\$650,166.45
23	Install Base Course (Plan Quantity)	3,694	CY	\$60.00	\$221,667.78
24	Install Granular Borrow (Plan Quantity)	3,591	CY	\$50.00	\$179,567.09
25	Install New Curb and Gutter	3,908	LF	\$40.00	\$156,320.00
26	Install New 5' Sidewalk, 4" Thick	3,693	LF	\$40.00	\$155,720.00
27	Install New Concrete Drive Approach, 6" Thick	2,612	SF	\$18.16	\$47,421.03
28	Install New Concrete Driveway, 4" Thick	5,838	SF	\$11.00	\$64,223.45
29	Install Thickened Edge Concrete (866 W. 900 N.)	21	LF	\$46.00	\$966.00
30	Install New ADA Ramp	6	EA	\$5,000.00	\$30,000.00
31	Install New Boulder Retaining Wall	617	SF	\$138.65	\$85,606.67
32	Earthwork Rough Grading Tie-In Behind Sidewalk	1,218	CY	\$33.11	\$40,336.26
33	Excess Material Haul-Off	5,076	CY	\$17.68	\$89,756.29
34	Install Rock Mulch and Liner (3964 W. 4000 N.)	218	SY	\$18.00	\$3,924.00
35	Install New Vinyl Fence and Gates (1041 W. 4000 N.)	1	LS	\$52,360.00	\$52,360.00

No.	DESCRIPTION	QTY.	UNIT	UNIT PRICE	TOTAL
36	Install New Split Rail Vinyl Fence	75	LF	\$40.00	\$3,000.00
<b>Sub Total = \$2,614,428.21</b>					
<b>STORM / IRRIGATION</b>					
37	Install New Storm Drain Combo Sump	15	EA	\$9,250.10	\$138,751.53
38	Install New Storm Drain Manhole	2	EA	\$8,000.00	\$16,000.00
39	Install New Catch Basin	2	EA	\$7,552.00	\$15,104.00
40	Install New Double Catch Basin with Snout	2	EA	\$9,700.00	\$19,400.00
41	Install New Gravity Irrigation Junction Box	9	EA	\$8,676.06	\$78,084.55
42	Install New Turn out Box	4	EA	\$3,000.00	\$12,000.00
43	Install New 18" Class V RCP	13	LF	\$200.00	\$2,600.00
44	Install New 18" Class III RCP IRR Pipe (1041 W. 4000 N.)	30	LF	\$190.00	\$5,700.00
45	Install New 18" ADS HP Storm Pipe	1,025	LF	\$180.00	\$184,500.00
46	Install New 15" ADS N-12 Pipe	119	LF	\$130.00	\$15,470.00
47	Install New 15" Class III RCP IRR Pipe (1041 W. 4000 N.)	14	LF	\$180.00	\$2,520.00
48	Install New 15" ADS HP Storm Pipe	50	LF	\$180.00	\$9,000.00
49	Install New 18" Class V RCP IRR Pipe (1041 W. 4000 N.)	203	LF	\$200.00	\$40,600.00
50	Install New 12" ADS HP Storm Pipe	675	LF	\$130.00	\$87,750.00
51	Install New 12" ADS N-12 Pipe	540	LF	\$120.00	\$64,800.00
52	Install New 12" ADS N-12 Pipe (1041 W. 4000 N.)	20	LF	\$120.00	\$2,400.00
53	Install New 8" ADS Storm Pipe (1041 W. 4000 N.)	11	LF	\$100.00	\$1,100.00
54	Install New 6" ADS N-12 Pipe	65	LF	\$106.80	\$6,942.32
55	Adjust Existing Sewer Manhole or Valve Vault	3	EA	\$1,000.00	\$3,000.00
56	Adjust Existing Gravity Irrigation Box to Proposed Grade	1	EA	\$1,500.00	\$1,500.00
<b>Sub Total = \$702,722.40</b>					
<b>UTILITIES</b>					
57	Install New Water Meter, Meter Setter, Box, and Replace Service Out to Main	26	EA	\$4,500.00	\$117,000.00
58	Install Double Strap Brass Tapping Service Saddle	26	EA	\$500.00	\$13,000.00
59	Adjust Pressurized Irrigation Box to Proposed Grade	4	EA	\$2,800.00	\$11,200.00
60	Relocate Pressurized Irrigation Meter	1	EA	\$4,500.00	\$4,500.00
61	Relocate Pressurized Irrigation Box	8	EA	\$4,500.00	\$36,000.00
62	Relocate Sanitary Sewer Lateral (Contingent)	6	EA	\$5,000.00	\$30,000.00
63	Remove and Install New Downspout Drain 4" ADS - w/ Emitter (4084 N. 900 W.)	1	EA	\$200.00	\$200.00
64	Install New 6" PVC C900 DR-18 Pipe	130	LF	\$148.02	\$19,242.70
65	Install New Fire Hydrant	7	EA	\$11,227.84	\$78,594.91
66	Install New 6" Gate Valve with Concrete Collar	6	EA	\$3,062.14	\$18,372.84
67	Adjust Manhole Collar	18	EA	\$1,151.00	\$20,718.00
68	Adjust Valve Collar	21	EA	\$800.00	\$16,800.00
<b>Sub Total = \$365,628.44</b>					
<b>SIGNING / STRIPING</b>					
69	Install New Pavement Striping	63	GAL	\$135.08	\$8,453.69
70	Install New Pavement Marking Messages	12	EA	\$100.00	\$1,200.00
71	Install New Sign and Post	5	EA	\$360.00	\$1,800.00
<b>Sub Total = \$11,453.69</b>					

No.	DESCRIPTION	QTY.	UNIT	UNIT PRICE	TOTAL
<b>RIGHT OF WAY COMMITMENTS</b>					
72	Install New Landscaping	20,739	SF	\$6.00	\$124,436.90
73	Install New Native Landscaping	12,457	SF	\$2.50	\$31,142.93
74	Install New 2" Caliper Trees	79	EA	\$300.00	\$23,700.00
75	Install New Gates, Wrought Iron Fence, and Brick Pillars/Wall (866 W. 8600 N.)	1	LS	N/A	\$36,145.00
76	Private Irrigation, Private Utilities and Remove and Reinstall Wire Fence (1041 W. 4000 N.)	1	LS	N/A	\$50,207.12
77				<b>Cost to Cure =</b>	<b>\$265,631.95</b>
78	Right of Way	10,651	SF	\$12.00	\$127,812.00
79	Public Utility Easement	18,766	SF	\$6.00	\$112,595.34
				<b>Sub Total =</b>	<b>\$506,039.29</b>
<b>UTILITIES 3RD PARTY</b>					
80	Relocate Overhead Transmission Lines (RMP)	1	LS	\$45,000.00	\$45,000.00
				<b>Sub Total =</b>	<b>\$45,000.00</b>
				<b>BID SCHEDULE 1 CONSTRUCTION COST =</b>	<b>\$50,018,131.27</b>
				<b>Estimating Contingency (20%) =</b>	<b>\$1,003,626.25</b>
				<b>TOTAL BID SCHEDULE 1 CONSTRUCTION COST =</b>	<b>\$6,021,757.52</b>
<b>PROJECT NON - CONSTRUCTION COSTS</b>					
<b>ENGINEERING, LEGAL, AND ADMINISTRATION</b>					
81	Design Engineer - Bowen Collins & Associates				\$360,000.00
82	Construction Engineering Management - TBD				\$320,000.00
83	Consultant Public Information - Jacques & Associates				\$60,000.00
				<b>Sub Total =</b>	<b>\$740,000.00</b>
				<b>TOTAL CONSTRUCTION COST =</b>	<b>\$6,021,757.52</b>
				<b>CURRENT MAG FUNDING AVAILABLE =</b>	<b>\$1,565,700.00</b>
				<b>REMAINING MAG FUNDING NEEDED (BID SCHEDULE 1 - MAG FUNDING AVAILABLE) =</b>	<b>\$4,456,057.52</b>
				<b>ESTIMATED PROJECT CAPITAL COST =</b>	<b>\$6,761,757.52</b>

<b>BID SCHEDULE - 2 - NOT ELIGIBLE FOR MAG FUNDING</b>					
No.	DESCRIPTION	QTY.	UNIT	UNIT PRICE	TOTAL
1	Install New Sidewalk - STA 5+92 to 11+32 (PG Betterment)	540	LF	\$40.00	\$21,600.00
2	Install New 8" PVC C900 DR-18 Pipe	1,391	LF	\$185.03	\$257,371.06
3	Install New 12" Gate Valve	2	EA	\$6,600.00	\$13,200.00
4	Install New 8" Gate Valve	5	EA	\$4,125.00	\$20,625.00
5	Install New 6" Gate Valve with Concrete Collar	2	EA	\$3,062.14	\$6,124.28
6	Install City Provided Sampling Hydrant	2	EA	\$3,000.00	\$6,000.00
7	Remove and Dispose of Existing Fire Hydrant	1	EA	\$1,378.97	\$1,378.97
				<b>Sub Total =</b>	<b>\$303,320.34</b>
				<b>BID SCHEDULE 2 CONSTRUCTION COST =</b>	<b>\$303,320.34</b>
				<b>Estimating Contingency (20%) =</b>	<b>\$60,664.07</b>
				<b>TOTAL BID SCHEDULE 2 CONSTRUCTION COST =</b>	<b>\$363,984.41</b>

Martin Monroe and wife  
his wife, of \_\_\_\_\_ County, Utah, grantor, for One Dollar and other valuable consideration, paid by the UTAH POWER AND LIGHT COMPANY, a corporation, grantee, hereby grant to said Company, its successors and assigns, the right to erect, operate and maintain electric power transmission and telephone circuits and appurtenances, attached to a \_\_\_\_\_ line of towers or other supports and necessary fixtures, on and over the following tract of land in \_\_\_\_\_ County, Utah, to-wit:

The SW 1/4 of the SW 1/4 of Sec 5, Tp 5 S.  
R 2 E. S. L. B. M.

It is understood and agreed that grantee may trim all trees to such extent as may be necessary to keep said line in a safe operating condition, less that trees shall not be stronger lower than at present.

IN WITNESS WHEREOF, grantors have hereunto subscribed their  
names this 22 day of November, A. D. 1914.

Martin Monroe  
Wife Monroe

STATE OF UTAH,

County of Utah

On this 22 day of November, A. D. 1914 personally appeared before me, the undersigned, a duly qualified and acting Notary Public, in and for said County, and State, Martin Monroe and Clark Monroe, his wife, the signers of the above instrument, who duly acknowledged to me that they executed the same.

My commission expires Nov. 20, 1917.  
James H. Becker  
Notary Public

STATE OF UTAH,

County of *Utah*

} ss

On this

*23*

day of

*November*

*14*

A. D. 19*14*

personally appeared before me, the undersigned, a duly qualified and acting Notary Public, in and for said County, and State,

*Martin Thompson*

and

*Ethel Thompson*

his wife,

the signers of the above instrument, who duly acknowledged to me that *they* executed the same.

My commission expires

*Nov. 20<sup>th</sup> 1911.*

*James H. Blaske.*

Notary Public.

Form No. 33



*6017*

## Cedar Hills 4000 North

- Project has been designed and will go out to bid
- Changes would include a scope modification and additional funds

<b>Original Funds</b>	<b>\$1,565,700</b>
<b>10% Contingency</b>	<b>\$156,570</b>
<b>New Funds</b>	<b>\$4,675,503</b>
<b>New Total</b>	<b>\$6,397,773</b>

# Questions?

Bob Allen, Senior Planner  
801-229-3813 | rallen@magutah.gov

<b>Original Funds</b>	<b>\$1,565,700</b>
<b>10% Contingency</b>	<b>\$156,570</b>
<b>New Funds</b>	<b>\$4,675,503</b>
<b>New Total</b>	<b>\$6,397,773</b>

# Suggested Motion

"I move to recommend that the MPO Board approve the scope change for the Cedar Hills 4000 N project and the addition of \$4,675,503."



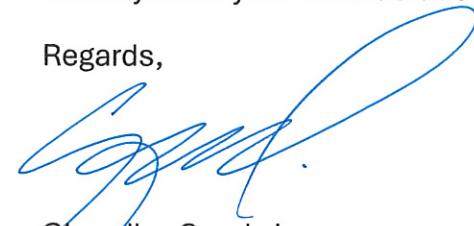
TO: Robert Allen, MAG  
FROM: Chandler Goodwin, City Manager Cedar Hills

Bob,

Cedar Hills is working in conjunction with Pleasant Grove and Bowen, Collins, and Associates on finalizing design plans for the 4000 N widening project that was approved during the 2020 round of funding. The original project estimate was \$1,842,000; of which the MAG portion amounted to \$1,565,700. As the project has proceeded through each design phase, it has become readily apparent that the original funding request was substantially lower than the project requires for completion. Based on current estimates, the project total for MAG eligible work will be \$6,397,773.11. The changes in cost can be attributed to several factors including, irrigation, utility work, drainage management, right-of-way acquisition, and inflation. To complete the project, Cedar Hills and Pleasant Grove respectfully requests members of the MAG technical committee support a recommendation to the governing body to allocate an additional \$4,398,943.87 in funds so the project may be completed. With the design process nearing completion, and a bid package ready to be prepared, it is anticipated bidding the project in the coming winter and allowing crews to begin initial site work shortly thereafter.

Thank you for your consideration,

Regards,



Chandler Goodwin  
City Manager

## 5a | Corridor Preservation Provo 2230 North

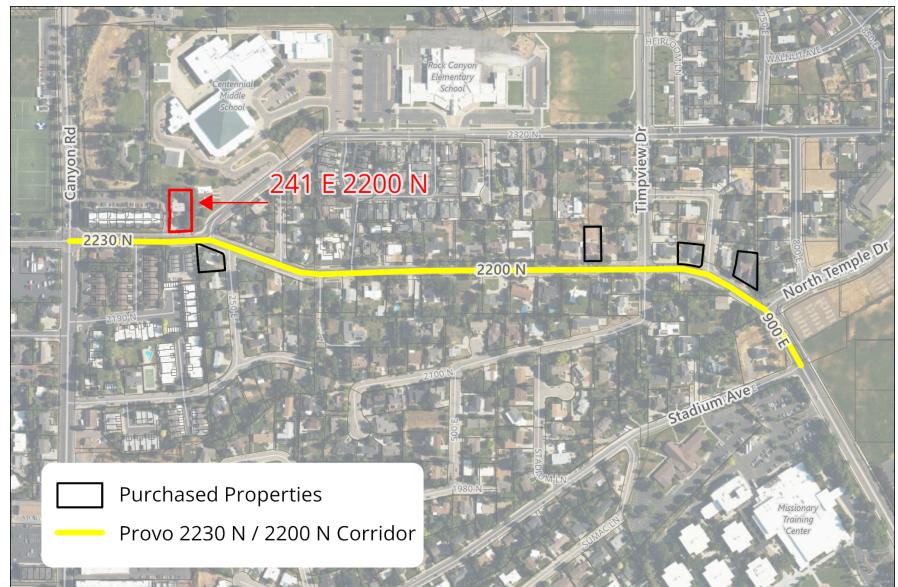
Kendall Willardson, Transportation Planner | 801-229-3840 | [kwillardson@magutah.gov](mailto:kwillardson@magutah.gov)

### BACKGROUND

The Utah County Corridor Preservation Fund is a dedicated fund for the preservation of planned transportation corridors within Utah County. MAG and Utah County work together to approve purchases using this fund. Properties purchased using this fund become the property and responsibility of the applying jurisdiction.

The city of Provo is requesting funds to purchase an existing residence located at 241 East 2200 North. This corridor is project H41 on the RTP and on the 2024 Corridor Preservation Project List. The MPO Board has approved the purchase of three previous properties on this corridor. The seller contacted Provo City to start negotiations, and the seller is a willing seller.

Corridor H41, Provo 2230 North  
241 East 2200 North, Provo  
Appraised value: \$735,000  
Estimated closing costs: \$1,400  
**Total request: \$736,400**



Estimated remaining fund balance = 5,600,000

Estimated fund balance if today's transactions are approved = \$4,300,000

### STAFF RECOMMENDATION

This request is within the purpose and policies of the Corridor Preservation Fund Program. The fund has an adequate balance, and the property is apparently needed for the future widening of 2230 North. The seller is a willing seller and initiated negotiations.

### SUGGESTED MOTION

I move to recommend that the MPO Board approve this Provo City Corridor Preservation Fund request for \$736,400.

### ATTACHMENTS

[Presentation](#)



MAG

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# Corridor Preservation - Provo 2230 N

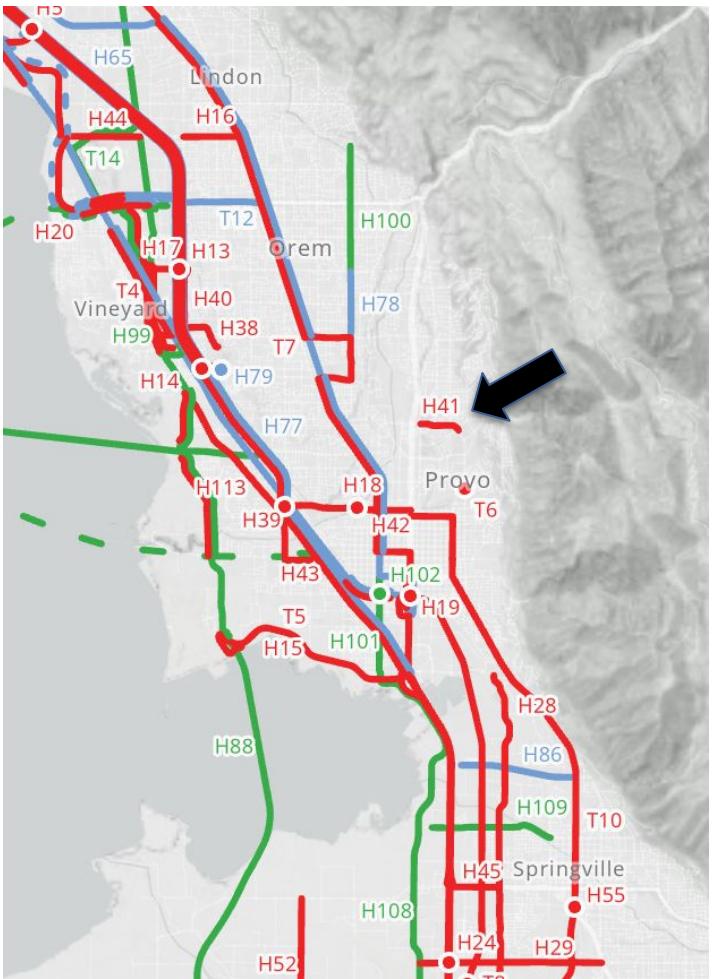
August 25, 2025

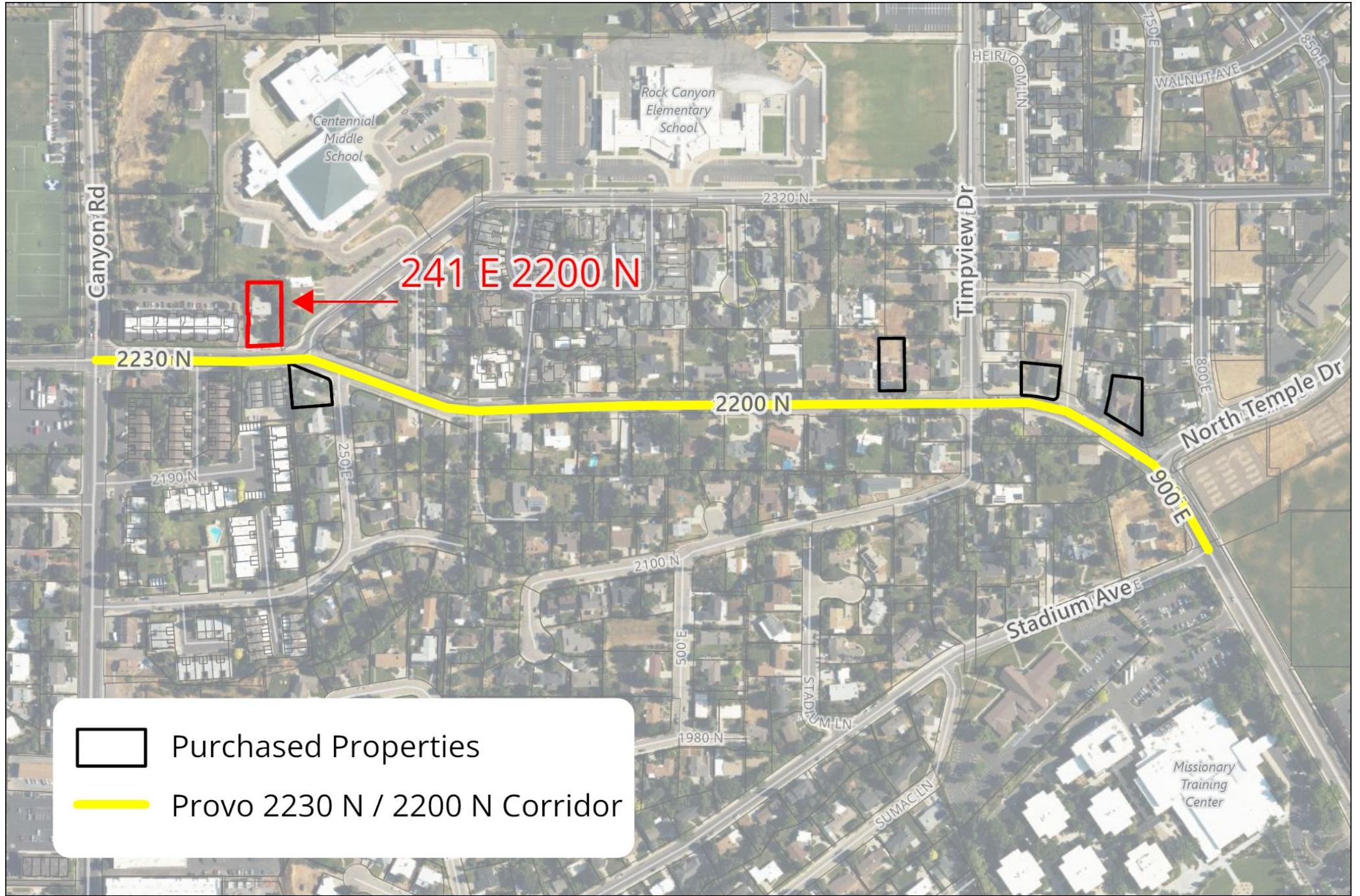
# 241 East 2200 North, Provo

- Corridor H41 (RTP Phase 1)
- Single family home
- City was approached by owner (willing seller)
- Appraised Value: \$735,000
- Estimated closing costs: \$1,400
- Total request: **\$736,400**
- Unobligated fund balance: \$5,600,000
- Fund balance if today's transactions are approved ~\$4,300,000



