MPO TAC Meeting

October 27, 2025 | 1:30 pm - 3:00 pm

AGENDA

A meeting of the MPO TAC meeting will be held on **Monday, October 27, 2025, 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 September 22, 2025**
   Chair, Jered Johnson, 5 minutes

4. **Action: Road Functional Classification System Approval**
   Matthew Silski, Senior GIS Analyst, 10 minutes

5. **Action: TIP Modifications - Vineyard Regional Trail Enhancements**
   Bob Allen, Interim Transportation Manager, 5 minutes

6. **2026 TIP Selection Schedule and Draft Metrics**
   Bob Allen, Interim Transportation Manager, 15 minutes

7. **Action: Corridor Preservation: Spanish Fork 300 East**
   Kendall Willardson, Transportation Planner, 5 minutes
   Cody Christensen, Transportation Planner

8. **Corridor Preservation Process Discussion**
   Kendall Willardson, Transportation Planner, 10 minutes
   Cody Christensen, Transportation Planner

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 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 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.

9. Action: 2023 RTP:Amendment 3/ AQ Conformity Determination
   Kendall Willardson, Transportation Planner, 5 minutes

10. 2027 RTP: Process Development Update
    Kendall Willardson, Transportation Planner, 10 minutes

11. Action: 2026 Meeting Dates
    Bob Allen, Interim Transportation Manager, 5 minutes

12. Other Business and Adjournment
    Next meeting: January 5, 2026

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MPO TAC Meeting

September 22, 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, Interim 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		Dan Wayne, Communications Manager	✓
Mayor Neil Brown, Genola			
Mayor Steven Staheli, Goshen			
Chris Trusty, Highland	✓		
Brad Kenison, Lehi	✓		
Noah Gordon, Lindon	✓		
Rob Hunter, Mapleton	✓		
Taggart Bowen, Orem			
Jill Spencer, Payson	✓		
, Pleasant Grove			
Vern Keeslar, Provo	✓		
, Salem			
Jason Bond, Santaquin	✓		
Jeremy Lapin, Saratoga Springs	✓		
Jered Johnson, Spanish Fork - Chair	✓		
Brad Stapley, Springville	✓		
Rob Clayton, UDOT - Region 3	✓		
Alex Beim, UTA			
Ezra Nair, Utah County			
Richard Nielson, Utah County	✓		
Eric Ellis, Vineyard			
, Woodland Hills			
COL Jason T. Wilde, Camp Williams*	✓		
Bruce Katchner, Bluffdale*			
Kelly Lund, FHWA*			
Peter Hadley, FTA*			
Elizabeth Slade, Utah Air Quality Board*			

Alternates/ Others in Attendance	
John Dorny, Orem	Brittany Wilde, Lindon
Dede Murray, UTA	Britton Tveten, Pleasant Grove
Dillon Muirbrook, Spanish Fork	Kim Struthers, Lehi
Tim Baird, Fehr & Peers	Ajla Hadzialijagic, UTah Gov. Office of Planning
Kevin Croshaw, Avenue Consultants	Jonathan Knight, Payson
McKay Parkinson, Kimley-Horn and Associates	Seth Barrus, Mapleton
Anders Bake, Payson	Will Goodreid, Parametrix
Nick Wilcox, UTA	Aaron Wilson, Pleasant Grove
Mary De La Marie-Shafer, UTA	Carla Wiese, Springville
Dave Anderson, Spanish Fork	Michael Florence, Lindon
Carlie Torres, UTA	Austin Roy, Saratoga Springs
Derek Bruton-CUWCD	Mike West, Lehi

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:36)
Chair Jered Johnson opened the meeting at 1:30 pm.

Public Comment (00:01:46)
Chair Jered Johnson opened the meeting to the public. There were no public comments.

Minutes - Action (00:01:57)
Brad Kenison moved to approve the minutes from August 25, 2025.

Jeff Andersen seconded the motion, and the motion passed all in favor.

Action: Corridor Preservation Map Update (00:02:46)
Kendall Willardson provided an update on the Corridor Preservation Map. He outlined that this process, allowed once annually, ensures the Corridor Preservation Map is current—in this case, as of August 2024. The update included past amendments and recent studies, such as a realignment in Cedar Valley and additions like Lindon 400 West and Spanish Fork 300 East. Kendall Willardson also emphasized the importance of the revolving loan fund used for acquisitions, noting properties must be included on the Corridor Preservation Map for funding. He concluded by highlighting nuanced map changes and invited questions.

Ben Hunter moved to recommend that the MPO Board adopt the presented Corridor Preservation Project List.

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

Provo 2230 N Corridor Preservation (00:06:22)
Kendall Willardson presented a corridor preservation funding request to the committee for Provo. He described the request involving a single-family home on 2230 North, adjacent to notable city landmarks. The city was approached by the owner, and the total request—including appraised value and closing costs—amounted to $715,900, with funding coming from an unobligated balance of $4.2 million. Kendall Willardson explained that approving the Provo request, and a request from Lindon he will speak about next, would leave approximately $3 million in the fund. He gave background on the corridor, the need for acquisition, and clarified that the pending approval would be forwarded to the MPO Board at the next meeting. Maps and details of affected parcels were referenced. Kendall Willardson invited technical questions and noted that Vern Keeslar from Provo City was available to provide further details. Vern Kesslar clarified the property acquisition reasons and corridor alignment constraints.

Brad Kenison moved to recommend that the MPO Board approve this Provo City Corridor Preservation Fund request for $715,900.

Jeff Andersen seconded the motion, and the motion passed all in favor.

Lindon 400 W Corridor Preservation (00:10:58)
Kendall Willardson presented a corridor preservation request for the Lindon 400 West corridor (H-116 in the regional plan), seeking funding to acquire a strip of land needed for the corridor's extension. The request covered only the necessary right-of-way—a portion of a larger six-acre vacant lot—and totaled approximately $495,000, including closing costs. Kendall Willardson explained the remaining fund balance if both Provo and Lindon requests were approved. He highlighted the strip's importance for connecting to State Street. Noah Gordon from Lindon clarified that, although the parcel is larger, only about 0.88 acres were being acquired, with the rest planned for a park and detention basin, as the area had long been reserved on the city's master plan for this road extension. It was noted the corridor had been on Lindon's master plan since 1968, underscoring its importance and the persistence required to see longstanding plans realized.

Vern Keeslar moved to recommend that the MPO Board approve this Lindon City Corridor Preservation Fund request for $494,999.

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

2023 RTP: Amendment #3 - Notification of Level 1 Amendments (00:15:47)
Kendall Willardson provided an update on Regional Transportation Plan (RTP) amendment number three. He explained that this update includes level one and level three amendments for projects such as Lindon 400 West, Spanish Fork 300 East, and the Payson interchange. While the Spanish Fork and Lindon projects are nearly ready to proceed, some elements still require additional air quality conformity analysis before advancing to public comment. Kendall Willardson emphasized that these amendments will soon be brought to the MPO Board for approval to formally initiate the public comment period, noting that the process was still in progress and more detailed updates would be provided at a future meeting.

Action: TIP Modification - Eagle Mountain - Pony Express Signal Scope Modification (00:17:48)
Bob Allen presented a TIP modification proposal concerning the Eagle Mountain Pony Express signal project. He described the project's background: Eagle Mountain was previously awarded $3.6 million in county funds to replace a large roundabout with a signalized intersection, and the city managed to cash-flow the project ahead of its scheduled funding. With the signal project now complete and $400,000 remaining, Bob Allen explained that traffic issues had emerged due to congestion on the south leg, which is still a two-lane road. Eagle Mountain requested permission to use the unspent funds to widen this section to five lanes, at a total cost of $1.2 million, without seeking additional funding. Bob Allen clarified that all past MAG funding had focused on the intersection and areas north, and this modification would extend improvements slightly south. He emphasized that the request would not increase the original grant amount, outlined limitations regarding contingency funds, and provided details in response to committee questions, ensuring clarity about the project's scope and financial boundaries.

Chris Trusty moved to recommend that the MPO Board approve extending the scope of the Pony Express Signal project as presented.

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

RTP: 2027 Wasatch Choice Vision, Land Use Vision Final Adoption (00:23:18)

Dan Wayne provided an update on the Wasatch Choice Vision, Land Use Vision, which is a foundational element for the region's new transportation plan. He explained that MAG and its consultants have worked closely with each city to identify future city centers and gather technical input, and are now preparing recommendations and clarifying questions for individual cities to refine the land use vision. Dan Wayne emphasized the importance of cities responding quickly to these upcoming requests, as prompt feedback will expedite the overall planning process. He gave examples of the kinds of questions being considered, such as the appropriate categorization and geographic distribution of neighborhood and urban centers. Dan Wayne reassured participants that while MAG is offering suggestions, the intent is to clarify—not dictate—city land use decisions. He mentioned that highlights and recommendations for each city will be presented in accessible formats, like city-specific screenshots, to make the review process easy, and he encouraged cities to provide input, as this vision will soon be presented for final adoption and included in travel and regional plans.