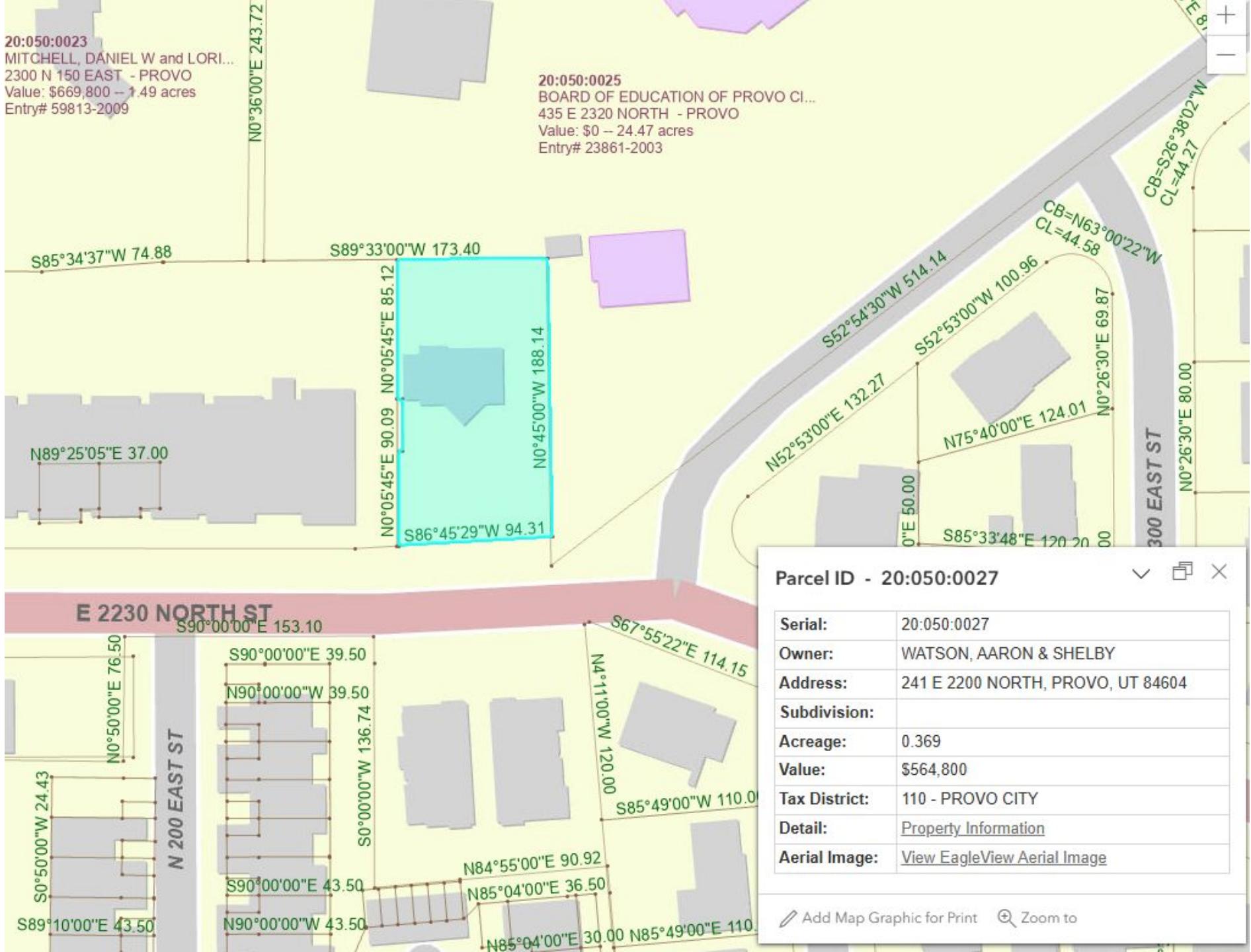
MAG







MAG



## SUGGESTED MOTION:

I move to recommend that the MPO Board approve this Provo City Corridor Preservation Fund request for \$736,400.

## 5b | Corridor Preservation, Provo 820 North

Kendall Willardson, Transportation Planner | 801-229-3840 | [kwillardson@magutah.gov](mailto:kwillardson@magutah.gov)

### BACKGROUND

The Utah County Corridor Preservation Fund is a dedicated fund for preserving planned transportation corridors within Utah County. MAG and Utah County work together to approve purchases using this fund. Properties purchased using this fund become the property and responsibility of the applying city or county.

The city of Provo is requesting funds to purchase an existing residence located at 805 North 1220 West, Provo. The MPO Board has authorized the purchase of multiple properties on this corridor for project H42 on the RTP and the Corridor Preservation Project Map. The seller contacted the city of Provo as a willing seller to start the negotiations.

Corridor H42, Provo 800/820 N

805 North 1220 West, Provo

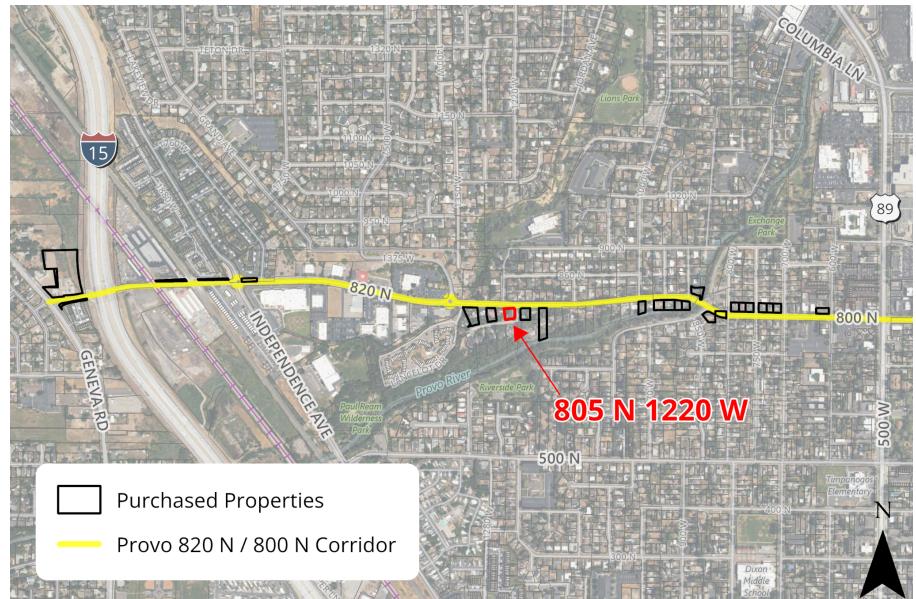
Appraised value: \$594,000

Estimated closing costs: \$3,533

**Total Request: \$597,533**

Estimated remaining fund balance =  
\$5,600,000

Estimated fund balance if today's  
transactions are approved =  
\$4,300,000



### STAFF RECOMMENDATION

This request is within the purpose and policies of the Corridor Preservation Fund Program. The fund has an adequate balance, and the property is needed for future widening of 800/820 North. The seller contacted the city of Provo as a willing seller to start the negotiations.

### SUGGESTED MOTION

I move to recommend that the MPO Board approve this Provo City Corridor Preservation Fund request for \$597,533.

### ATTACHMENTS

[Presentation](#)



MAG

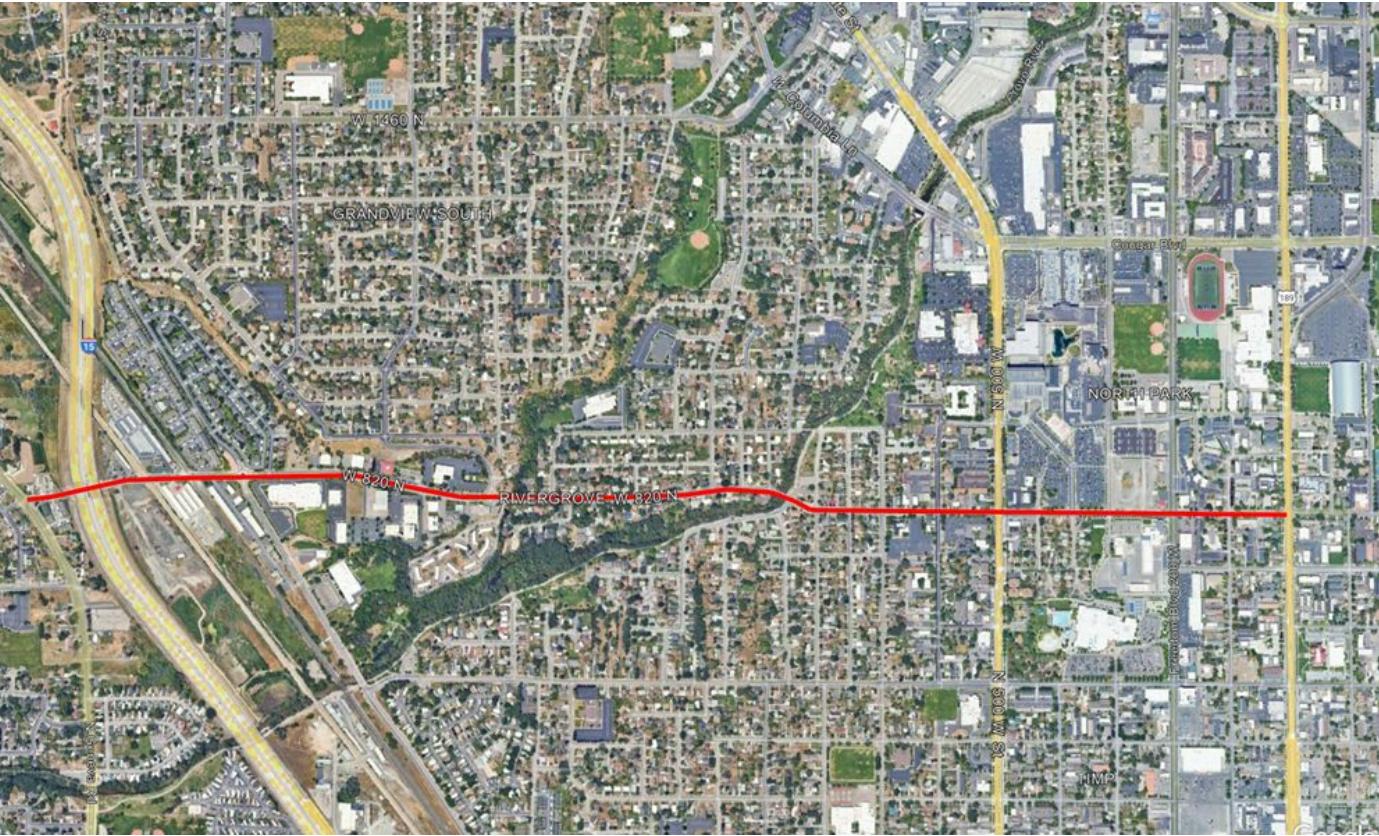
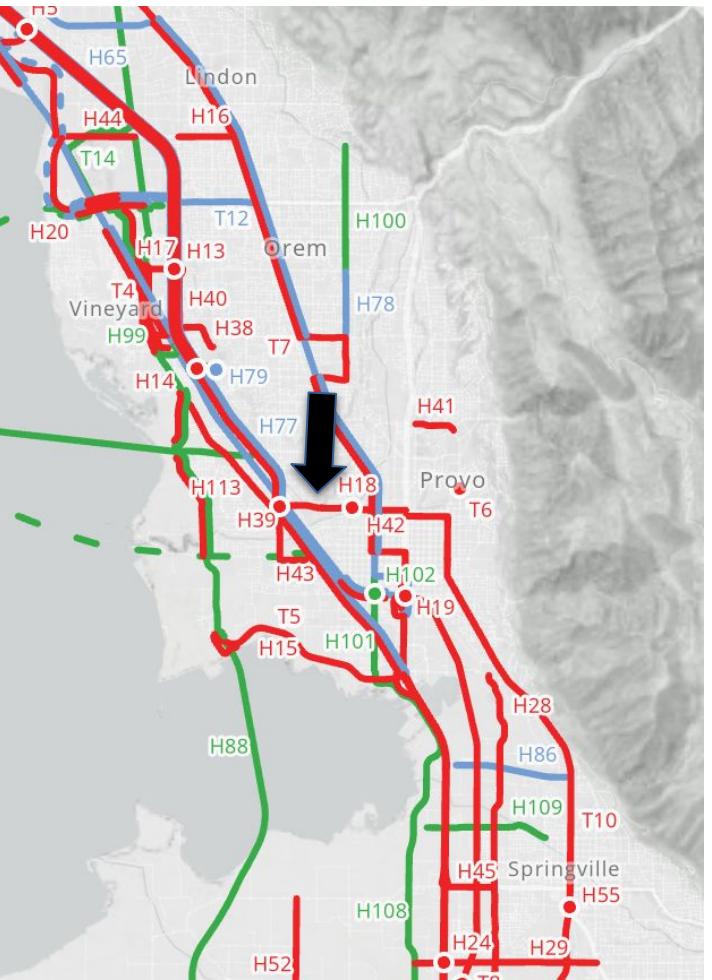
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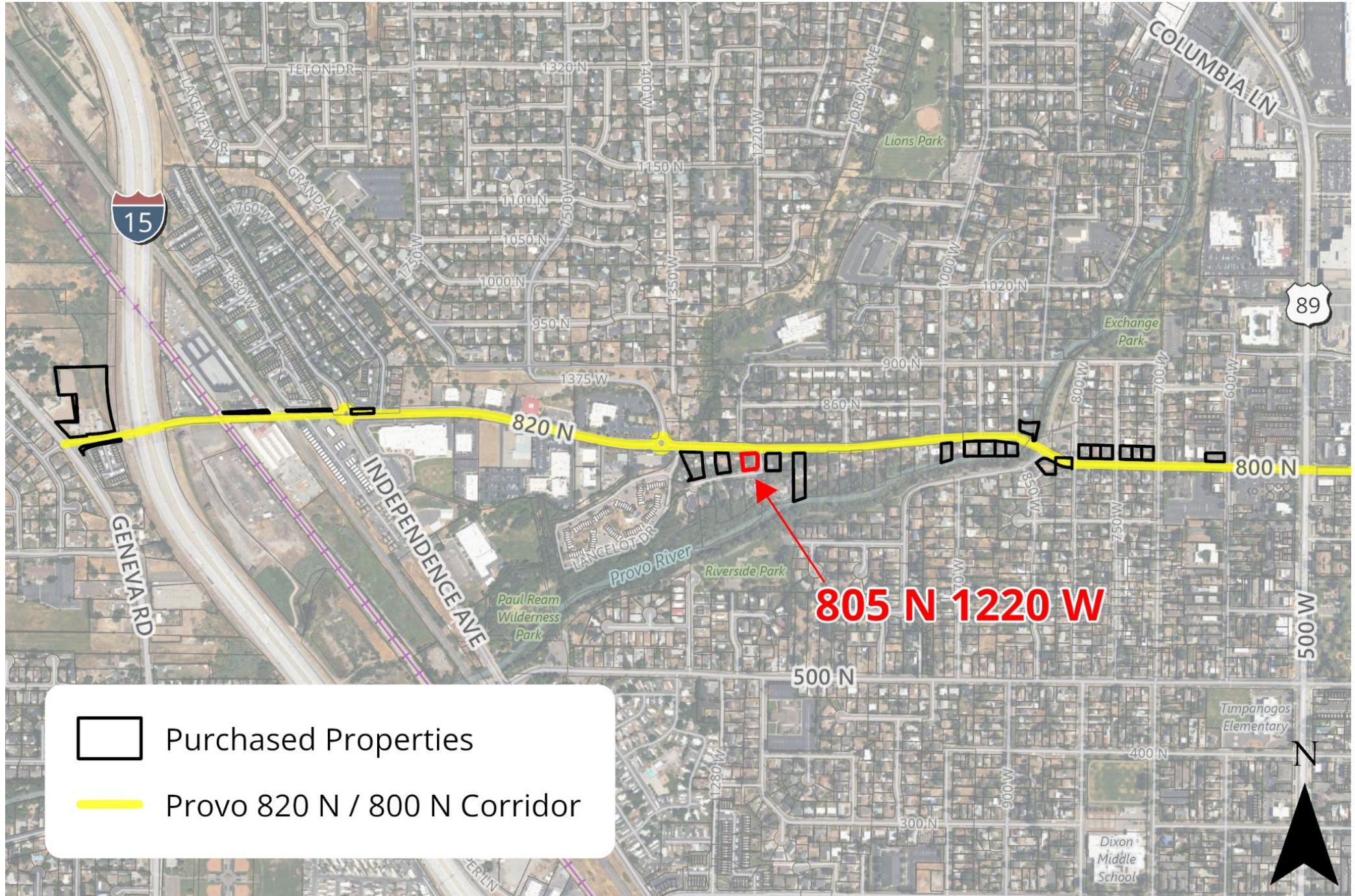
# Corridor Preservation - Provo 820 N

August 25, 2025

# 805 North 1220 West, Provo

- Corridor H42 (RTP Phase 1)
- Single family home
- City was approached by owner (willing seller)
- Appraised Value: \$594,000
- Estimated closing costs: \$3,533
- Total request: **\$597,533**
- Unobligated fund balance: \$5,600,000
- Fund balance if today's transactions are approved ~\$4,300,000







MAG



## SUGGESTED MOTION:

I move to recommend that the MPO Board approve this Provo City Corridor Preservation Fund request for \$597,533.