RTP: 2027 Process Development Update (00:30:38)

Kendall Willardson gave a brief update on the development of the 2027 Regional Transportation Plan (RTP). He noted that the current focus is on conducting one-on-one stakeholder meetings with cities and key stakeholders to gather feedback on the planning process. Kendall Willardson also highlighted that work is underway on a new RTP website to keep the public informed, and a significant data cleanup effort is happening through a GIS exercise that consolidates past and current RTP project ideas into an initial draft map. He explained that this draft is not final, but will serve as a basis for upcoming discussions with staff and technical committee members to determine which projects or modifications should move forward. Kendall Willardson finished by signaling that the draft RTP map will be presented in more detail at the next meeting for committee review and input.

Road Functional Classification System Progress Update (00:34:16)

Matthew Silski provided an update on the Road Functional Classification System, which catalogs existing and future funded collector and arterial roads throughout the state and is updated by UDOT every ten years. He shared that earlier this year, the group was asked to review and provide feedback on the network, resulting in an impressive 270 comments—more than any other regional planning organization in the state. This feedback led to meaningful updates, particularly where cities supplied recent traffic counts and clarifications on road function. While the state-level system only incorporates funded projects and existing roads, comments about unfunded or future projects have been forwarded to MAG's own consolidated planning layers for possible inclusion in future plans. Matthew Silski noted the final review map is nearly ready, with UDOT recommending a few last adjustments regarding system balance, and he indicated that members would soon receive a link for one final review before formal adoption. Kendall Willardson then briefly commented that any feedback relevant for the RTP's broader planning efforts is already being considered in other channels, ensuring that important local insights are integrated into long-term planning.

Grid Study Update (00:39:20)

Tim Hereth briefly introduced the next segment on the grid study, explaining that it was only touched on in passing at the last TAC meeting but now would receive more thorough attention. He welcomed Tim Baird, the

consultant project manager from Fehr & Peers. Tim Baird provided an overview and update on the Grid Study, a statewide project aimed at identifying gaps and opportunities in roadway connectivity within urbanized areas. He explained that the study, funded by the legislature, seeks to pinpoint missing links and propose impactful projects not currently included in existing plans. Earlier in the year, the team collected feedback from committee members on their conceptual project list; this input, along with technical analysis, helped them refine and categorize potential projects into three tiers based on their regional significance and feasibility. Tim Baird shared that the team would soon reach out for a second round of local feedback, presenting prioritized project concepts and technical details to ensure community needs and perspectives are reflected before final recommendations. He also highlighted that these concepts may assist cities in meeting SB 195 requirements for analyzing local transportation barriers and potential connections, and noted that the final results would be delivered in a user-friendly web map. The study's outcomes are intended to guide future regional and local transportation planning efforts.

TIP Selection Process Draft (00:45:05)

Bob Allen led a detailed presentation and discussion on revising the TIP (Transportation Improvement Program) selection process. He began by reviewing the evolution of the selection process, noting a shift from subjective TAC voting to a more balanced approach where MAG staff technical scores and committee votes are each weighted at 50%. Bob Allen introduced new, more quantitative scoring criteria aimed at increasing objectivity, such as travel time indices, congestion measures derived from real-time data, and truck travel time indices for freight impact evaluation. He outlined how road, transit, and active transportation projects would each be scored according to empirical, mode-specific performance metrics, and described efforts to modernize environmental and safety scoring, including using GIS tools for assessing project impacts and leveraging crash and safety data for prioritization. The presentation included significant committee feedback around the challenges of quantifying environmental impacts, the need for flexibility when unforeseen project costs or impacts arise, and concerns about fair treatment of cities with more complex project environments. Bob Allen reaffirmed that while the new process emphasizes data and transparency, final decisions remain collaborative and adaptive—quantitative scores are meant to inform, not dictate, funding recommendations. He indicated that refining the process would continue, with ongoing input from the working group and a goal of implementing the improved workflow in time for the next application cycle.

Other Business and Adjournment (01:40:06)

Chair Jered Johnson stated the next MPO TAC meeting is scheduled for October 27, 2025.

Brad Kenison moved to adjourn the meeting.

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

MPO TAC Meeting
October 27, 2025 | 1:30 pm - 3:00 pm

4 | Road Functional Classification Network Adoption

Matthew Silski, Senior GIS Analyst| 801-229-3688 | msilski@magutah.gov

BACKGROUND

In conjunction with updating urban area boundaries every 10 years, UDOT updates the road functional classification system in the state. These are the existing arterial and collector roads and the funded future arterial and collector roads. This highway network constitutes the federal-aid eligible roads in the state, which determines eligibility for TIP funding.

UDOT has worked with MAG to update this system in Utah County. After multiple rounds of feedback and review, UDOT has produced a final draft of the road functional classification network. The MPO TAC has taken advantage of these opportunities to review this network and recommend updates. We are asking for the MPO TAC to recommend that the MPO Board adopt the Utah County Road Functional Classification Network so it can be submitted to the Federal Highway Administration (FHWA) by the December 29, 2025 deadline.

MAG recognizes that this network - updated every ten years - impacts TIP funding eligibility. This presentation will also share how local communities can submit annual requests to UDOT as-needed for network additions and revisions.

STAFF RECOMMENDATION

MAG staff advise that the MPO TAC recommend that the MPO Board adopt this network. The draft network applies the criteria from FHWA and reflects extensive review between UDOT, MAG, and local communities.

SUGGESTED MOTION

I move to recommend that the MPO Board adopt the Utah County Road Functional Classification Network so it can be submitted to the Federal Highway Administration (FHWA) by the December 29, 2025 deadline.

ATTACHMENTS

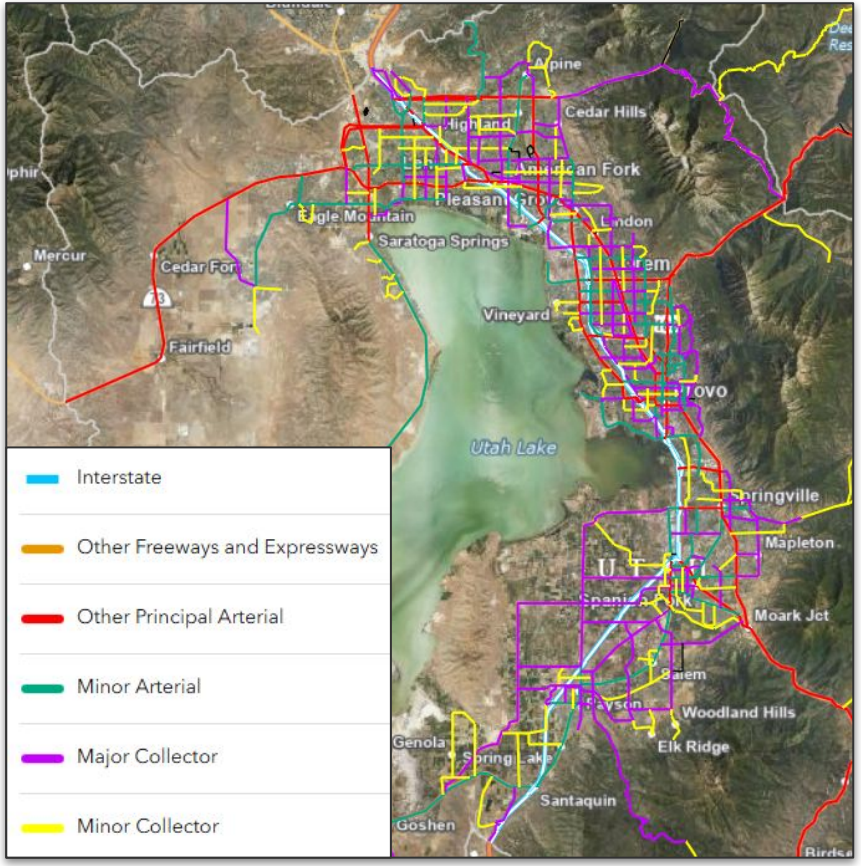
Presentation

ROAD FUNCTIONAL CLASSIFICATION NETWORK ADOPTION

October 27, 2025

OVERVIEW

- Functional Classification System
  - Existing Arterials & Collectors
  - Future Arterials & Collectors funded in the STIP + completed within 4 yrs
- Reflects 2025 conditions
- Major update every ~10 years