# MPO TAC Meeting

August 25, 2025 | 1:30 pm - 3:00 pm



**MAG**  
PLANNING

## 6| 2023 RTP: Amendment #3 (Public Comment)

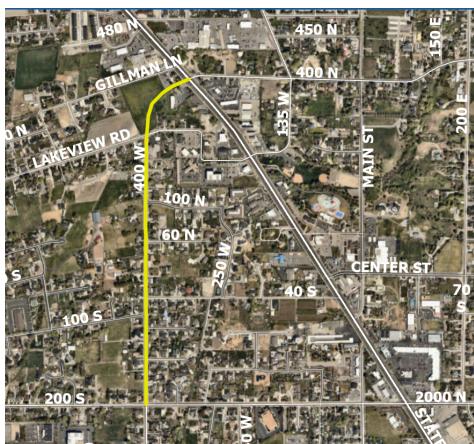
Kendall Willardson, Transportation Planner | 801-229-3840 | [kwillardson@magutah.gov](mailto:kwillardson@magutah.gov)

### BACKGROUND

Last meeting, MAG staff introduced four projects to be amended in the RTP. These projects are now being approved through two different amendment processes, depending on their level, as shown below:

### Level 1 Amendments

#### Lindon 400 W



#### Spanish Fork 300 E



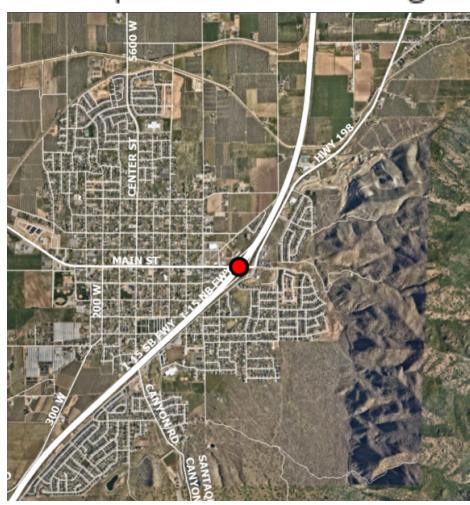
In consultation with our RTP amendment process and Interagency Coordination Team, Lindon 400 W and Spanish Fork 300 E are considered level 1 amendments, meaning that the MPO Director can administratively add them to the RTP. These amendments are running through the process and will be approved in the coming weeks, pending the completion of all steps in the RTP amendment process.

### Level 3 Amendments

#### 1-15 South County



#### Santaquin Main Interchange



MAG Staff performed the air quality analysis model run that determined that we do not exceed air quality standards with the level 3 amendments. With approval from the TAC and Board, a comment period will run from September 12, 2025, to October 12, 2025. Barring any regional comments, the two projects will be presented for approval by the TAC and MPO board at the October TAC and November Board meetings.

## **STAFF RECOMMENDATION**

The 2023 RTP level 3 amendments do not exceed air quality budgets, so our Conformity Determination Report meets federal requirements. The 2023 RTP level 1 amendments were approved by the ICT to move forward without air quality analysis, so these can go through the staff modification process without additional approvals.

## **SUGGESTED MOTION**

I recommend that the MPO Board approve the draft Conformity Determination Report for the 2023 RTP Amendment 3, noting that the plan conforms to all federal air quality regulations.

## **ATTACHMENTS**

[Presentation](#)

[DRAFT RTP AQ Emissions Analysis Amendment 3](#)

[RTP Amendment Process](#)



MAG

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# 2023 RTP Amendment #3

August 14, 2025

# RTP Amendment Process and Types

Amendment	Type of Projects	New Regional Emissions Analysis	Concurrence FHWA/FTA (Conformity)
<b>Level 1</b>	-Exempt -Needs-based	No	No
<b>Level 2</b>	-Not exempt -Not regionally significant, Minor Arterial and below -Regionally Significant, minor change in concept or scope	No	<b>YES</b>
<b>Level 3</b>	-Regionally significant -Significant change in concept or scope	<b>YES</b>	<b>YES</b>

# Level 1 | Administrative Amendment

- Exempt Projects
- Need-based Projects
- Conformity Determination Not Needed

# Lindon 400 W

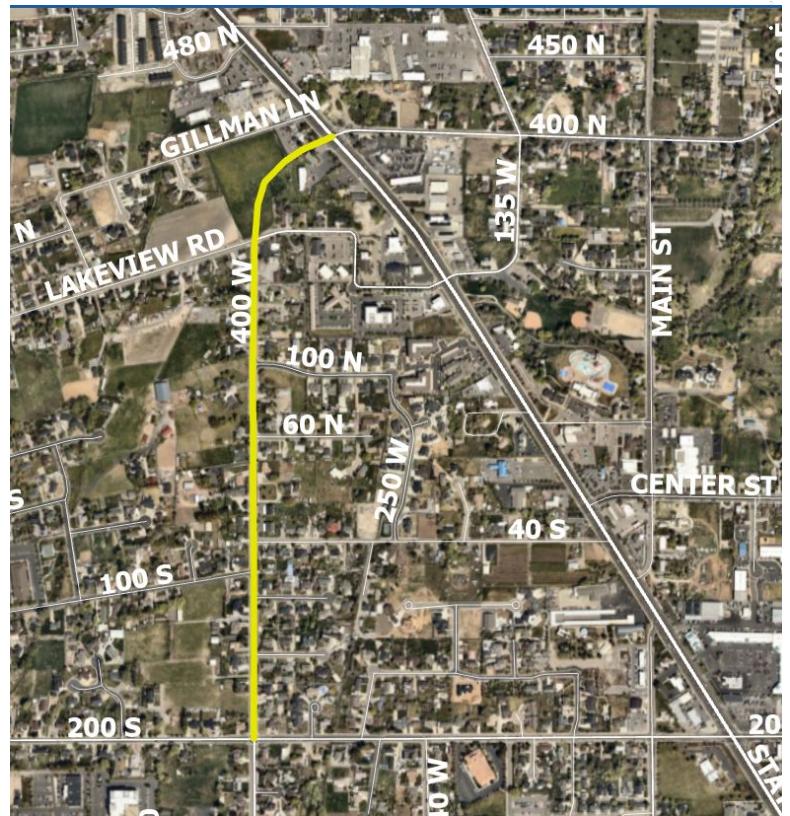
Lindon 200 S to State Street

Phase 3 Need, Not fiscally constrained

Estimated Cost: \$13m

3-Lane Arterial

Multiple Phases: Adding connection on north end, adding signal on State Street, widening southern portion to minor arterial cross sections



# Spanish Fork 300 E

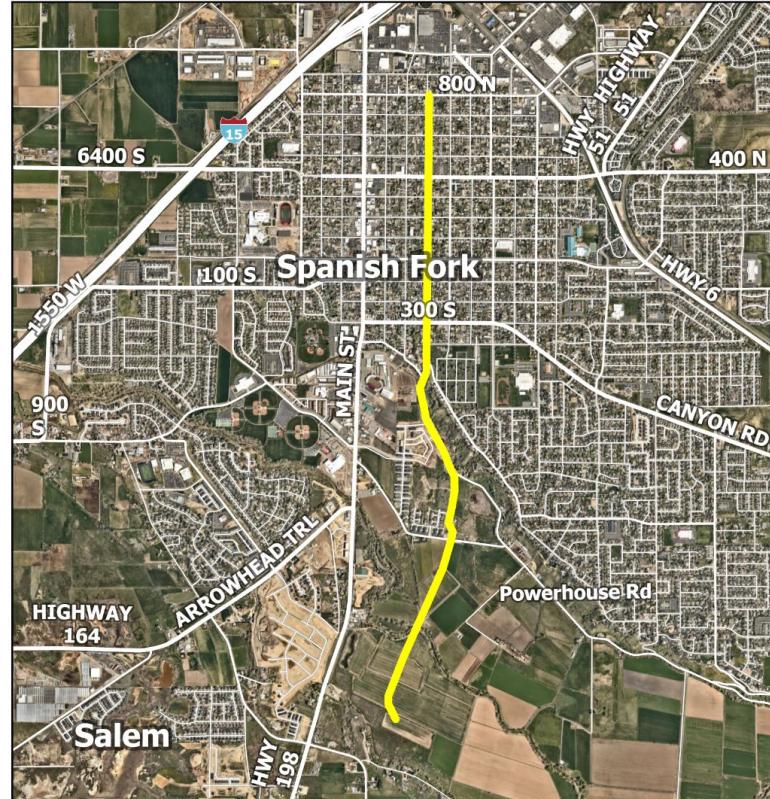
Spanish Fork 900 N to Salem 400 N

3-Lane Arterial

Phase 3 Needed, Not fiscally constrained

Estimated Cost: \$51.7M

Part of the Nebo Belt Study



# Level 3 | Board Full Amendment

- Non-exempt Projects
- Regionally Significant Projects
- Conformity Determination and Emission Analysis Needed

# I-15; Payson to Santaquin

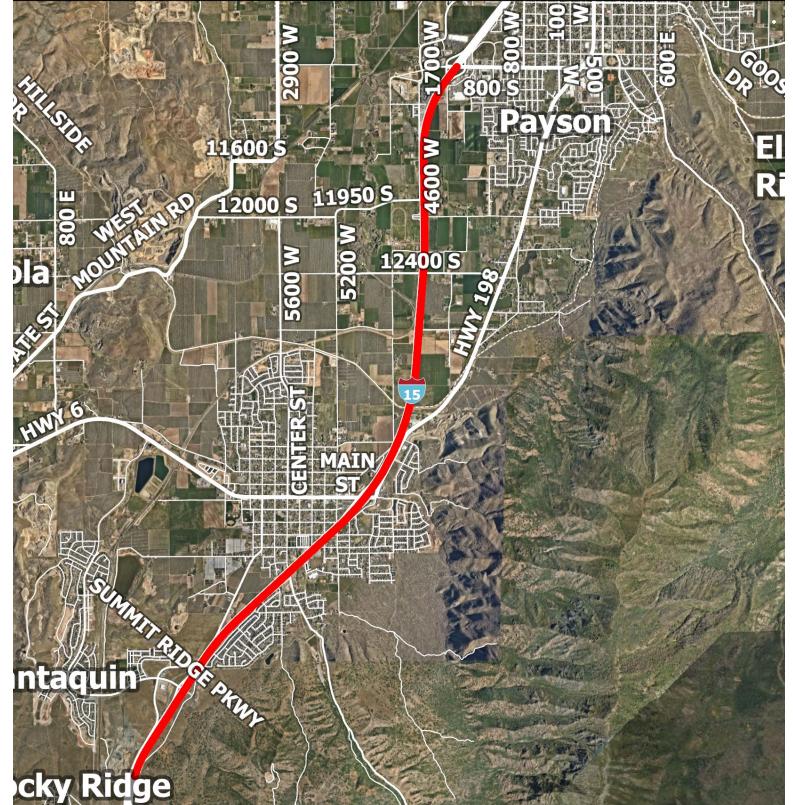
Payson 800 South to Utah County Line

Phase 1 Needed, Phase 1 Fiscally constrained

Widen to 3 Lanes

Estimated Cost: \$164.5M

From Transportation Commission Recommendation



# I-15/Santaquin Main ST Interchange

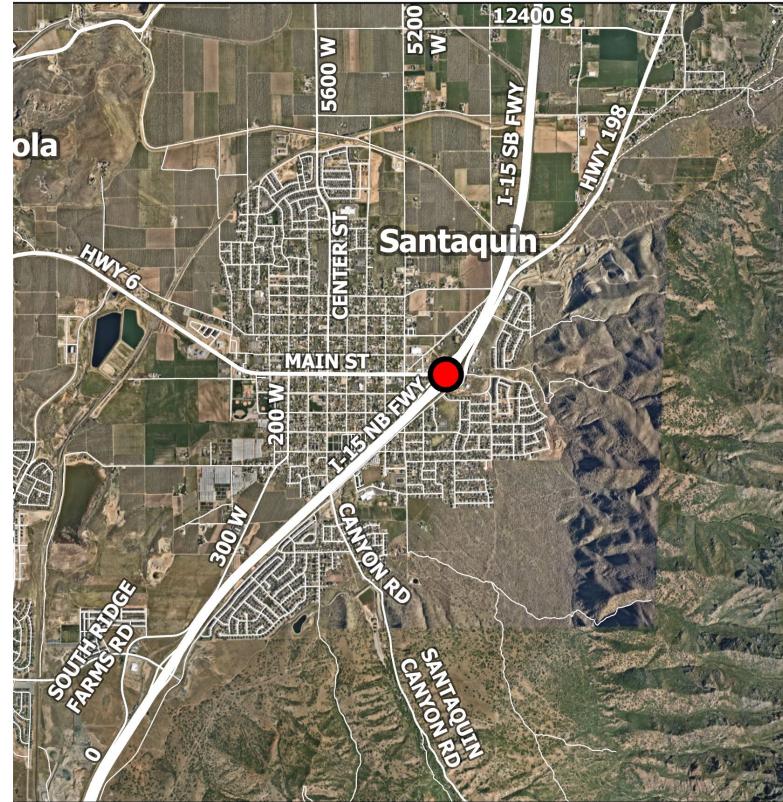
Santaquin Main St

Phase 1 Needed, Phase 1 Fiscally constrained

Reconstruction of Interchange

Estimated Cost: \$115M

From Transportation Commission Recommendation



# Air Quality Report

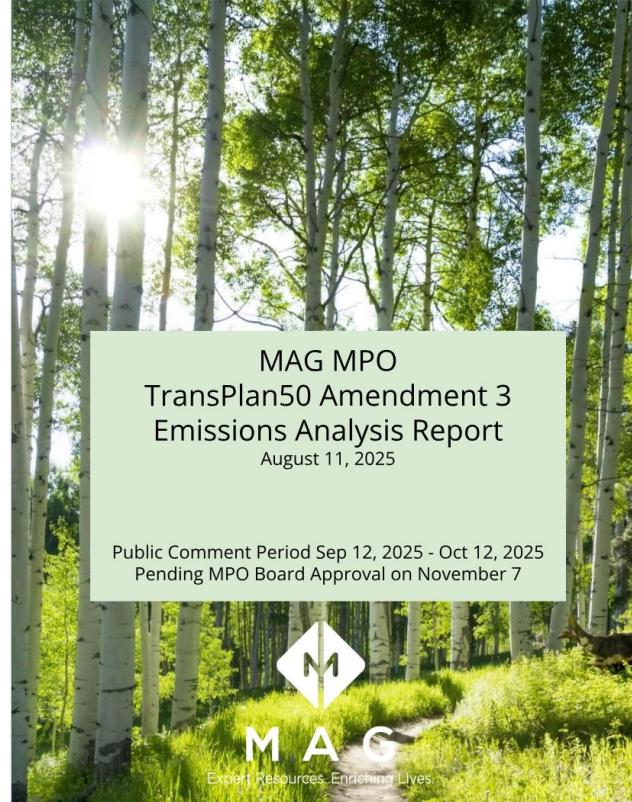
- RTP Amendment Level 3 Projects do not exceed air quality budgets
- Out to Public Comment September 12 2025 - October 12 2025 pending MPO Board Approval  
(<https://magutah.gov/rtp-amendment-3/>)
- Board approval for Level 3 Amendment Projects
- MPO Director approves Level 1 Amendments in coming weeks



# Questions?

## Suggested Motion

I recommend to the MPO Board to approve to approve the draft Conformity Determination Report for the 2023 RTP Amendment 3, noting that the plan conforms to all federal air quality regulations.



**Questions:**

Kendall Willardson, Transportation Planner  
801-229-3840  
[kwillardson@magutah.gov](mailto:kwillardson@magutah.gov)





# MAG MPO TransPlan50 Amendment 3 Emissions Analysis Report

August 11, 2025

Public Comment Period Sep 12, 2025 - Oct 12, 2025  
Pending MPO Board Approval on November 7



**M A G**

Expert Resources. Enriching Lives.

## TERMS AND ABBREVIATIONS

CAA	Clean Air Act
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CO	Carbon Monoxide
BIL Act	Bipartisan Infrastructure Investment and Jobs Act of 2021
GPI	Kem C. Gardner Policy Institute
HDDV	Heavy Duty Diesel Vehicle (8501 lbs. and heavier gross vehicle weight)
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection and Maintenance
LDGV	Light Duty Gas Vehicle (0-6000 lbs. gross vehicle weight)
LDGT1	Light Duty Gas Truck 1 (0-6,000 lbs. Gross vehicle weight)
LDGT2	Light Duty Gas Truck 2 (6,001-8,500 lbs. Gross vehicle weight)
LEV	Low Emission Vehicle
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
RTP	Regional Transportation Plan
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NOx	Oxides of Nitrogen
OBD	On Board Diagnostics
O <sub>3</sub>	OZONE
PM10	Particulate matter smaller than or equal to 10 microns
PM2.5	Particulate matter smaller than or equal to 2.5 microns
REMM	Real Estate Market Model
RFG	Reformulated Gasoline
RVP	Reid Vapor Pressure
SIP	State Implementation Plan
STIP	State Transportation Improvement Program
TCM	Transportation Control Measures
TDM	Travel Demand Model
TIP	Transportation Improvement Program
VMT	Vehicle Miles Traveled

## AGENCIES

MAG	Mountainland Association of Governments
DAQ	Division of Air Quality
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
UDOT	Utah Department of Transportation
UTA	Utah Transit Authority
WFRC	Wasatch Front Regional Council
CMPO	Cache MPO
DWS	Department of Workforce Services

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**MAG MPO Board resolution adopting MAG TransPlan50 Amendment 2 and  
Conformity Determination Report**

**WHEREAS**, Mountainland Association of Governments (MAG) is the designated Metropolitan Planning Organization (MPO) for transportation planning in the Urbanized Area of Utah County; and

**WHEREAS**, the Bipartisan Infrastructure Investment and Jobs Act (BIL) of 2021 and the Clean Air Act Amendments (CAA) require the MPO to develop TransPlan50 - Regional Transportation Plans (RTP) and short-range Transportation Improvement Programs (TIP) that conform with the applicable State Implementation Plan (SIP) for air quality; and

**WHEREAS**, MAG TransPlan50 was developed to meet the requirements of the CAA and the BIL Act, and to address the short- and long-term transportation needs of the Region, and

**WHEREAS**, MAG TransPlan50 has been developed in compliance with 23 CFR 450.322, Metropolitan Transportation Planning Process through appropriate technical and review processes, and

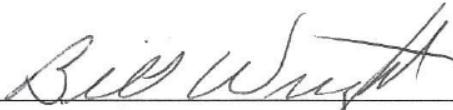
**WHEREAS**, the Conformity Determination Report covering the TransPlan50 has been developed to meet the requirements of 40 CFR 93 and the emission limits set for SIP for the State of Utah, and

**WHEREAS**, MAG TransPlan50 in its entirety was developed in cooperation with the MPO's planning partners and reflects local commitment for project implementation.

**NOW, THEREFORE, BE IT RESOLVED** that MAG MPO Board adopts the MAG TransPlan50 and the Conformity Determination Report in its entirety.

**BE IT FURTHER RESOLVED** that MAG MPO Board authorizes staff, with approval of the Chairman of the Committee, to make non-substantive technical corrections to the final document as necessary.

APPROVED AND PASSED THIS 9<sup>th</sup> Day of January, 2025



MPO BOARD CHAIR, MAYOR Bill Wright

ATTEST: Yan Ditt



Federal Highway Administration  
2520 West 4700 South, Suite 9A  
Salt Lake City, Utah 84129-1847  
(801) 955-3500  
Facsimile (801) 955-3539

Federal Transit Administration  
1961 Stout Street, Suite 13301  
Denver, CO 80294-3007  
(303) 362-2400

SENT ELECTRONICALLY

January 22, 2025

In Reply Refer To:  
HDA-UT

Shauna Mecham  
Air Quality Program Manager  
Mountain Land Association of Governments  
586 East 800 North  
Orem, Utah 84097

**SUBJECT: Emissions Analysis Report for the MAG MPO Transplan50 Amendment #2  
2023 Regional Transportation Plan for the Utah Valley Urbanized Area**

Shauna,

This is in reference to your letter of January 21, 2025, requesting concurrence of the conformity determination in the amendment and emissions analysis report ([magutah.gov/rtp-amendment-2](http://magutah.gov/rtp-amendment-2)) for the Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO) regional transportation plan, referred as TransPlan50, Amendment #2 for the Utah Valley urbanized areas. Public availability occurred between December 13, 2024 to January 12, 2025, and the Interagency Consultation Team was given an overview of the proposed amendment and analysis on December 11, 2024. This conformity determination was approved by the MAG Board on January 9, 2025.

It is acknowledged that the analysis dated December 9, 2024, as presented in the document, MAG MPO TransPlan50 Amendment #2 Emissions Analysis Report demonstrates that Amendment #2 conforms to the air quality requirements of the State Implementation Plan (SIP) and the Environmental Protection Agency (EPA) budget and interim emissions tests for all pollutants in non-attainment or maintenance areas in accordance with applicable regulations [Citation: 49 CFR 93.118 and 40 CFR 119].