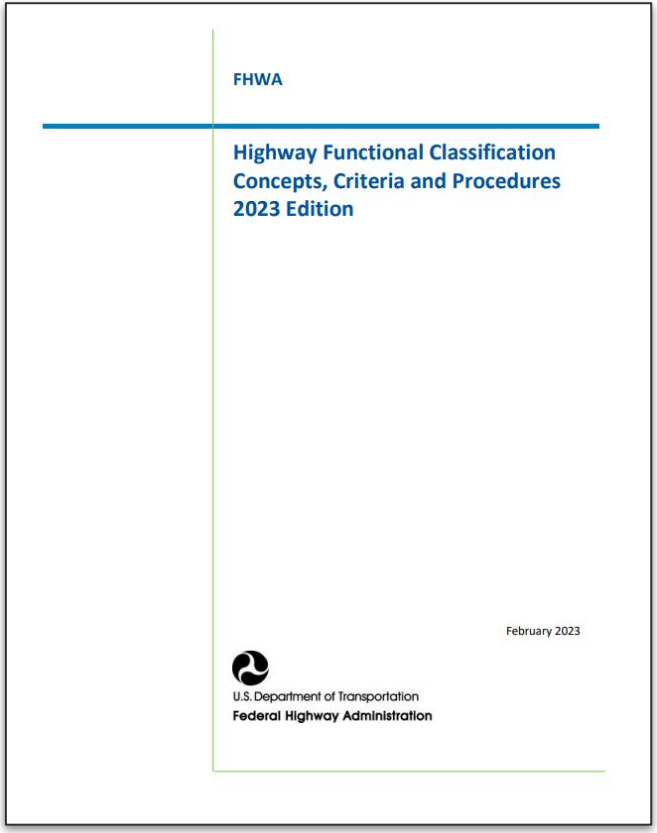


WHY IS THIS IMPORTANT?

- "Federal legislation continues to use functional classification in determining **eligibility for funding** under the Federal-aid program." (ex. TIP funds)

  (FHWA, Highway Functional Classification: Concepts, Criteria and Procedures, February 2023)

- Roads need to be on this network to be eligible for TIP funding



INTERIM UPDATES

- Process for recommending interim updates

- Annual Review of Individual Requests:
  "**Each year**, the Department [UDOT] will review proposals to make changes in functional classification. This adjustment considers routes that experienced changes that were **unforeseen during the regular system-wide review process** and which are of a **time-sensitive nature** that precludes waiting for the next regular review. This adjustment is for **minor revisions only** …"
  (Utah Administrative Code R926-4-5)

INTERIM UPDATES

- MPO "**coordinate[s] local requests** for revisions"
  (UDOT Policy 07-25 Revisions to the Federal-Aid-Eligible Highway System)

- "If a road project is proposed that is not on the functional class map, **the MPO TAC Committee can review** and determine that the corridor is regional and **recommend to the state that it be included on the functional class map**."
  (MAG TIP Project Selection Process, September 2023)

- "Requests for proposed changes are **accepted throughout the calendar year** of these off years, **due December 31**."
  (UDOT Policy 07-25 Revisions to the Federal-Aid-Eligible Highway System)

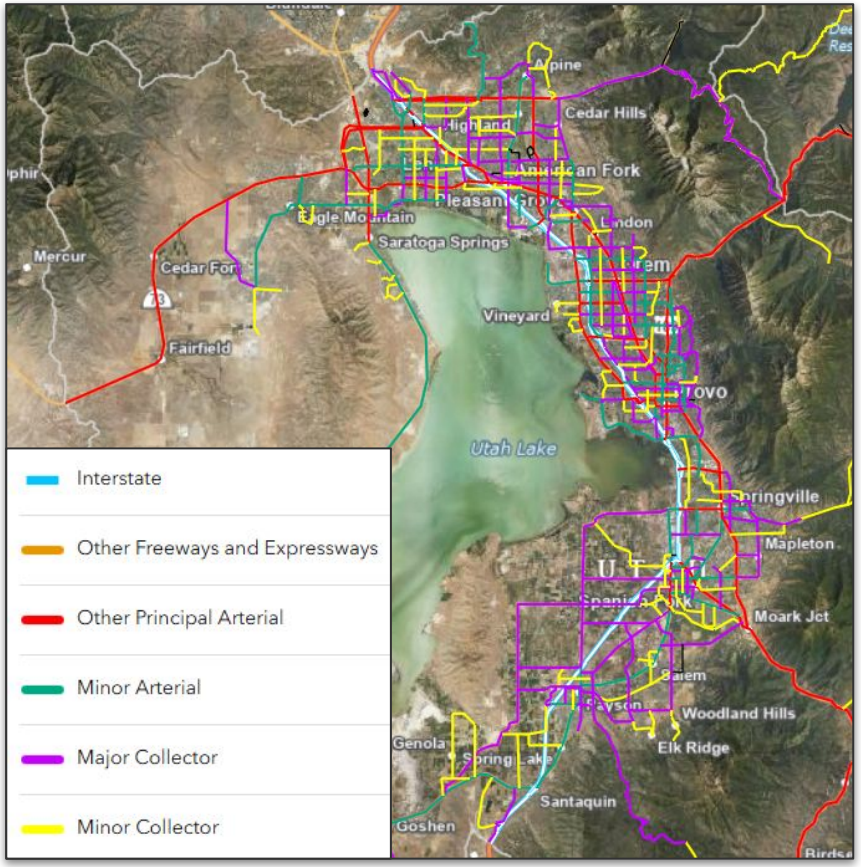
INTERIM UPDATES

- "The mid-census review is initiated by the Department [UDOT] approximately **five years** after the major update has been completed and is similar to the decennial update."
  (Utah Administrative Code R926-4-5)

- Takeaways
  - This is **not** your only opportunity to update the system in your city for the next ten years
  - MAG will work with you on roads eligible for TIP funding within guidelines from FHWA, UDOT, state code

PROGRESS UPDATE

- Final draft map was shared with MPO TAC
- Thanks for your review!
- Your feedback will be sent to UDOT for final review

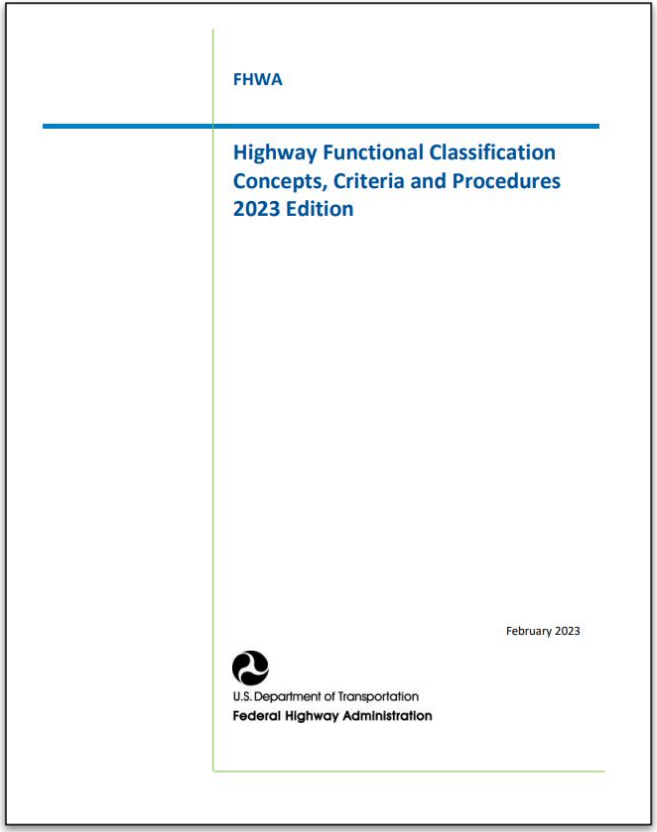


TIMELINE

March	April	May	June	July	August	September	October	November	December
MPO TAC (city staff) Review and recommend updates to functional class system by **Apr. 30**		**UDOT, MAG, and City Staff** Review recommended updates and work together to find concurrence on differing proposed types					**MPO TAC, MPO Board** Approve functional classification system for Utah County		**UDOT** Submit updated system to FHWA by **Dec. 29**

SUGGESTED MOTION

*I move to **recommend that the MPO Board adopt** the Utah County Road Functional Classification Network so it can be submitted to the Federal Highway Administration (FHWA) by the December 29, 2025 deadline.*



MPO TAC Meeting

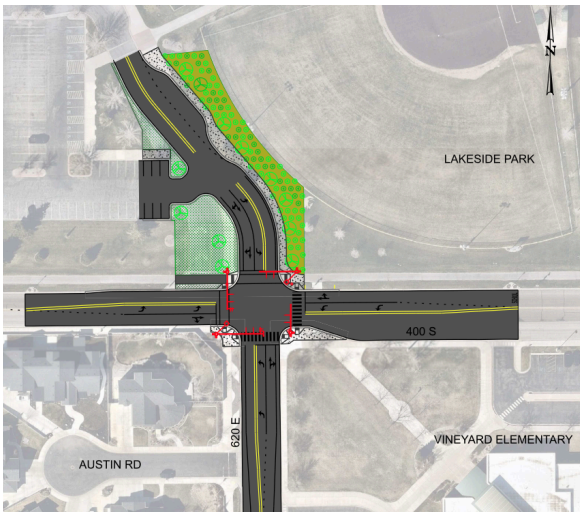
October 27, 2025 | 1:30 pm - 3:00 pm

5 | Vineyard Regional Trail Enhancements - Scope Change and Additional Funds

Bob Allen, Acting Transportation Manager | 801-229-3813 | rallen@magutah.gov

BACKGROUND

In 2022, Vineyard was awarded $842,030 in federal funds (TAP) to enhance trail crossing at two separate locations within the city including a HAWK signal at Center Street and realigning the driveway of Lakeside Sports Park to improve the intersection at Holdaway Rd. The trail is a first mile last mile connection to the Frontrunner Station and is next to Vineyard Elementary.