If you have any questions, please contact me at (801) 955-3524 or Peter Hadley, FTA, at (303) 362-2393.

Sincerely,

*Edward Woolford*

Edward T. Woolford, FHWA  
Environmental Program Manager

cc: Peter Hadley, FTA/Region 8  
Naomi Kisen, UDOT  
Kip Billings, WFRC  
Rick McKeague, UDAQ  
Greg Lohrke, U.S. EPA  
Shawn Eliot, MAG  
Trisha Sharma, FHWA

## EXECUTIVE SUMMARY

This report is a new emissions analysis for MAG TransPlan50 Amendment 3.

As the MPO, MAG is responsible for developing, producing, and adopting the Metropolitan Transportation Plan (MTP), TIP, and the Unified Planning Work Program (UPWP). MAG has the responsibility to ensure that the MAG TransPlan50 for the Utah Valley urbanized area **conforms** to the air quality requirements of the State Implementation Plan (SIP) and the Environmental Protection Agency (EPA) budget and interim emissions tests for all pollutants in non-attainment or maintenance areas (40 CFR 93.118 and 40 CFR 93.119). This responsibility will be fulfilled when the MAG MPO Board approves the Conformity Determination Report. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review this document in consultation with the EPA to ensure that all relevant planning regulations have been adequately addressed.

"Under 23 CFR Part 450 and the BIL Act, federally funded projects cannot be approved, funded, advanced through the planning process, or implemented unless those projects are in a Fiscally Constrained and Conforming Transportation Plan and Transportation Improvement Program."

### **Summary Of Amendment**

MAG is proposing adding and changing 4 RTP projects. These amendments result from recommendations made by the Utah Transportation Commission in May 2025, updates from the Nebo Beltway Study. The result is two new roadway projects in Fiscally Constrained (FC) Phase 1 and two projects added to the needs-based (not fiscally constrained) plan, which are not modeled for air quality since only the FC plan is considered. For more information on the amended projects, see [magutah.gov/rtp-amendment-3](http://magutah.gov/rtp-amendment-3), which is live during the public comment period of September 12 to October 12, 2025.

## Amended RTP Projects

# I-15; Payson to Santaquin

Payson 800 South to Utah County Line

Phase 1 Fiscally constrained

Estimated Cost: \$164.5M

From Transportation Commission



# I-15/Santaquin Main ST Interchange

Santaquin Main St

Phase 1 Fiscally constrained

Estimated Cost: \$115M

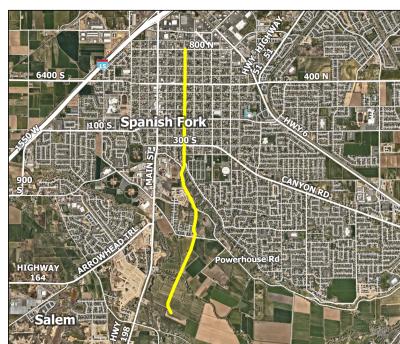
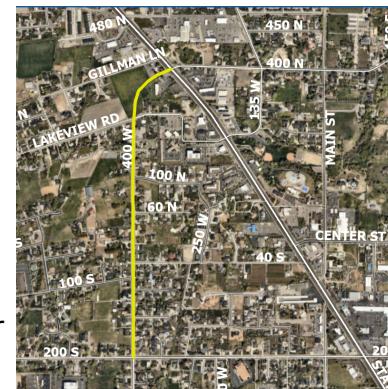
From Transportation Commission Recommendation

Needs-Based Projects (not included in air quality model)

## Lindon 400 W

Estimated Cost: \$13m

Multiple Phases: Adding connection on north end, adding signal on State Street, widening southern portion to minor arterial cross sections



## Spanish Fork 300 E

Spanish Fork 900 N to Salem 400 N

Not fiscally constrained

Estimated Cost: \$51.7M

## **Transportation Conformity**

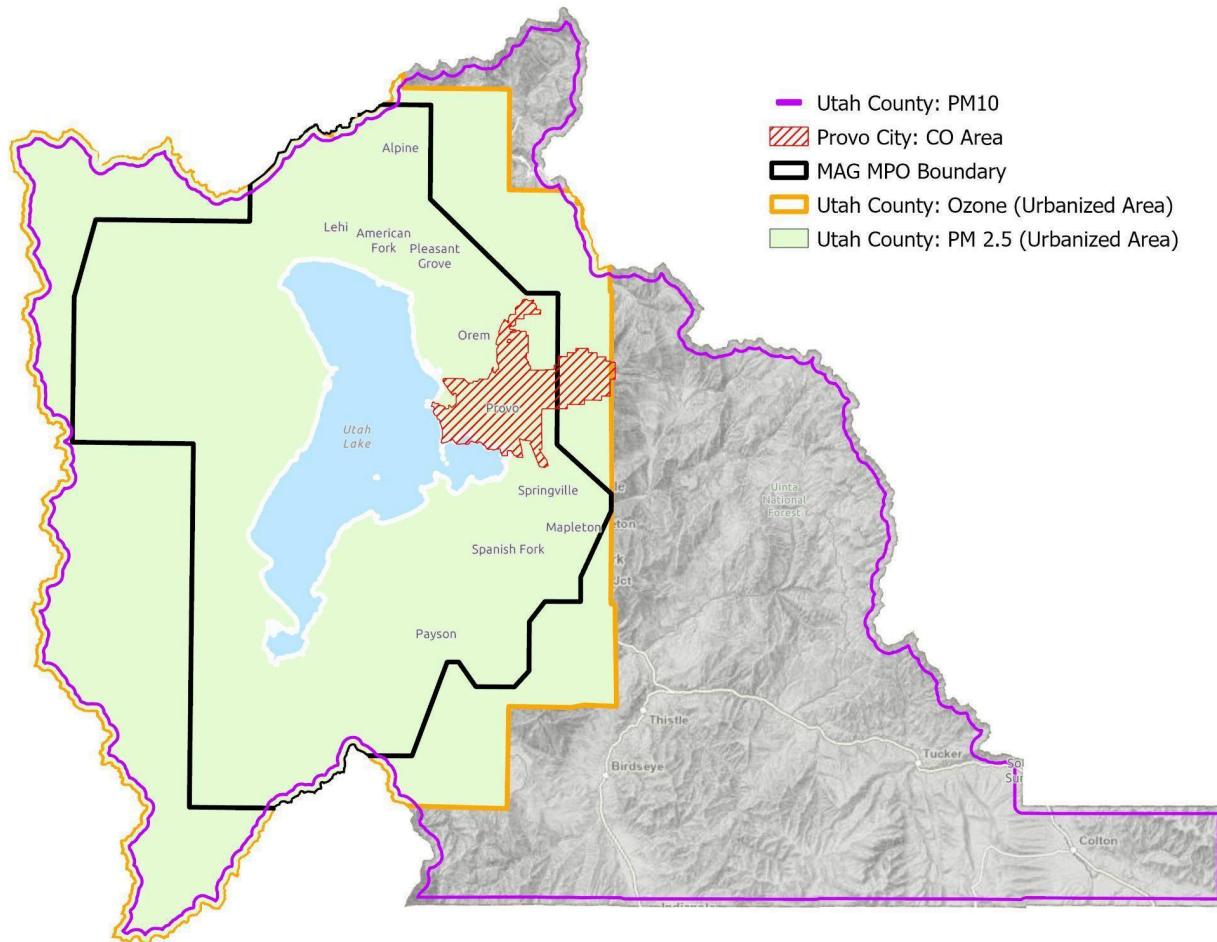
A Basic Guide for State and Local Officials United States Department of Transportation (US-DOT)

This report updates the conformity analysis and describes the changes made to the travel model transportation networks.

Approval of these documents by FHWA and FTA allows the policies, programs, and projects to be implemented using Federal Funding.

All assumptions used in this determination report were found to be consistent with federal regulations at various stages of the development of MAG TransPlan50.

## Utah County Non-Attainment and Maintenance Areas Map



Provo City is designated as a Maintenance Area for Carbon Monoxide. Utah County is designated as a maintenance area for PM10, and the Urbanized area of Utah County is a non-attainment area for 2006 PM2.5 (pending the EPA's approval of the Maintenance Plan) and marginal non-attainment for 2015 Ozone. The MAG TDM includes the entirety of Utah County, not just the MPO, and models the non-attainment areas within the MPO boundary and the donut areas for Ozone, PM2.5, and PM10, respectively.

## CONFORMITY TESTS

Conformity Analysis Tests Table summarizes the specific quantitative conformity tests required by the conformity rules based on the SIP for each non-attainment or maintenance area pollutant in the MAG area.

Effective March 27, 2020, Utah County was redesigned as a maintenance area for PM10 with the associated Maintenance Plan and 2030 NOx and PM10 Motor Vehicle Emissions Budgets.

Effective July 13, 2020, Provo City entered its 2<sup>nd</sup> 10-year Carbon Monoxide (CO) maintenance plan. This plan follows the provisions/requirements of the CO Limited Maintenance Plan (LMP) Policy. The CO LMP does not require a regional emissions test for a conformity determination. Other aspects of transportation conformity, such as consultation, fiscal constraint, and hot spot analysis, still apply. According to the EPA, "... it is unreasonable to expect that an LMP area will experience so much growth in that period that a violation of the CO NAAQS would result. Therefore, for the Provo CO maintenance area, all actions that require conformity determinations for CO under our conformity rule provisions are considered to have already satisfied the regional emissions analysis and "budget test" requirements in 40 CFR 93.118."

Effective May 10, 2019, Utah County was declared a Clean Data PM2.5 non-attainment area. In collaboration with stakeholders, the State is required to prepare a PM2.5 Maintenance Plan. Until the EPA approves the plan, the MPO must perform interim conformity tests for the 2006 PM2.5 non-attainment area. The EPA proposed approval of Utah's PM2.5 SIP with the associated Maintenance Plan and 2034 emissions budgets in the Federal Register on November 6, 2020. Still, these have yet to be formally approved by the EPA. MAG will continue to use the interim emissions tests until the SIP and associated mobile emissions budget are approved.

Effective August 3, 2018, Utah County was declared a Marginal OZONE non-attainment area with the requirement to perform an interim conformity test for the 2015 Ozone non-attainment area. Effective November 7, 2022, EPA determined that the Southern Wasatch Front marginal area (MAG) attained the standards by August 3, 2021, the applicable attainment date. After the State submits a Limited Maintenance Plan for the Southern Wasatch Front, MAG will only be required to complete a qualitative conformity assessment for ozone. MAG will continue to use the interim emissions tests until the SIP and associated mobile emissions budget are approved. The TDM excludes portions of the county not in the Ozone Non-Attainment area.

## Conformity Analysis Tests Table

Area	Non-attainment and SIP Status	Pollutants	Test Period	Quantitative Tests
<b>Provo CO</b>	Approved Maintenance SIP	CO	Limited Maintenance Plan	None
<b>Utah County PM 10</b>	Approved Maintenance SIP	NOX precursor Direct PM10	Maintenance Plan	Emissions Budget
<b>Utah County Ozone</b>	Attained in 2021 (Limited Maintenance SIP Pending)	NOX precursor VOC precursor	Interim Test	Build ≤ 2017
<b>Utah County PM 2.5</b>	2006 PM2.5 Non-Attainment (Maintenance SIP Pending)	NOX precursor VOC precursor Direct PM2.5	Interim Test	Build < No Build or Build ≤ 2008

The conformity rules outline specific analysis requirements that non-attainment areas must follow depending on the severity of the non-attainment problem and the time frame established by the Clean Air Act to maintain National Ambient Air Quality Standards.

The following list describes the appropriate subsections of 40 CFR Part 93 the plan must meet:

- 93.110 – Latest Planning Assumptions
- 93.111 – Latest Emission Model
- 93.112 – Consultation

TransPlan50 and TIP:

- 93.113(b) – Transportation Control Measures (RTP)
- 93.113(c) – Transportation Control Measures (TIP)
- 93.118 or 93.119 – Emission Budget(s) or Emission Reduction

### **93.110 - LATEST PLANNING ASSUMPTIONS**

Section 93.110 of the transportation conformity rule defines the requirements for the most recent planning assumptions that must be in place during the conformity determination process. The planning assumptions relate to the socio-economic forecasts, transit operating policies, transit capital program policies, and transit fare policies that impact the travel demand modeling. All planning assumptions have been reviewed and agreed to through the interagency consultation process at various stages of the TransPlan50 development.

MAG initially ran MOVES for 2019, 2028, 2032, 2042, and 2050 with all needs-based projects. The results were within established budgets. The emissions shown in this document are based on the fiscally constrained project list as of April 2024.

### **Analysis Years**

Conformity must be determined for TransPlan50, which includes the TIP in the non-attainment and/or maintenance areas. While other requirements of the Metropolitan Transportation Planning Process dictate the financial feasibility and related programming and planning procedures, conformity is based largely on analyzing specific years chosen according to the criteria found under Section 93.118. The following rules have been followed to define the analysis years in the MAG study area:

- Any year for which the implementation plan establishes a Motor Vehicle Emission Budget—PM10 2030 is a budget year under the new maintenance plan. For the CO maintenance plan, 2015 was a budget year, though quantitative analysis is no longer required.
- The first horizon year must be no more than 10 years from the first year of the plan (2023)
- If the attainment year (2003 for PM10, 2014 for CO, 2021 for Ozone) is within the transportation plan's time span, it must be a horizon year.
- For PM2.5, until a SIP budget is established – the baseline year is 2008
- For PM2.5, until a SIP budget is established - The first horizon year must be no more than 5 years from the analysis year.
- For Ozone – the baseline year is 2017
- For Ozone – The first horizon year must be no more than 5 years from the analysis year until the LMP is approved.
- Horizon years may be no more than 10 years apart.
- The final horizon year must be the last year of the transportation plan, and 2050 applies to all analyses.

Conformity Analysis Years Table summarizes the proposed analysis years for the three

non-attainment areas in the MAG modeling area.

### **Conformity Analysis Years**

<b>Area</b>	<b>Pollutant</b>	<b>Analysis Year(s)</b>
Utah County	PM10	2030 2040 2050
Utah County	PM2.5	2028 2035 2042 2050
Utah County	Ozone	2028 2032 2042 2050

### **Socio-Economic Forecasts**

Perhaps the greatest influence on the magnitude of pollutant emissions resulting from the transportation system is the growth rate of people, jobs, households, and related socio-economic measures. The conformity rules require that the socio-economic inputs used in the analysis represent the latest available estimates. Added socio-economic variables for dwelling units, automobile ownership, and stratified household size are also forecast by MAG down to the individual traffic zone level. Due to difficulties with 2020 census data, MAG used the county assessor's and American Community Survey data for the residential base year. For the employment base year, MAG used building square foot data from the county assessor's and Department of Workforce Services (DWS) employment data.

### **Land Use Allocations**

In addition to review by local municipalities, land use allocations feeding into the model were reviewed by a group of stakeholders, including developers, environmentalists, and other concerned and interested citizens.

### **Zonal Data**

Travel models create a unique spatial framework for describing travel demand. The study area is subdivided into small geographic units called Traffic Analysis Zones (TAZ).

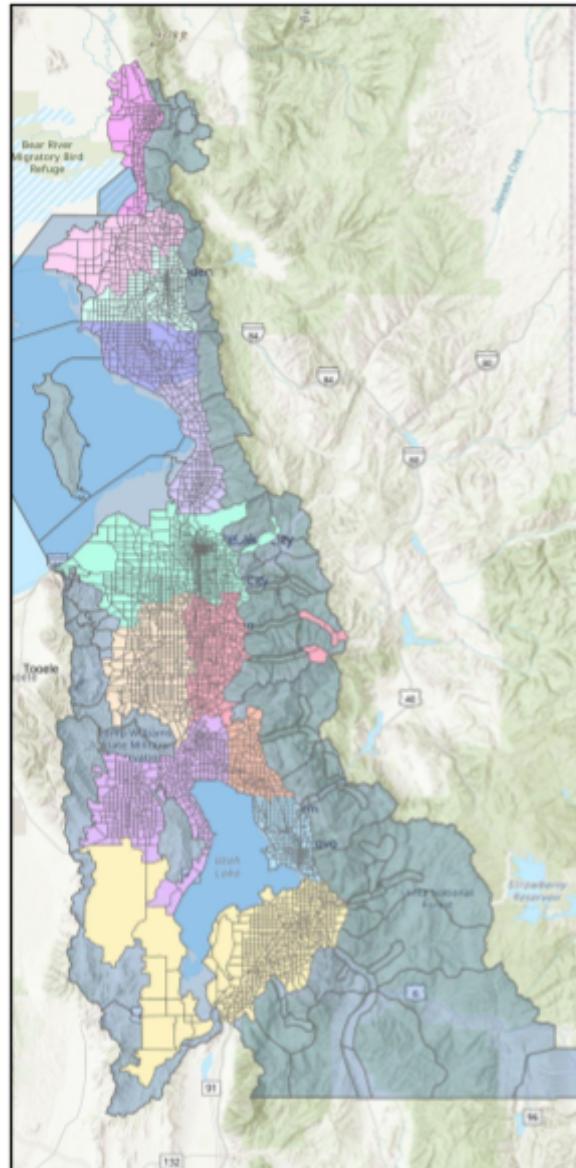
The zonal systems for this effort are a 1,311-zone system for the Salt Lake Area, a 428-zone system for the Ogden Area, and a 1,316-zone system for the Utah County Area. Census tract boundaries do not bisect zones; thus, each area's census tract contains one or more TAZ.

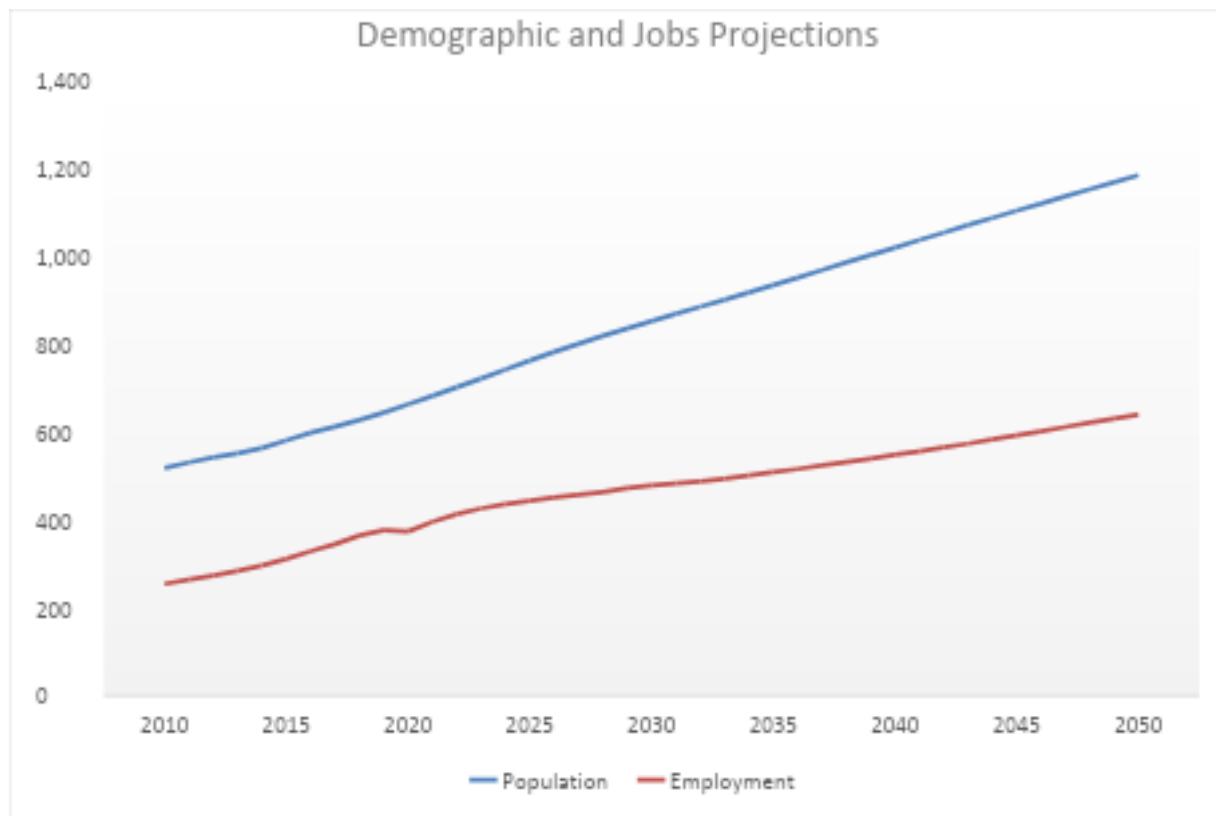
### Population & Employment

MAG and the Wasatch Front Regional Council (WFRC) estimate TAZ's economic and demographic data using information provided by GPI and employment data provided by the DWS. Future-year projections of socio-economic data begin with control totals provided by the Center. These are the state's official demographic estimates and forecasts, which are published for each county in the state.