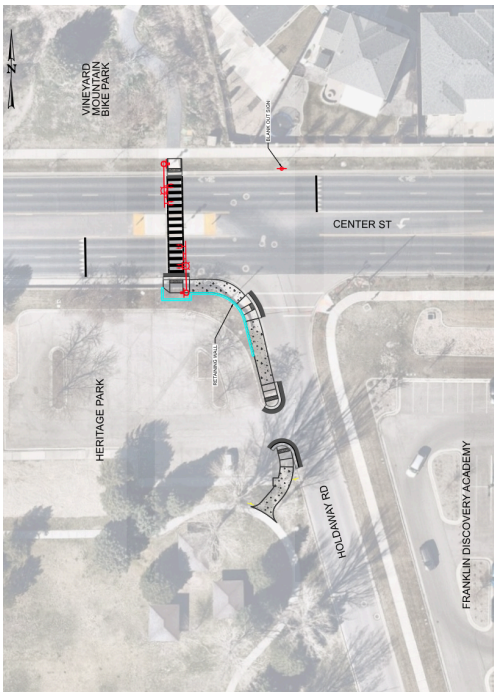


Through the design process, it was determined that the new intersection next to the school would warrant a traffic signal. Vineyard is requesting a signal be added to the scope of the project and additional funds be added to the project to account for inflation and increased construction costs.

Original Funds	$842,030
10% Contingency	$84,203
New Funds	$965,053
New Total	**$1,891,286**

STAFF RECOMMENDATION

Staff recommends approval of the scope change and the addition of the requested funds.



SUGGESTED MOTION

I move to recommend that the MPO Board approve adding a traffic signal to the scope of the Vineyard Regional Trail Enhancements project and $965,053 in funding.