Each MPO allocates the population, households, and employment to the TAZ. The zone allocation is done based on local master plans and with local planners. Detailed projections are made for 2020, 2030, 2040, and 2050, beginning in 2015. Estimates for intermediate years are not post-processed but exist as raw land use model output. Household data has been stratified by (1) the number of persons per household and (2) the number of vehicles used by the household. The model applies a set of equations to this data to calculate the expected number of person-trips for each household based on *household size/number of vehicles* combination totals for each TAZ.

**Wasatch Front Travel Model TAZ Zone Map**





### **Projects In The TIP and Regional Transportation Plan**

All the projects identified in TransPlan50 are included in the regional emissions analysis. The plan is fiscally constrained – containing only projects with an identified funding source. Estimated funding levels are based on current funding levels and reasonable assumptions that these funds will be continued in the future.

***Regionally Significant Projects*** (40 CFR 93.101): a transportation project (other than an exempt project) on a facility that serves regional transportation needs. This includes access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals) and would normally be included in modeling a metropolitan area's transportation network, including at minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

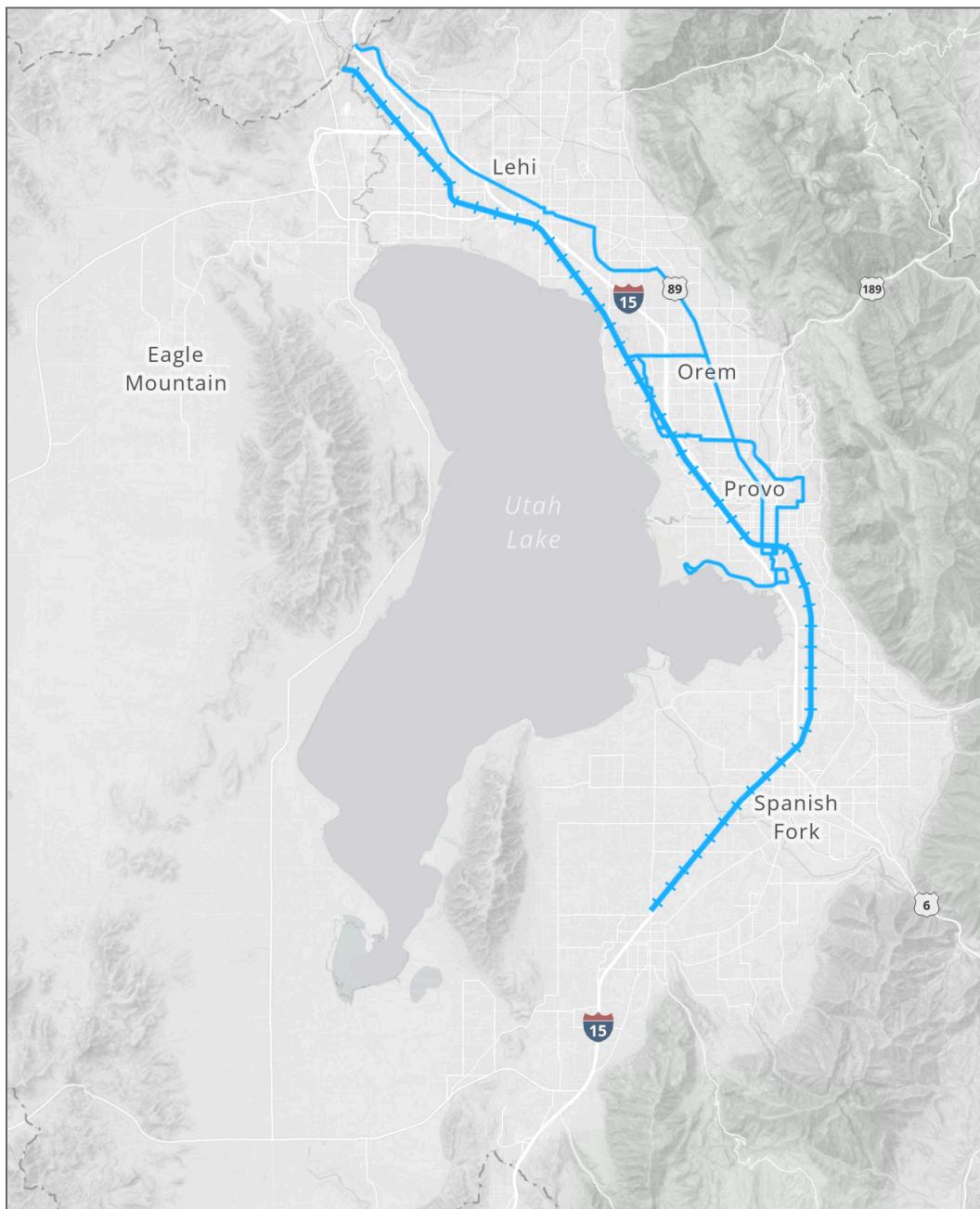
MAG's definition of highway networks meets the EPA's. The regional travel model includes all principal arterial and passenger rail projects. Also, projects on minor arterials, collectors, and local transit services are included—therefore, they are included in the emission analysis—even though they do not serve regional transportation needs as defined by the EPA.

For a complete list of the projects included in this conformity analysis, see

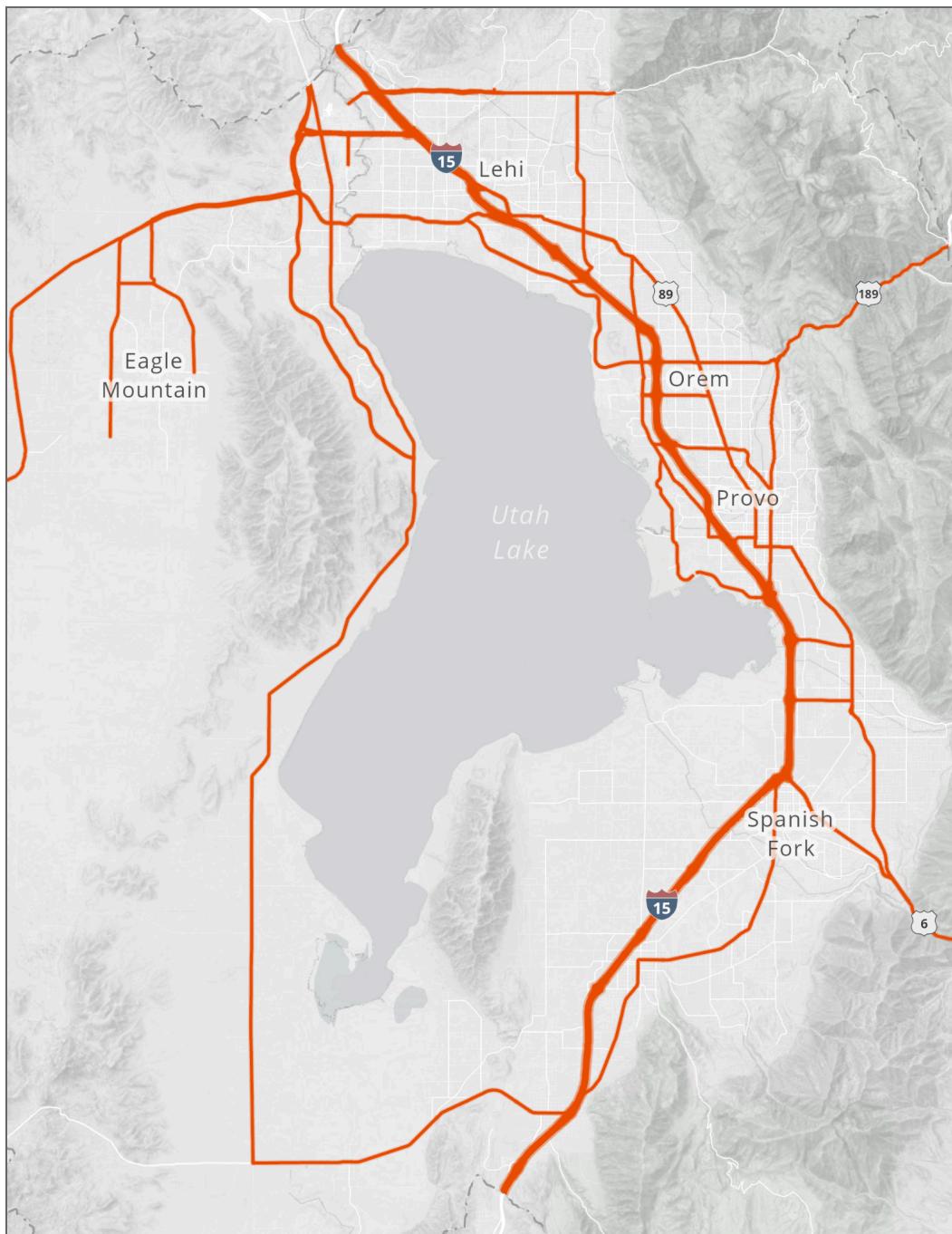
[https://magutah.gov/rtp2023/.](https://magutah.gov/rtp2023/)

Regionally significant projects may not proceed under a conformity lapse, but this conformity analysis finds that the transportation plan conforms.

### Utah County - Regionally Significant Corridors Transit Map



## Utah County - Regionally Significant Corridors Highway Map



### Future Years Travel Demand Model Network

All projects included in the TransPlan50, including baseline projects, were modeled to determine their impact on air quality. This approach models conformity for the entire plan, but in the case of failure to demonstrate conformity, only exempt projects may proceed.

To remain consistent with past modeling practices, MAG included the analysis of all planned transportation capacity increase projects on facilities functionally classified as Collector, Minor Arterial, and Principal Arterial streets.

The highway projects list from TransPlan50 and maps of the transportation networks used for the emissions analysis are included in the appendix. The following "Build" model runs reflect the Plan.

*Baseline* = Includes existing network as of 2019  
2028 = Includes project on current TIP and existing  
2032 = Includes projects up to and including year  
2042 = Includes projects up to and including year  
2050 = Includes projects up to and including year

In addition to the TransPlan50 networks mentioned above, additional years were interpolated – 2030, 2035, and 2040 to provide transportation data needed to assess the air quality impacts on the PM<sub>10</sub> Ozone and PM<sub>2.5</sub> analysis years.

**Concept and Scope:** The design concept and scope of all regionally significant capacity-increasing projects in the TIP have not changed significantly from those identified in the plan.

## The Regional Travel Demand Model

The Wasatch Front Regional Travel Demand Model (TDM) is an integrated land-use, transportation, and air quality model for various analyses. The MAG MPO and the Wasatch Front Regional Council share the model, covering all four Wasatch Front urban counties (Davis, Salt Lake, Utah, Weber). It includes several advanced features that place it on the cutting edge of improved modeling methods required to meet the BIL Act and the Clean Air Act. In addition, several features recommended by the Travel Model Improvement Program of the US-DOT, FHWA, FTA, and the EPA are incorporated into the model.

Some of the most useful model outputs include:

- Origin-Destination flows
- Directional link vehicle volumes
- Vehicular travel times and speeds
- Transit ridership numbers
- The model produces forecasts four times of day:
  - AM Peak: 6-8:59 AM
  - Midday: 9 AM – 2:59 PM
  - PM Peak: 3-5:59 PM

- Evening/Off-peak: 6 PM – 5:59 AM

## Model Coverage

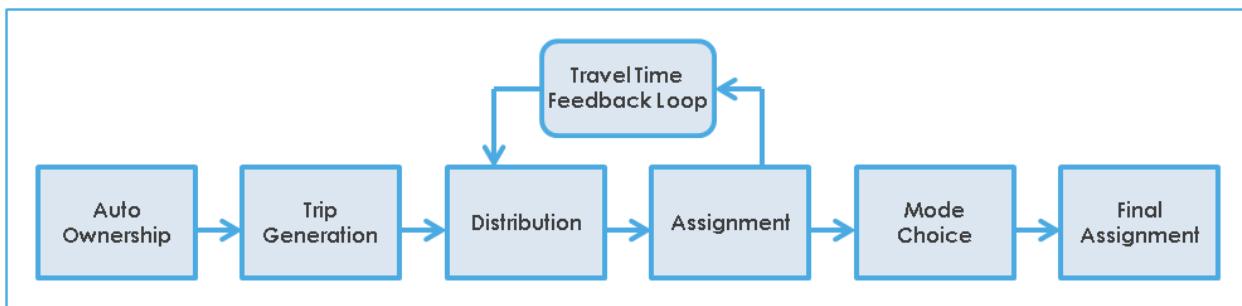
The model covers Utah, Salt Lake, Davis, western Weber, and a portion of Box Elder counties. Significant commuting is from Summit County (Park City) and Tooele County. In both cases, the population centers are separated by more than 15 miles from the urban portions of Salt Lake County. The issue of how to treat these growing travel flows may need to be dealt with in the future. Currently, the commuting levels are not of a magnitude that treating the flows as an external-internal flow compromises the urban models significantly.

## Model Structure

System-wide transportation planning models are typically based on a four-step modeling process: trip generation, trip distribution, mode split, and trip assignment. The regional model incorporates these steps and adds an auto ownership model sensitive to urban design variables.

The model has a feedback loop between trip distribution and traffic assignment, which ensures consistency between travel congestion and times that *influence* trip distribution patterns and are also an *outcome* of trip assignment. Travel time, or, more generally speaking, *accessibility*, is calculated based on outputs from the assignment model but is also an important determinant of trip distribution and mode split. Therefore, it is customary to iterate these three models to reach a convergent solution.

### Conceptual Overview Of The WFRC/MAG Model



At the start of a full model run, the auto ownership model estimates household auto ownership levels, and then the trip generation model uses land use data and auto ownership to calculate trip ends at the TAZ level. The distribution model pairs these trip ends into origins and destinations. In the mode split model, a mode of travel is selected for each trip. Vehicle trips are assigned to the highway network in the assignment model. The travel time feedback loop in the model is accomplished before mode choice by converting person trips to vehicle trips based on observed data.

## Model Components

Although considered a five-step process, as stated above, the model comprises several steps, and each step is programmed or scripted separately. These steps include, but are not limited to:

- *A land use allocation model (REMM)* allocates future land use (e.g., housing and jobs) based on accessibility, land availability (through physical constraints and zoning), and the location of existing land uses.
- *The auto ownership model* estimates the likelihood of each household in the region owning 0, 1, 2, or 3+ cars. Auto ownership is a function of the household's characteristics and where the household lives. Auto ownership and availability are strong predictors of trip-making and mode-choice behavior.
- *The trip generation model* calculates the number of person trips generated within each TAZ. The parameters are developed from the [WFRC/MAG 2012 Household Travel Survey](#). The number of trips to and from a place is a function of the amount and types of land-use activity within the zone.
- *The trip distribution model* pairs the origins and destinations for each zone for each trip purpose. Trip generation estimates the number of trips to or from each TAZ, and trip distribution completes the trip by describing which trip origins are linked with which trip destinations. The result is a person trip matrix for each trip type. Trip distribution links trip-ends of the same type based primarily on the spatial separation of different land uses and observed sensitivities to trip length. One output of trip distribution is the person trip table for home-to-work that can be compared to the "Journey- to-Work" data provided by the Bureau of the Census.
- *The highway/transit skim builder* finds the best available travel path via each explicitly modeled travel mode. Several modes are explicitly modeled, including auto, transit modes (local bus, bus rapid transit, light rail, commuter rail), and non-motorized modes. Skims are reasonable approximations of the travel time and cost between all pairs of TAZs, and skims are described for each travel mode. The path-finding algorithms are calibrated based on observed travel paths and observed relationships between volumes and congested speeds.
- *The mode split model* calculates which mode people will likely take based on availability and mode-specific parameters (e.g., time, cost, transit frequency). It provides a breakdown of person trips by mode for captive riders (people without automobiles) and the total population. The mode split model is developed based on observed data on mode preferences and what those preferences imply about

sensitivities to mode attributes.

- *The vehicle assignment model* locates the “best” routes between each origin/destination pair and assigns the vehicle trips to the highway network. Important outputs of this module include the number of vehicles on each roadway segment by time period and turning movements at intersections. Several other pieces of data can be extracted, including operating speeds, travel times, VMT, VHT, and V/C on links and at intersections. In addition, one can configure the vehicle assignment to save all the vehicle trips that use a single link in either direction (select link analysis) or all the vehicle trips that originate or are destined for a zone (select zone analysis).
- *Transit assignment* uses the transit trip table output from mode split and assigns person trips using transit to the appropriate transit route. This provides a means of viewing transit ridership graphically and understanding the relative effectiveness of different transit network segments.
- *The model automatically* summarizes its output, including regional statistics (e.g., VMT, VHT, transit shares, and trip lengths), corridor and segment performance statistics (e.g., delay, volume, and ridership), district and county-level trip flows, MOVE emissions model inputs, and calibration statistics.

### Traffic Analysis Zone Structure

There are 1,316 TAZs in Utah County, summarizing travel between the TAZs, land use, and socioeconomic data.

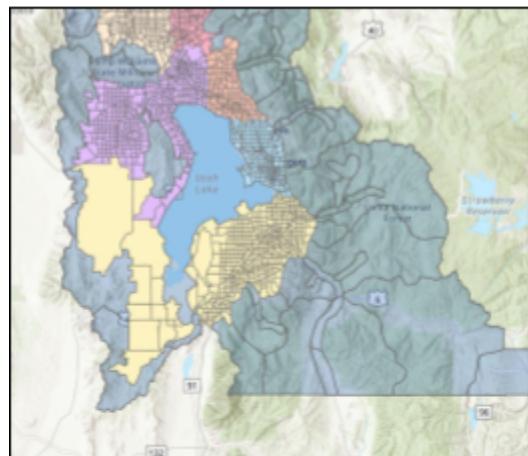
### Network Structure

The road network includes all facilities functionally designated as collectors or above for modeling purposes. It has approximately 50,000 road links.

### Model Calibration

The model is calibrated to reasonably represent 2019 “base year” travel conditions and patterns, a process in which model output is checked or “validated” against real-world data. Trip rates, transit ridership and highway volumes are examples of types of model outputs that are validated. When the model results do not match the base-year values within an acceptable tolerance, parameters are adjusted until the model is acceptable. For future forecast years, the model output is reviewed for “reasonableness” to validate model results, and model sensitivities can be assessed.

**MAG MPO Model Geography/TAZ Structure Map**



## Quality Control And Monitoring

Due to the vast amount of data required as input to the modeling process, numerous quality control tools have been developed to help ensure the integrity of that data, which in turn enhances the model's reliability. These automated features include the following:

- Summaries of key demographic data – these are used to compare magnitudes and trends and to check for accuracy.
- Summaries of county-to-county flow magnitudes and trends help check for accuracy and reasonableness.
- Cross-checks to detect conflicting network data.
- Visual inspection of differences between the highway networks.
- Screen line summaries to compare general traffic volumes.
- Check links for the correct county and city tag.
- Check that link speeds and volumes are within reasonable ranges.
- Numerous other network detail checks.

## Transportation Modeling

**Utah County 2019 AADT Adjustment Factors**

<b>Facility Type</b>	<b>Model AADT VMT</b>	<b>HPMS AADT VMT</b>	<b>TDM Model to AADT Factors</b>
<b>Freeways</b>	5,500,075	5,680,241	1.033
<b>Arterials</b>	6,550,962	5,875,649	0.897
<b>Local Roads</b>	863,796	2,390,541	2.767

AADT: Average Annual Daily Traffic | VMT: Vehicle Miles Traveled

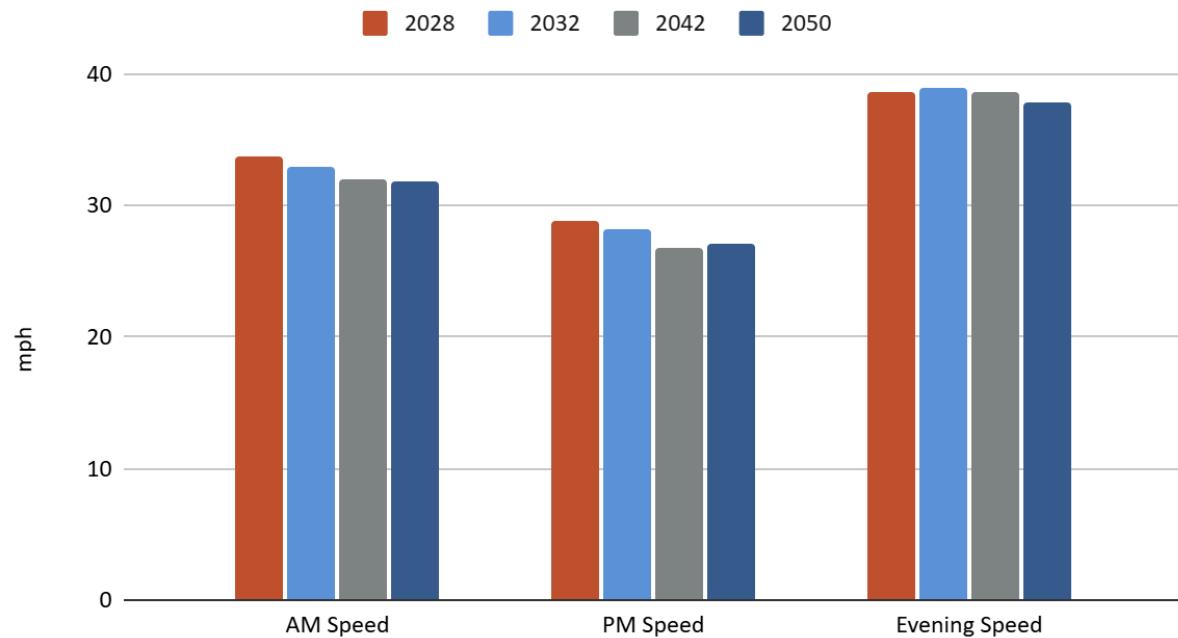
HPMS: Highway Performance Management System (UDOT traffic counts)

Each road segment in the TDM has an associated monthly adjustment factor. The default winter factor is 0.974, and summer is 1.07 for road segments without a factor.

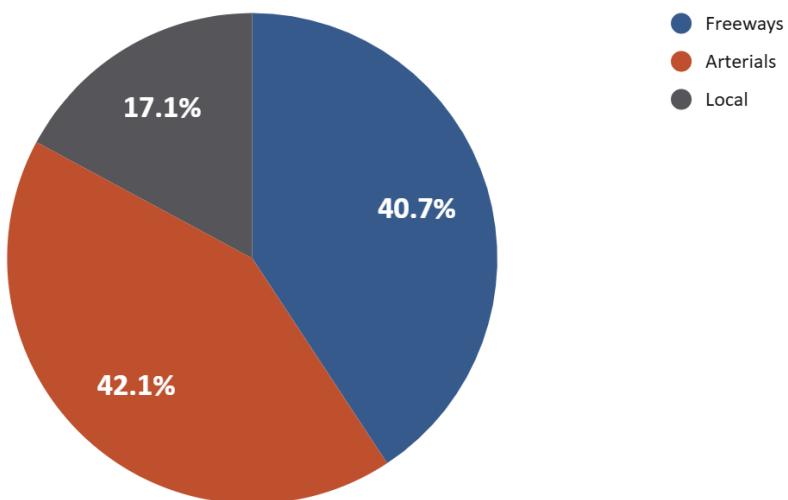
## Utah County Travel Characteristics

Average Speeds by Time of Day and Facility Type		2028	2032	2042	2050
Road Type	Time of Day				
Arterial	AM Speed	31.3	31.4	30.8	30.9
	PM Speed	28.3	27.1	26.1	26.5
	Evening Speed	34.9	35.0	34.8	34.7
Freeway	AM Speed	57.1	54.7	52.1	51.8
	PM Speed	45.2	44.6	41.3	42.0
	Evening Speed	68.1	68.8	68.3	66.1
Local	AM Speed	12.9	12.9	12.9	12.9
	PM Speed	12.9	12.9	12.9	12.9
	Evening Speed	12.9	12.9	12.9	12.9

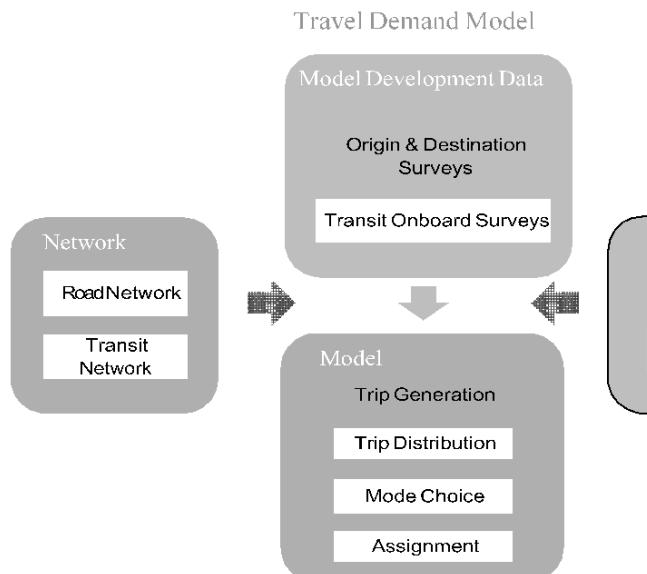
### Average Speeds



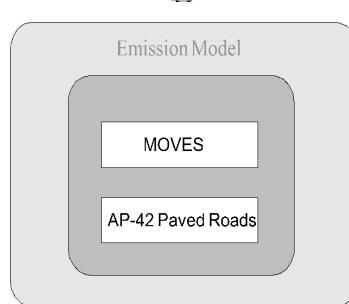
2019 Vehicle Miles Traveled by Road Type



## Travel Model and Mobile Emission Model Interaction Diagram



Product: Functional Class Speeds & VMT Projections



Product: Emission & Particulate Rates

Product: Mobile Source Emissions

**Modeling Domain For PM10 and Co Maintenance Areas, as well as PM2.5 and Ozone Non-Attainment Areas**

MAG's modeled area covers the entire county.

PM10, PM2.5, and ozone conformity must be found for all designated non-attainment areas. CO conformity must be found for the Provo City boundary, though only a qualitative analysis is required per the LMP.

## 93.111 - LATEST VEHICLE EMISSION MODEL

The Mobile Source emissions factor data is derived from employing two EPA models. For Oxides of Nitrogen emission factors and Particulates, MAG employed the approved MOVES 4.0.1 model. For determining Road Dust emission rates, the AP-42 equation was used as summarized below:

### **Secondary PM10 Pollutants**

MOVES - NOx  
AP-42- Chapter 13 - Road dust

### **PM10 Pollutants - Direct**

MOVES – Exhaust, Tire & Brake wear

### **2006 PM2.5 Precursor**

MOVES – NOx, VOC

### **2006 PM2.5 Pollutants - Direct**

MOVES Total PM2.5, Break and Tire Wear

### **2015 Ozone Precursor**

MOVES – NOx, VOC

Once the emission rates have been determined for each facility type, the corresponding rates (in grams/mile) are multiplied by the seasonal daily VMT for that facility for that calendar year. As per the following formula:

***Emission Rate (gram/mile) x Vehicle Miles Traveled (miles/day) = Emissions (gram/day)***

The total emissions for the County are determined by adding the rates of all 3 facility types (Freeways, Arterials, and Local roads)

### **Moves Air Quality Model**

The EPA-approved air quality model MOVES 4.0.1 was used to prepare the plan for conformity. Though MOVES5 was recently released, MAG is still within the grace period for using MOVES 4.0.1.

### **I/M Programs**

Until 1996, Utah County's I/M program was a basic two-speed idle, classified as a Test and Repair Program. In 1996 and later, the EPA approved Utah County's I/M Program for credit as a centralized test-only program with Technician Training credits.

Effective February 29, 2000, the Utah County I/M Program consists of a two-speed idle test on all gasoline vehicles of model years 1968 through 1995 and OBD testing on all gasoline vehicles of model year 1996 or newer. A vehicle that passes the OBD test will be given a certificate of compliance for registration purposes. If a vehicle fails the OBD test, it must pass the two-speed idle test to receive a certificate of compliance.

For modeling purposes, model years 1996 and above are tested under the OBD procedure. H.B.172 went into effect in January 2003, requiring biennial emission testing

on the newest six-year-old car models.

### **Moves Input Files**

The MOVES model is a data-intensive computer program based on the MYSQL database software. Input files utilized in the conformity analysis follow the agreed-upon procedures and data established through consultation with the DAQ and EPA to prepare SIPs and Maintenance Plans. The input files were adapted for the projection inventories to reflect changes in the local I/M programs, vehicle standards, and other parameters as they evolve – per the Interagency Consultation process that reflects the established local conditions. Vehicle activity input files are generated by the WFRC/MAG Regional Travel Demand Model.

The EPA User's Guide to MOVES found on the EPA's website, details MOVES procedures and proper use and explains all command lines and external files used in the modeling.

<b>Input File</b>	<b>Source</b>
Vehicle Population	DAQ
Age Distribution	DAQ
Inspection Programs	DAQ
Fuel Formulation & Usage	DAQ
Meteorology	State SIPs or DAQ/EPA
Vehicle Miles Traveled	TDM
Road Type Distribution	TDM
Speeds	TDM

### **Primary Particulate Emissions – Moves, and AP-42 Chapter 13 - Paved Roads**

The conformity analysis for Particulate Matter 10 (PM10) was estimated using the MOVES model for Exhaust, Tire, and Brake Wear. Road Dust was estimated using AP-42.

The MOVES guidance documentation and Chapter 13 of the fifth edition of AP-42 provide detailed discussions of the methodology.

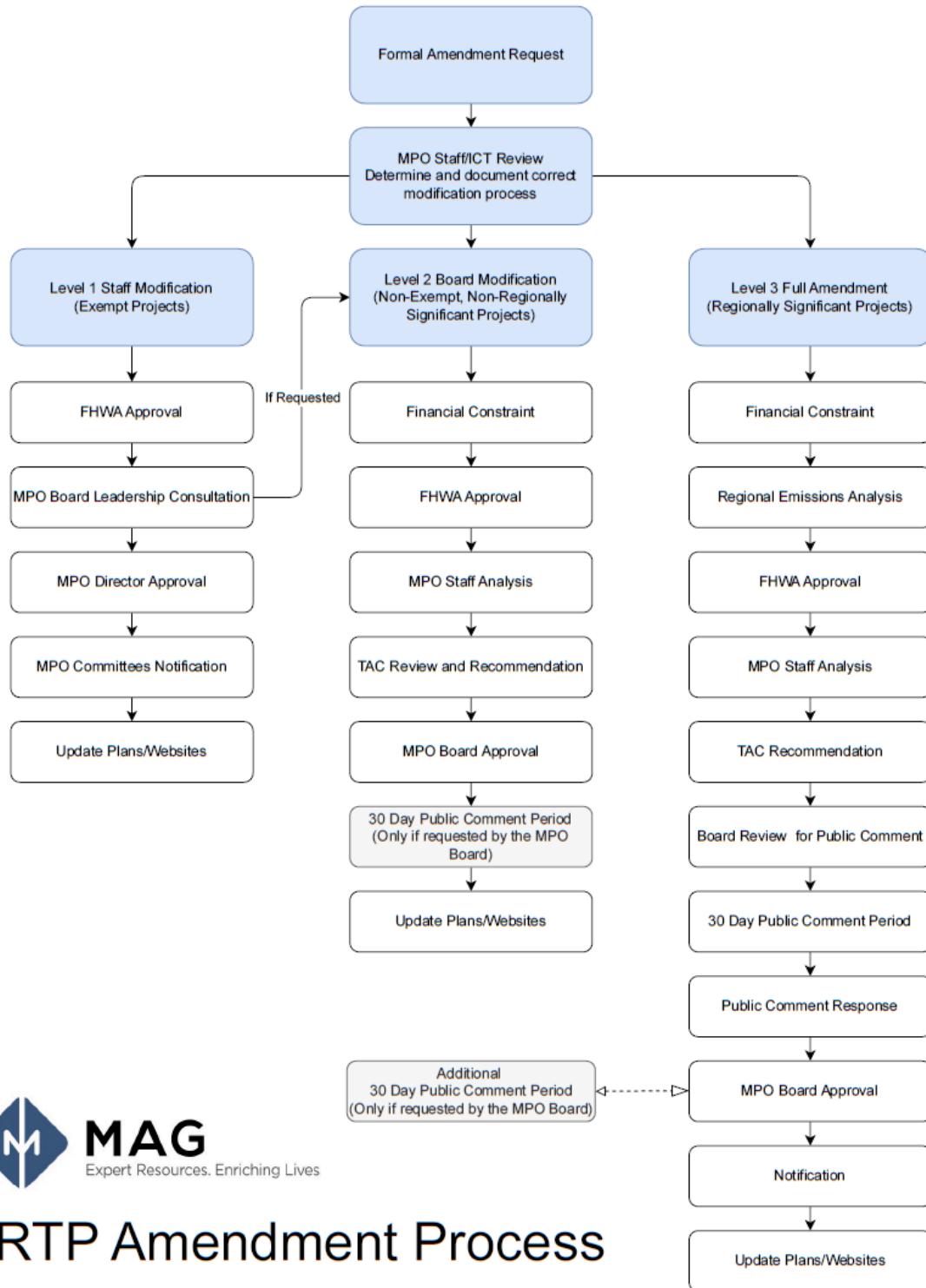
More information can be found at

<https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-compilation-air-emissions-factors>.



## 93.112 - CONSULTATION

RTP Amendment process adopted in June 2024.



**MAG**

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### RTP Amendment Process

Each modification to the RTP must follow one of three procedures:

Level 1, Staff Modifications, requires MAG MPO Director approval in coordination with FHWA and the Interagency Consultation Team (ITC).

Level 2, Board Modifications for Non-Regionally Significant Projects, requires MPO Board approval, a conformity determination from FHWA, and review by the ITC, city planners, elected officials, the TAC, a possible 30-day public comment period.

Level 3, Full Amendment for Regionally Significant Projects, requires MPO Board approval, a new air quality conformity finding, a new regional emission analysis, and review by the ITC, city planners, elected officials, the TAC, and a 30-day public comment period.

**WFRC / MAG Regional Transportation Model:** MAG, in collaboration with WFRC, employs a travel demand model using the traditional four-step travel demand process. The model is run using the Voyager program developed by Bentley Systems.

**DAQ / MAG Emission Input Parameters:** MAG, in collaboration with the DAQ has developed, through consultation, the environmental conditions (such as ambient temperature profile, altitude, and humidity) used in the MOVES model. These parameters were employed in the preparation of the State Maintenance Plans. A detailed discussion of the environmental conditions and parameters is included in the plan Technical Support Documents (TSDs) found in the SIPs.

**Clean Air Agencies Consultation:** As stated in the transportation bill, "In metropolitan areas which are non-attainment for ozone or carbon monoxide under the Clean Air Act, the metropolitan planning organization shall coordinate the development of a long-range plan with the process for the development of the transportation control measures of the State Implementation plans required by the Clean Air Act." A Consultation Procedures SIP was adopted by the State AQ Board and Approved by EPA in September 2009.

The presence of the DAQ on our MAG MPO Board and the MPO Technical Advisory Committee contributes to improved communications between Air Quality and Transportation Planning activities. In conjunction with the conformity determination, we have established an Interagency Coordination Committee that includes FHWA, UDOT, DAQ, UTA, EPA, MAG, and WFRC representatives. These meetings have greatly improved the consultation process, resulting in a successful plan consistent with federal planning regulations and the SIP.

Employing the Interagency Consultation process articulated in 40 CFR 93.105, MAG has

worked closely with the appropriate agencies to develop a process that established a set of transportation, land use, and air quality planning assumptions used in this conformity determination. The participants included staff representing the following agencies:

UDOT	UTA
FHWA/FTA	Utah County Government
DAQ	Utah County Cities
EPA/Region 8	WFRC
CMPO	

MAG presented Amendment 3 to the ICT on August 13, 2025. Any significant comments received will be included in the final version of this document.

## **93.113 - TRANSPORTATION CONTROL MEASURES**

The PM10 SIP for Utah County and the Provo CO Maintenance Plan do not identify mandatory Transportation Control Measures (TCM).

***Transit Improvements:*** The TransPlan50 identifies strategic options for the role of public transit in Utah County. This plan identifies mass transit needs and intercity travel between Utah County and the Salt Lake Valley with a thirty-year horizon.

UTA is funded through portions of the sales tax for operation and capital expenses. Additional revenue is received through fares paid and federal grants received annually for capital expenses. While there have been some short-term fluctuations in transit patronage in response to fare increases or pandemics, the implementation of commuter rail service and other transit improvements have increased transit patronage within the levels anticipated by the Plan.

Plans for expanding and increasing commuter rail service, extending Bus Rapid Transit to American Fork, and adding commuter rail in South Utah County are moving forward. These transit goals are featured in the Plan, and the steps necessary to achieve them are moving forward, including a proposal for voter approval of additional revenue for transit funding. A detailed discussion of public transit is included in the TransPlan50 document.

## 93.118 - EMISSION BUDGETS

### Utah County PM10 Conformity Determination

The Utah County PM10 Maintenance Plan requires conformity determinations for NOx and Primary PM (a combination of Direct PM10 and Dust). Construction-related PM<sub>10</sub> (§93.122(d) is unnecessary because the PM10 SIP does not identify construction-related dust as contributing to the PM<sub>10</sub> non-attainment.

In 2005, the State introduced a Trading Rule for Salt Lake County (R307 – 110) that allows the WFRC MPO to apply a potential surplus in its budget for Primary PM<sub>10</sub> to a potential shortfall in its budget for NOX at a one-to-one ratio.

MAG also requested that the state expand this existing rule to Utah County. The new Rule addressing Utah County, R307 – 111, was incorporated into the state code and became effective March 5, 2015. The final Trading Rule for Utah County was published in the Federal Register on July 17, 2015.

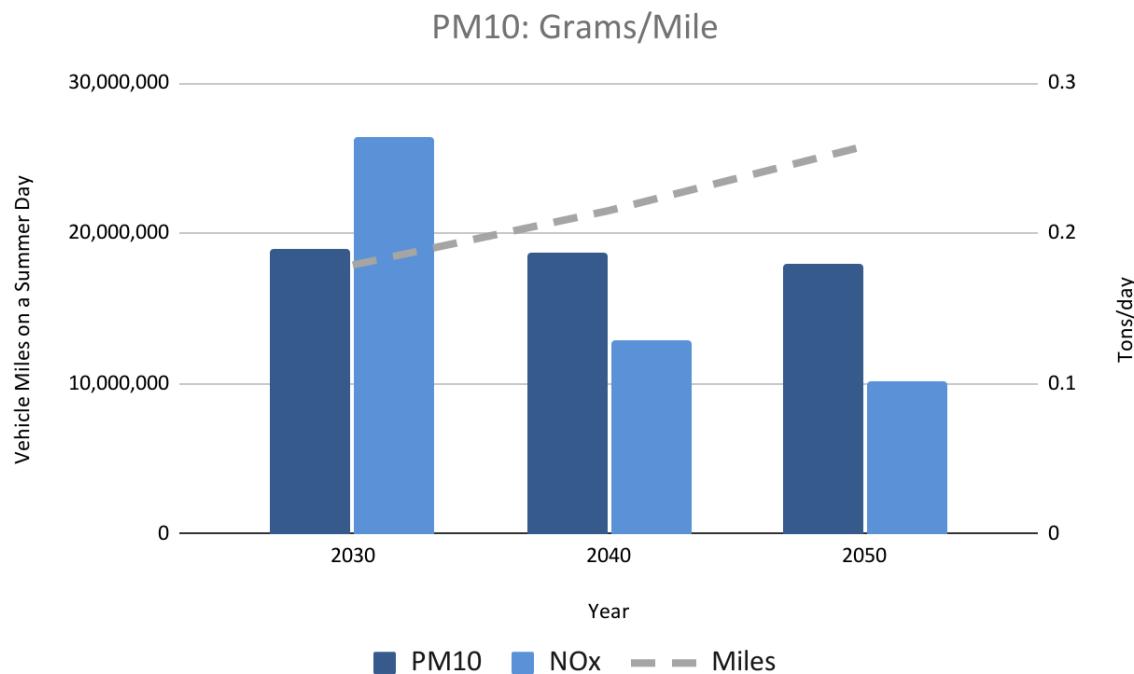
In 2020, PM10 was redesigned to attainment with a Motor Vehicle Emissions Budget for 2030.

### Utah County PM10 Emission Modeling Results

The following tables summarize the emissions from MOVES and EPA's Dust Calculation tool (AP-42 -Paved Roads).

Year	Emissions Rates		
	grams/mile		
2030	2040	2050	
Miles	17,898,904	21,519,276	25,809,862
PM10	0.190	0.187	0.180
NOx	0.264	0.129	0.102
Dust	0.138	0.138	0.133
PM10-Exhaust	0.009	0.004	0.004
PM10-Brakewear	0.033	0.035	0.033
PM10-Tirewear	0.010	0.011	0.010

\*PM10 = Dust + Direct PM10 (Exhaust+Brakewear+Tirewear)

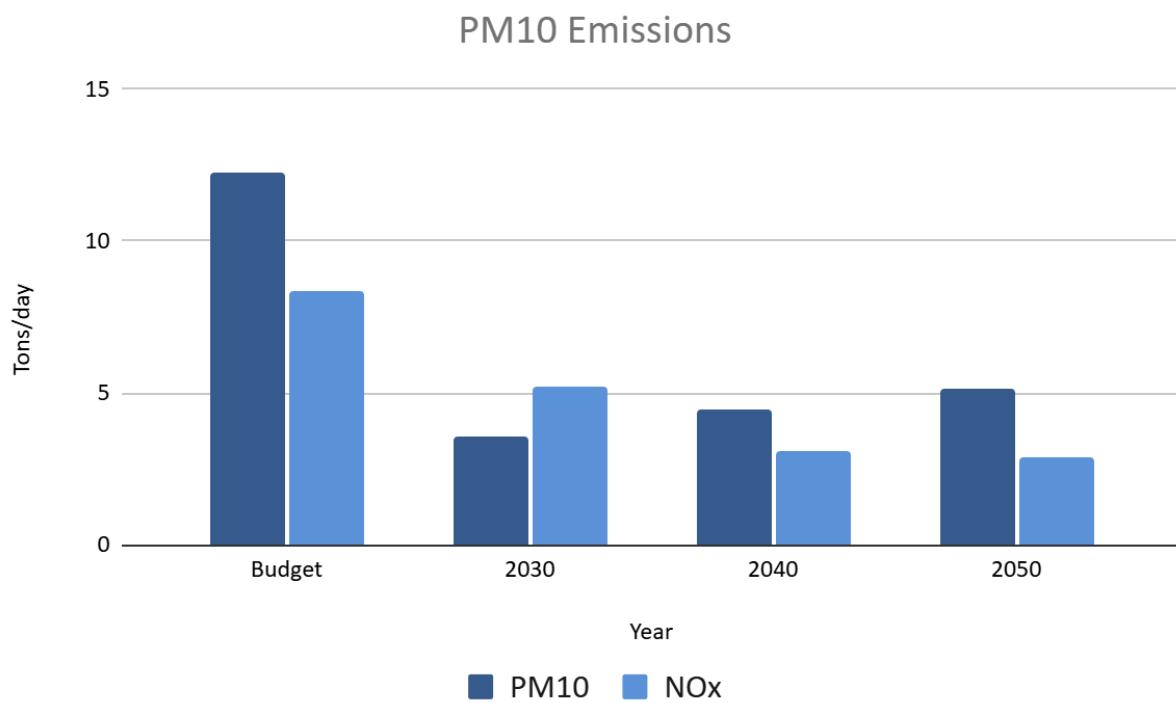


The table below summarizes the budget test associated with each required analysis year for the precursor pollutant NOx and Direct PM10. Direct PM10 is the sum of various component elements related to small particulates resulting from vehicle travel. These include exhaust, brake, tire wear, and fugitive dust, as the EPA AP-42, chapter 13—Paved Roads model results. TransPlan50 and the TIP conform to the emissions budget test for all PM10 pollutants.

### Utah County PM10 Conformity Budget Test

PM10 Budget Conformity Test				
Emissions from all road types and on-road vehicles in tons/winter day				
Pollutant	Budget	2030	2040	2050
PM10*	12.28	3.581	4.442	5.108
NOx Precursor	8.34	5.21	3.07	2.9
Dust		2.561	3.272	3.778
PM10-Exhaust		0.17	0.1	0.1
PM10-Brakewear		0.65	0.82	0.94
PM10-Tirewear		0.2	0.25	0.29
<b>Result</b>		<b>Pass</b>	<b>Pass</b>	<b>Pass</b>

\*PM10 = Dust + Direct PM10 (Exhaust+Brakewear+Tirewear)



#### **Utah County PM10 Final Conformity Determination**

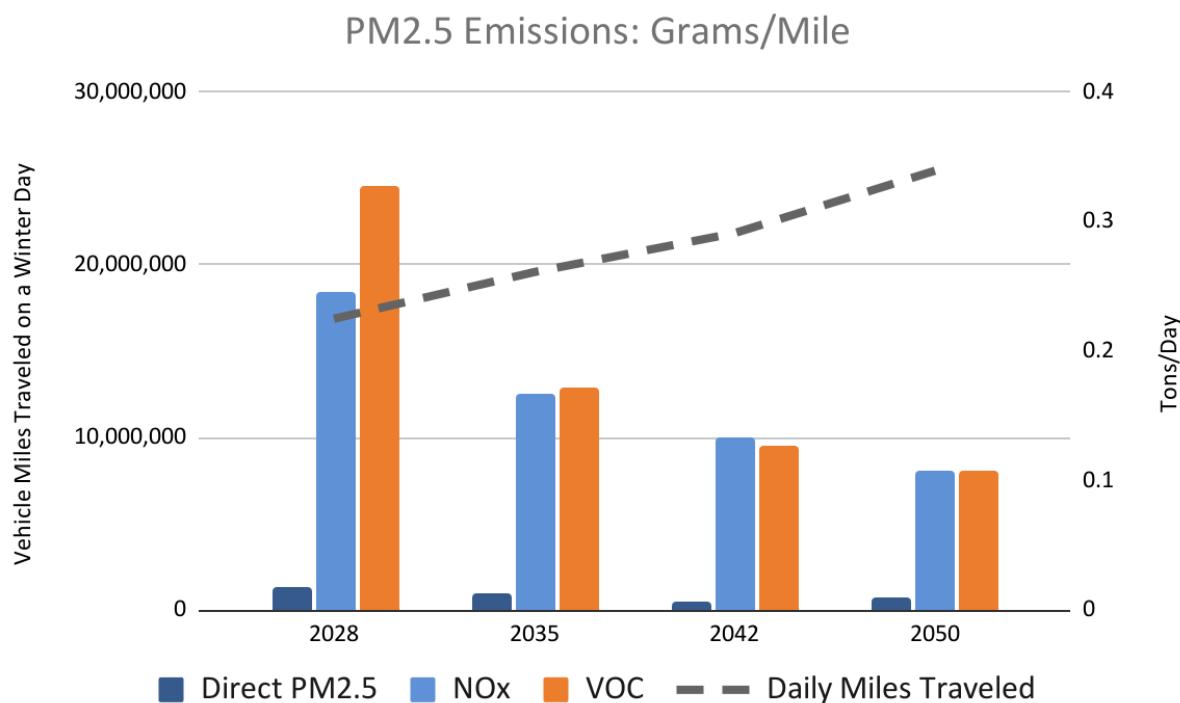
Based on this report's findings, a positive conformity determination for PM10 is made for the TransPlan50 and TIP.

## Utah County PM2.5 Conformity Determination

A conformity determination for PM2.5 is required for NOx, direct PM2.5, and VOC.

PM2.5 Grams/Mile				
For all on-road vehicles on all roads in the PM2.5 maintenance area				
year	2028	2035	2042	2050
Miles	16,878,944	19,584,528	21,840,884	25,454,286
Direct PM2.5*	0.0177	0.0123	0.0073	0.0098
VOC	0.2451	0.1678	0.133	0.1072
NOx	0.3273	0.1715	0.1269	0.1069
PM2.5 - Exhaust	0.0118	0.0068	0.0012	0.0042
PM2.5 - Brakewear	0.0043	0.0041	0.0045	0.0042
PM2.5 - Tirewear	0.0016	0.0014	0.0016	0.0014

\*Direct PM2.5 = Exhaust + Brakewear + Tirewear



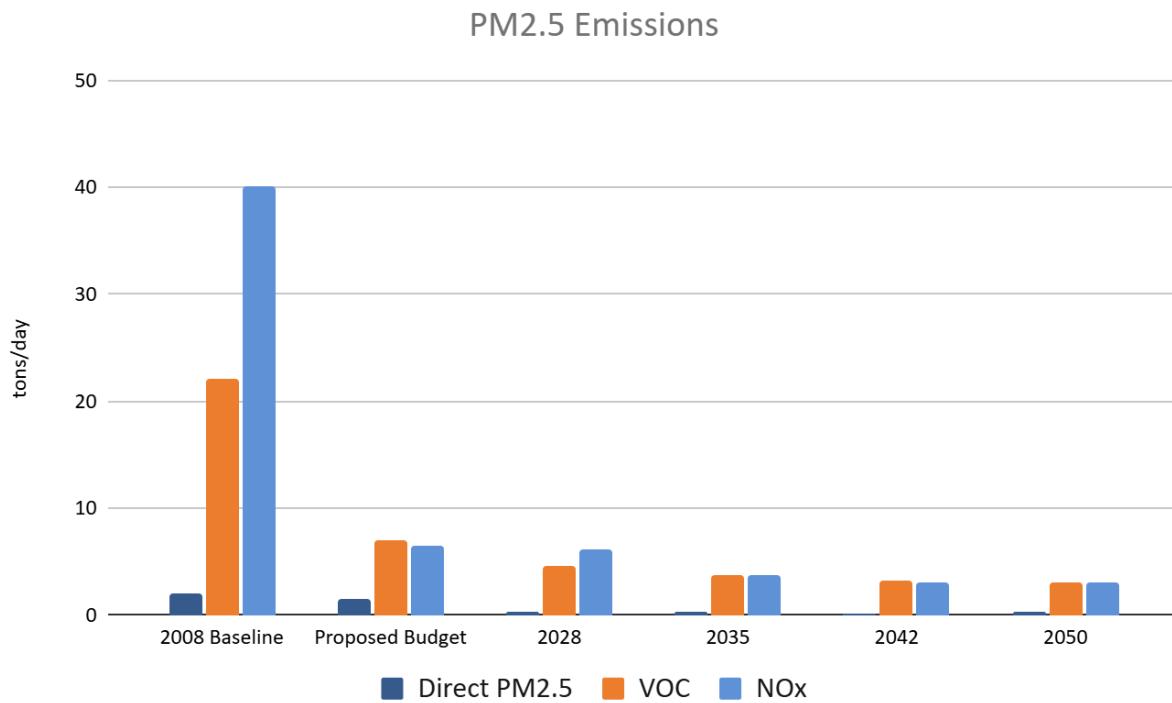
The table below summarizes the interim test results (analysis year  $\leq$  2008) associated with each required analysis year for PM2.5 emissions for the precursor pollutant of

NOx and Direct PM2.5. The EPA has proposed Motor Vehicle Emissions Budgets applicable in 2035, but the interim test is used until the EPA publishes their adoption in the federal register. We include the proposed budget here for reference.

<b>Proposed Budgets</b> (not yet official)	
<b>Pollutant</b>	<b>Tons per Day</b>
<b>Direct PM2.5</b>	1.5
<b>NOx</b>	6.5
<b>VOC</b>	7.0

<b>PM2.5 Emissions</b>						
<b>For all on-road vehicles on all roads in the PM2.5 maintenance area</b>						
Pollutant	2008 Baseline	Proposed Budget	2028	2035	2042	2050
Direct PM2.5	2.102	1.5	0.33	0.26	0.18	0.28
VOC	22.108	7	4.56	3.67	3.24	3.03
NOx	40.046	6.5	6.09	3.76	3.1	3.04
Primary Exhaust PM2.5 - Total			0.22	0.15	0.03	0.12
Primary PM2.5 - Brakewear Particulate			0.08	0.09	0.11	0.12
Primary PM2.5 - Tirewear Particulate			0.03	0.03	0.04	0.04
<b>Result</b>			<b>Pass</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>

\*Direct PM2.5 = Exhaust + Brakewear + Tirewear



TransPlan50 and the TIP conform to the emissions interim test for the PM2.5 pollutants, and the proposed PM2.5 Budget is not yet published as a final rule in the Federal Register.

#### **Utah County PM2.5 Final Conformity Determination**

Based on the findings of this report, a positive conformity determination for PM2.5 is made for the TransPlan50 Plan and TIP.

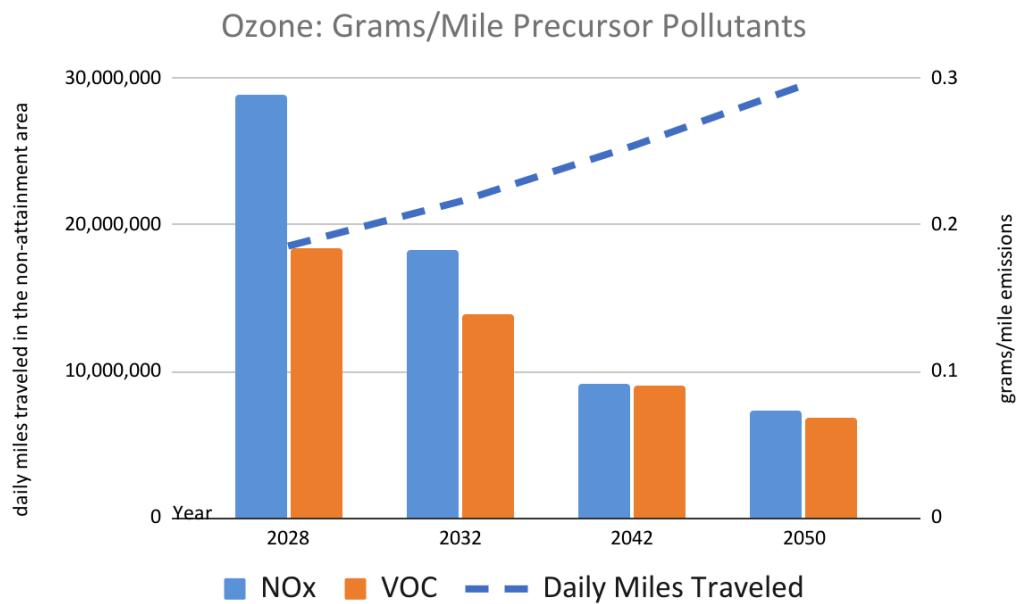
## Utah County Ozone Conformity Determination

The Southern Wasatch Front Area, namely Utah County, was designated as a marginal non-attainment area for ozone by EPA effective December 2018. Utah County achieved the standard by the 2021 attainment date and is working with the State to submit a Limited Maintenance Plan (LMP), under which a qualitative conformity analysis is acceptable. Until the EPA approves the LMP, conformity requires an analysis of TransPlan50 projects based on an interim test comparing the plan analysis years to the Ozone Inventory of 2017 (as the base year). The analysis year inventories should be  $\leq$  (less or equal) to the base year. Since ozone exceedances in Utah County were observed in the summer, the VMTs have been adjusted to reflect that season. The TDM analysis excludes areas of Utah County outside the Ozone Non-Attainment Area.

Conformity determinations are required for NOx and VOC, Ozone's precursor pollutants.

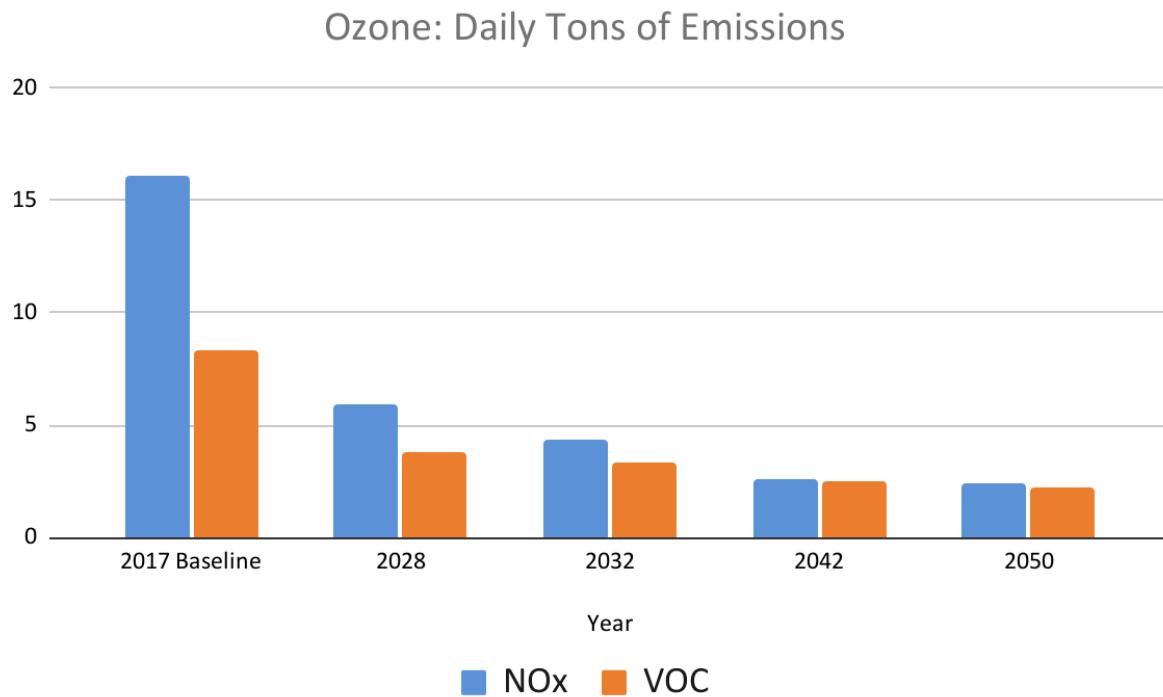
### Utah County Ozone Emission Modeling Results

<b>Ozone: Grams/Mile Precursor Pollutants</b>				
<b>For all on-road vehicles on all roads in the ozone non-attainment area</b>				
Miles	18,559,548	21,609,424	25,381,842	29,562,848
Pollutant	2028	2032	2042	2050
NOx	0.2884	0.1835	0.0919	0.0733
VOC	0.1843	0.1385	0.0904	0.0681



The following table summarizes the interim test results (analysis year  $\leq$  2017) associated with each required analysis year for OZONE emissions for the precursor pollutants NOx and VOC.

<b>Ozone: Daily Tons of Emissions</b>					
<i>Pollutant</i>	2017 Baseline	2028	2032	2042	2050
NOx	16.11	5.9	4.37	2.57	2.39
VOC	8.31	3.77	3.3	2.53	2.22
<b>Result</b>		<b>Pass</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>



#### Utah County Ozone Final Conformity Determination

Based on the findings of this report, a positive conformity determination for OZONE is made for the TransPlan50 Plan and TIP.

## **Provo City CO Conformity Determination**

Effective July 13, 2020, Provo City entered its 2<sup>nd</sup> 10-year Carbon Monoxide maintenance plan. This plan follows the provisions/requirements of the CO LMP Policy. The CO LMP does not require a regional emissions test for a conformity determination. According to the EPA, "... it is unreasonable to expect that an LMP area will experience so much growth in that period that a violation of the CO NAAQS would result. Therefore, for the Provo CO maintenance area, all actions that require conformity determinations for CO under our conformity rule provisions are considered to have already satisfied the regional emissions analysis and "budget test" requirements in 40 CFR 93.118."

Based on our analysis, a qualitative conformity determination for Provo City for carbon monoxide can be made based on the LMP Provisions described under the transportation conformity rule.

## **Provo City CO Final Conformity Determination**

Based on an analysis consistent with these rules, a positive determination can be made for the TransPlan50 and TIP in the Provo City Carbon Monoxide maintenance area.

### **Additional Information**

2024-2050 Highway Project List See <https://magutah.gov/rtp/>

2024 TransPlan50 Amendment website <https://magutah.gov/rtp-amendments/>

The MOVES models' input and output database files used in the analysis can be obtained upon request from MAG: 801.229.3800 or [smecham@mountainland.org](mailto:smecham@mountainland.org).

## **Appendix A: Public Comment Posting**

Public notice was posted on the [magutah.gov website](https://magutah.gov), the [State of Utah Public Notice website](https://utah.gov/utah-public-notice), in the MAG office, and on the MAG social media accounts on Facebook and LinkedIn.

### **Website and Social Media Public Comment Writeup**

Mountainland Association of Governments (MAG) invites the public to provide feedback on the draft of Amendment #3 to the 2023-2050 Regional Transportation Plan (RTP), also known as TransPlan50, and the Air Quality Conformity Report draft.

**What is the Regional Transportation Plan?**

The Regional Transportation Plan (RTP) is the regional long-term strategy for our Region's future transportation system from now to 2050. MAG develops the plan with transportation partners, local communities, organizations, stakeholders, and residents.

**What is the Public Comment Period For?**

Every four years, MAG prepares and adopts an RTP. MAG adopted the current TransPlan50 in June 2023. While the RTP receives considerable review before being formally adopted, circumstances may warrant a change after its initial adoption, including funding availability, changing local and state needs, the outcomes of environmental analyses and other planning studies, or updated timelines on the development of projects.

Amendment #3 includes changes to several roadway and active transportation projects developed in consultation with transportation partners and local communities throughout Utah County. Notable changes include the future Cory Wride Freeway, Cedar Valley Highway alignment, and Highline Canal Trail.

The public comment period for the Amendment #3 projects runs from September 12, 2025, to October 12, 2025. Changes to RTP projects and the Air Quality Conformity Report are available for review and comment here: <https://magutah.gov/rtp-amendment-3/> on September 12, 2025.

If you would like to give your comments or ask questions, you can do so by:

- Mail: PEP Comments, Attn. Kendall Willardson, 586 East 800 North, Orem, UT 84097
- Email: [kwillardson@mountainland.org](mailto:kwillardson@mountainland.org)
- Website: [www.magutah.gov/public](http://www.magutah.gov/public)
- Phone: 801-229-3800

### **Comments and Action**

Comments received and actions taken will be listed here after the comment period has ended.



# M A G

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The MAG MPO TransPlan50 Amendment 3 is prepared by the MAG Metropolitan Planning Organization (MPO) as part of the Mountainland Association of Governments (MAG)

[www.magutah.gov](http://www.magutah.gov)

586 East 800 North  
Orem, UT 84097  
801-229-3800

## Regional Transportation Plan (RTP) Amendment Process

### Overview

Establishing a process to address periodic requests to modify the Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) will help determine whether an amendment should be made. There are three general sources for RTP amendment requests: (1) local requests from city or county elected officials that usually involve collector roads, minor arterials, active transportation projects, and/or Wasatch Choice land use centers; (2) Environmental Impact Statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, the Utah Department of Transportation (UDOT), or the Utah Transit Authority (UTA) that require an amendment to the RTP for new projects or the phasing of existing projects due to funding changes. Changes to the RTP require justification using a data-driven approach.

Each modification to the RTP must follow one of three procedures:

- **Level 1, Staff Modifications**, requires MAG MPO Director approval in coordination with FHWA and the Interagency Consultation Team (ITC).
- **Level 2, Board Modifications for Non-Regionally Significant Projects**, requires MPO Board approval, a conformity determination from FHWA, and review by the ITC, city planners, elected officials, the TAC, a possible 30-day public comment period.
- **Level 3, Full Amendment for Regionally Significant Projects**, requires MPO Board approval, a new air quality conformity finding, a new regional emissions analysis, and review by the ITC, city planners, elected officials, the TAC, and a 30-day public comment period.

### Level 1: Staff Modifications (exempt projects)

Level 1 amendments include safety, transit, air quality, and other projects that are minor in terms of emissions and are defined as projects “exempt” from the requirements of an air quality conformity determination as listed in Table 2 of CFR 93.126 (found on page 6) and the following:

- Change to existing or addition of operational projects, excluding modifications to intersections
- Change to or addition of active transportation projects

- Clarification of the RTP's project description
- Change in ownership
- Technical corrections
- Changes that only modify needs-based phasing

## LEVEL 1 PROCESS

Level 1 amendments are reviewed by MAG staff, the Interagency Consultation Team (ICT), and the sponsoring agency. If the ICT concurs that the amendment request meets the Level 1 definition, MAG staff will declare in writing that the proposed amendments are exempt from conformity requirements and request written acknowledgment of this decision from FHWA. If desired, MAG staff, the ICT, and/or the MPO Board Chair/Vice-Chair can recommend elevating a modification request to a Level 2: Board Modification based on factors including potential impacts, professional judgment, or lack of consensus.

The approval of Level 1 Staff Modifications requires the following procedure:

**Step 1 | Formal Request:** The local community elected official, UDOT planning director, or UTA planning director submits formal requests to the MPO. The request includes a written description of the proposed modifications in sufficient detail to assess the scope of the proposed changes.

**Step 2 | MAG Staff and ITC Review:** MAG staff reviews the amendment request with the ITC and sponsoring agency's technical staff and determines that the amendment meets the requirements for a Level 1 Staff Modification. MAG staff documents that determination.

**Step 3 | FHWA Approval:** MAG staff coordinates with FHWA who will formally document that the proposed changes meet all Level 1 Staff Modification definitions.

**Step 4 | MPO Board Leadership Consultation:** MAG staff reviews the amendment request with the MPO Board Chair/Vice-Chair.

**Step 5 | MPO Director Approval:** The MPO Director approves Level 1 Staff Modification.

**Step 6 | MPO Committees Notification:** MAG staff informs the MPO Board and TAC of the approved Level 1 Staff Modification.

**Step 7 | Update Plans/Websites:** MAG staff update the MAG and Unified Plan websites and mapping.

## Level 2: Board Modifications (non-exempt, non-regionally significant projects)

Level 2 amendments are for nonexempt and non-regionally significant projects. These amendments require a new air quality conformity determination - a letter from FHWA stating that the existing conformity determination remains valid, but does not require a

new regional emissions analysis. Level 2 projects include those listed in Table 3 of CFR 93.127 (found on page 7) and the following:

- Change to existing or addition of operational projects, specifically including modifications to intersections
- Change to existing or addition of collector or minor arterial new construction or roadway widening projects
- Change to existing project right-of-way or addition of roadway or transit corridor preservation projects
- Change to existing or addition of transit routes that are not on fixed guideways
- Change to the existing RTP functional classification, but not higher than minor arterial

## LEVEL 2 PROCESS

Level 2 amendments are reviewed by MAG staff, the Interagency Consultation Team (ICT), and the sponsoring agency. If the ICT concurs that the amendment request meets the Level 2 definition, the amendment can proceed without a new regional emissions analysis. MAG staff will declare in writing that the ICT concurs that the existing conformity determination remains valid, and will request written acknowledgement of concurrence from FHWA. If desired, MAG staff, the ICT, and/or the MPO Board could recommend a formal 30-day public comment period.

The approval of Level 2 Board Modifications requires the following procedure:

**Step 1 | Formal Request:** The local community elected official, UDOT planning director, or UTA planning director submits formal requests to the MPO. The request includes a written description of the proposed modifications in sufficient detail to assess the scope of the proposed changes.

**Step 2 | MAG Staff and ITC Review:** MAG staff reviews the amendment request with the ITC and sponsoring agency's technical staff and determines that the amendment meets the requirements for a Level 2 Board Modification. MAG staff documents that determination.

**Step 3 | Financial Constraint:** MAG staff will determine financial constraint in coordination with the sponsoring agency.

**Step 4 | FHWA Approval:** MAG staff coordinates with FHWA who will formally document that the proposed changes meet all Level 2 Board Modification requirements, including that the existing regional emissions analysis remains valid.

**Step 5 | MAG Staff Analysis:** If necessary, MAG staff will update socio-economic data, land use and travel demand models, and other technical considerations.

**Step 6 | TAC Review and Recommendation:** MPO TAC reviews the modification and makes a recommendation to the MPO Board.



**Step 7 | MPO Board Approval:** MPO Board reviews the modification and makes a final approval.

**Step 8 | Update Plans and Websites:** MAG staff update MAG and Unified Plan websites and mapping.

### Level 3: Full Amendment (regionally significant projects)

Level 3 amendments involve any change or modification to a regionally significant project as defined by either the RTP or the ICT. The MPO defines a project to be regionally significant as follows:

Regionally significant highway projects are identified as capacity projects on roadways functionally classified as principal arterials or higher-order facilities and certain minor arterials as identified through the interagency consultation process. The latest Utah Department of Transportation Functional Classification map is used to identify functional classification. Regionally significant transit projects are identified as fixed guideway transit, including bus rapid transit with predominantly exclusive lanes, light rail, and commuter rail.

Level 3 amendments include all of the following:

- Significant change in the design or scope of a regionally significant transportation project
  - Termini more than ½ mile
  - Addition or subtraction of a primary transportation feature
- A significant change in the location, type, or size of a fixed guideway transit facility or station
- Change in the recommended financially constrained phasing of a regionally significant transportation project
- The addition or deletion of any regionally significant transportation project to the RTP
- Change to the existing RTP functional classification, higher than minor arterial

### LEVEL 3 PROCESS

Level 3 amendments are reviewed by MAG staff, the Interagency Consultation Team (ICT), the sponsoring agency, the Federal Highway Administration, the MPO Board, the TAC, and the general public. MAG staff will declare in writing that the ICT has determined a new conformity determination and regional emissions analysis are required and will request written acknowledgement of this determination from FHWA.

The approval of Level 3 amendments requires the following procedure:

**Step 1 | Formal Request:** The local community elected official, UDOT planning director, or UTA planning director submits formal requests to the MPO. The request includes a written description of the proposed modifications in sufficient detail to assess the scope of the proposed changes.

**Step 2 | MAG Staff/ITC Review:** MAG staff reviews the amendment request with the ITC and sponsoring agency's technical staff and determines that the amendment meets the requirements for a Level 3 Full Amendment. MAG staff documents that determination.

**STEP 3 | Financial Constraint:** MAG staff will determine financial constraint in coordination with the sponsoring agency.

**STEP 4 | Regional Emissions Analysis:** MAG staff develop a new regional emissions analysis and air quality conformity determination per current modeling procedures.

**STEP 5 | FHWA Approval:** MAG staff correspond with the FHWA to obtain written concurrence with the new regional emissions analysis and conformity determination.

**STEP 6 | MAG Staff Analysis:** MAG staff collect data, model the amendment, and review other technical considerations.

**STEP 7 | TAC Recommendation:** MPO TAC reviews the amendment and makes a recommendation to the MPO Board.

**STEP 8 | Board Review for Public Comment:** The MPO Board reviews the amendment and approves it for public comment.

**STEP 9 | Public Comment:** 30-day public comment noticed, and a staff report provided.

**STEP 10 | Public Comment Response:** MPO staff responds in writing to all public comments received within 30 days of the end of the comment period. (If additional regionally significant modifications are necessary due to the comment period, then the MPO Board may require a new 30-day comment period.)

**STEP 11 | MPO Board Approval:** MPO Board reviews the amendment and makes a final approval.

**STEP 12 | Notification:** Respective agencies are notified of the changes to the RTP.

**Step 13 | Update Plans/Websites:** MAG staff to update MAG and Unified Plan websites and mapping.

## Dispute Resolution

If a question arises regarding the interpretation of or determination of the appropriate modification level, the MPO, UDOT, FHWA, and/or FTA will consult with each other to resolve it. If, after consultation, the parties disagree on the appropriate level of the requested modifications, the final decision rests with FHWA for highway projects and FTA for transit projects.



## Federal Definitions

### Table 2 of CFR 93.126 - Exempt Projects

#### SAFETY

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief ([23 U.S.C. 125](#)).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

#### MASS TRANSIT

- Operating assistance to transit agencies.
- Purchase of support vehicles.
- Rehabilitation of transit vehicles<sup>1</sup>.
- Purchase of office, shop, and operating equipment for existing facilities.
- Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- Construction or renovation of power, signal, and communications systems.
- Construction of small passenger shelters and information kiosks.
- Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet<sup>1</sup>.



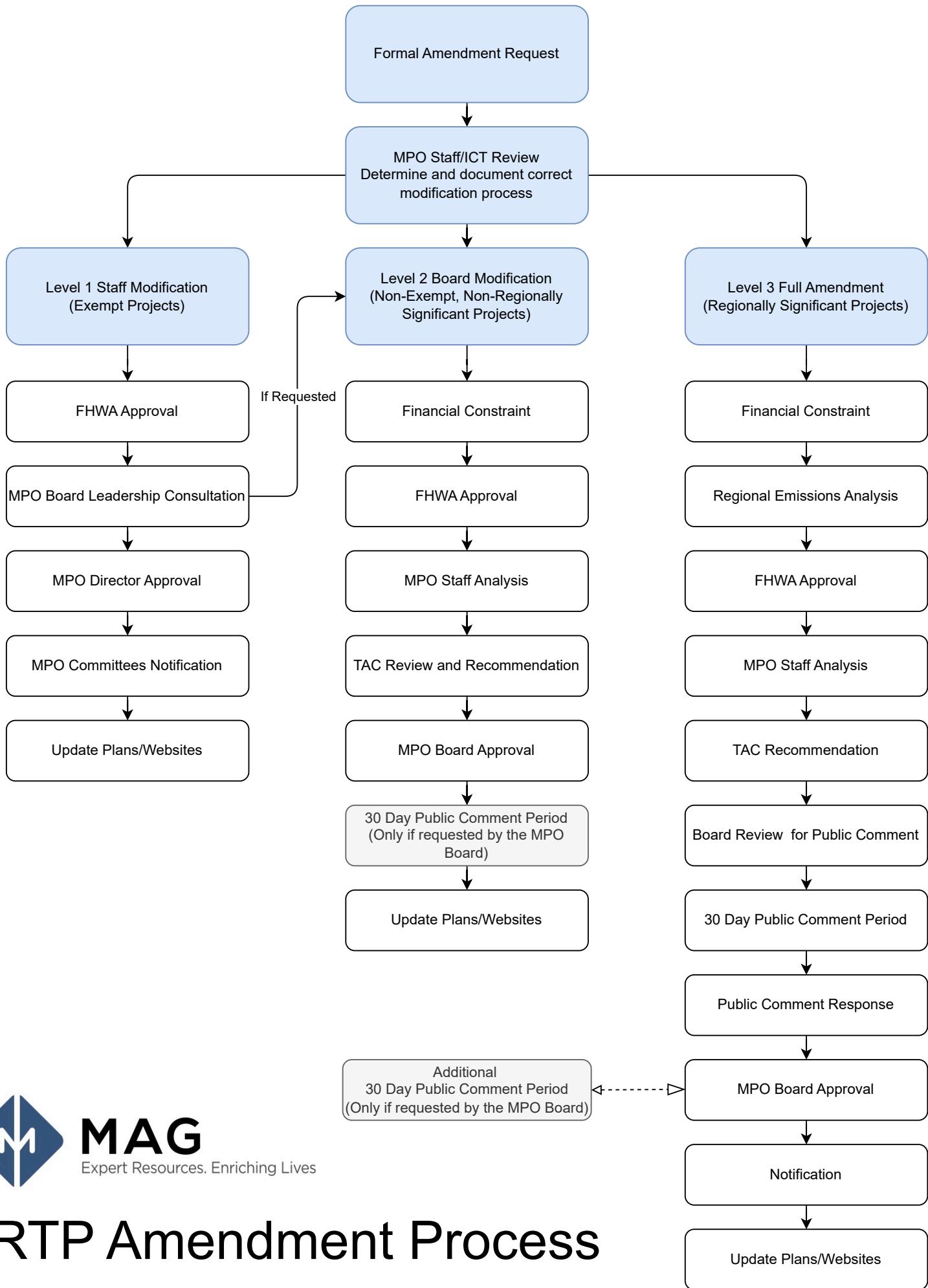
- Construction of new bus or rail storage/maintenance facilities categorically excluded in [23 CFR part 771](#).
- Air Quality
- Continuation of ride-sharing and van-pooling promotion activities at current levels.
- Bicycle and pedestrian facilities.

## OTHER

- Specific activities which do not involve or lead directly to construction, such as:
- Planning and technical studies.
- Grants for training and research programs.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Federal-aid systems revisions.
- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- Noise attenuation.
- Emergency or hardship advance land acquisitions ([23 CFR 710.503](#)).
- Acquisition of scenic easements.
- Plantings, landscaping, etc.
- Sign removal.
- Directional and informational signs.
- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes.

## Table 3 of CFR 93.127—Projects Exempt From Regional Emissions Analyses

- Intersection channelization projects.
- Intersection signalization projects at individual intersections.
- Interchange reconfiguration projects.
- Changes in vertical and horizontal alignment.
- Truck size and weight inspection stations.
- Bus terminals and transfer points.



**MAG**

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# RTP Amendment Process

## 8| 2027 RTP: Goals and Objectives Discussion

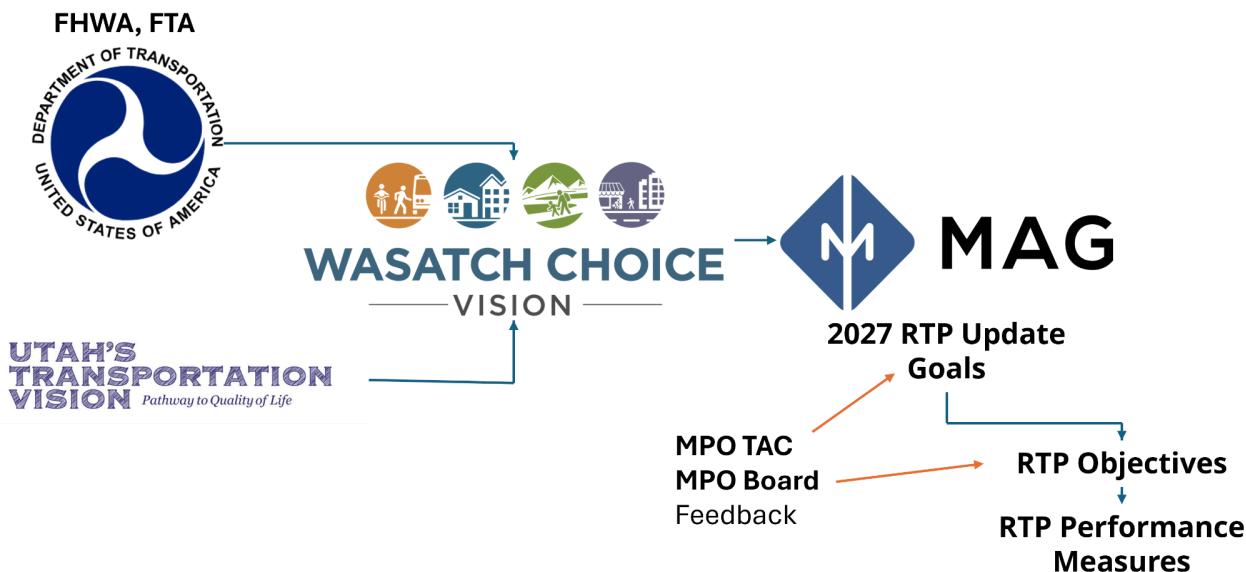
Kendall Willardson, Transportation Planner | 801-229-3840 | [kwillardson@magutah.gov](mailto:kwillardson@magutah.gov)

### BACKGROUND

MAG and Fehr and Peers will facilitate a work session to discuss updated goals and metrics for the 2027 RTP. The framework used to develop these goals is attached for the committee to review and provide context for the discussion. At the meeting, MAG staff will present draft goals and objectives for the committee to provide feedback and to guide staff in finalizing the development of the final RTP goals, which will be approved at a later TAC/MPO board meeting.

Updated goals and objectives point us to the transportation system Utah County wants. Previous goals emphasized projects included in the RTP: Enhanced Roadway Grid Network, Expanded Freeways, Expressways, and Arterials, a Robust Regional Transit System, and a Connected Active Transportation System. The 2027 RTP aims to focus on goals that reflect the values local governments envision for the region, such as safety and livability. These goals are further clarified with objectives and measures that provide new tools to identify transportation needs.

MAG Staff will use the WCV's goals and strategies as a framework for developing RTP goals. This is in alignment with approving the Wasatch Choice Vision (WCV) for the MAG region. WCV goals align with UVision to ensure consistency with UDOT's planning and programming efforts and the FHWA planning factors to meet federal requirements. RTP goals then become a subset of the broader vision.



### RESOURCES

[Wasatch Choice Goals and Strategies](#)  
[UVision Framework](#)