ATTACHMENTS

Presentation

Letter and Supporting Documentation

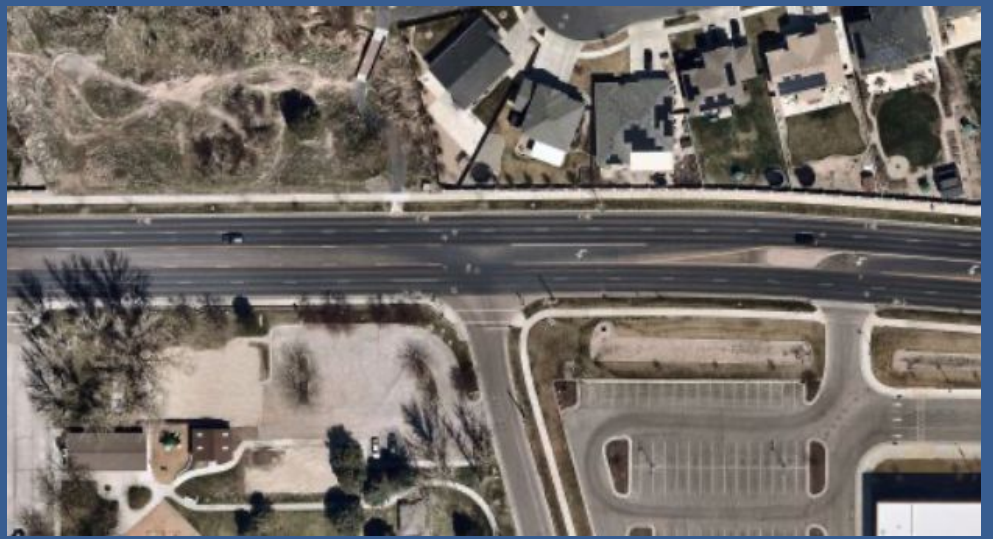
TIP Modification

MAG MPO Technical Advisory Committee

October 27, 2025

Vineyard Regional Trail Enhancements

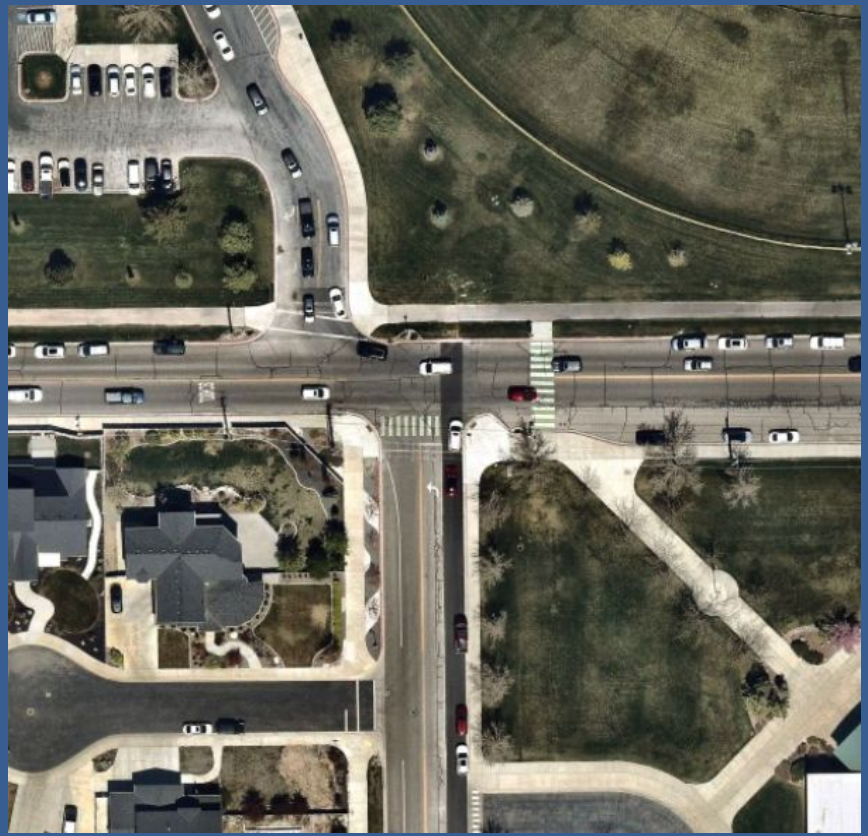
- 2022, Vineyard awarded $842,030 in TAP funds
- Improve trail crossings at two locations
- Realign driveway of Lakeside Sports Park



MAG

N
VINEYARD MOUNTAIN BIKE PARK
EXAM OUT SIGN
CENTER ST
RETAINING WALL
HERITAGE PARK
HOLDAWAY RD
FRANKLIN DISCOVERY ACADEMY

MAG



MAG

Vineyard Regional Trail Enhancements

- Project has been designed and will go out to bid this fall
- Redesigned intersection warrants a new traffic signal
- Inflation and increased construction costs has driven the current estimate to $1,784,000
- Requesting scope modification and additional funds

Original Funds	$842,030
10% Contingency	$84,203
New Funds	$965,053
New Total	**$1,891,286**

Questions?

Bob Allen, Acting Transportation Manager
801-229-3813 | rallen@magutah.gov

Original Funds	$842,030
10% Contingency	$84,203
New Funds	$965,053
New Total	**$1,891,286**

Suggested Motion

"I move to recommend that the MPO Board approve adding a traffic signal to the scope of the Vineyard Regional Trail Enhancements project and $965,053 in funding."

October 9, 2025

Bob Allen, Regional Planning Director
Calvin Hatch, Transportation Planner
Mountainland Association of Governments (MAG)
586 East 800 North
Orem, UT 84097

Subject: Request for Consideration – Vineyard Regional Trail Enhancements (PIN: 20351 / Project No. F-R399(425))

Vineyard City requests that the Vineyard Regional Trail Enhancements Project be placed on the upcoming MAG funding cycle, scheduled for the October 27, 2025, TAC meeting and the November 13, 2025, Regional Planning Committee meeting.

The project includes a new intersection at 400 South and 620 East and a trail segment with a HAWK crossing on Center Street, improving connectivity, safety, and multimodal access to support Vineyard's regional growth (***see project exhibit***).

Vineyard City has secured **$842,030** in grant funding for this effort. We are now seeking **additional MAG funding** to cover the remaining project costs. The **total estimated cost** of the project is **$1,891,286.02**, which includes design, construction, engineering, utilities, and contingencies, plus an additional **$25,000 for Rocky Mountain Power (RMP)** components not reflected in the attached estimate.

Project Funding Summary:

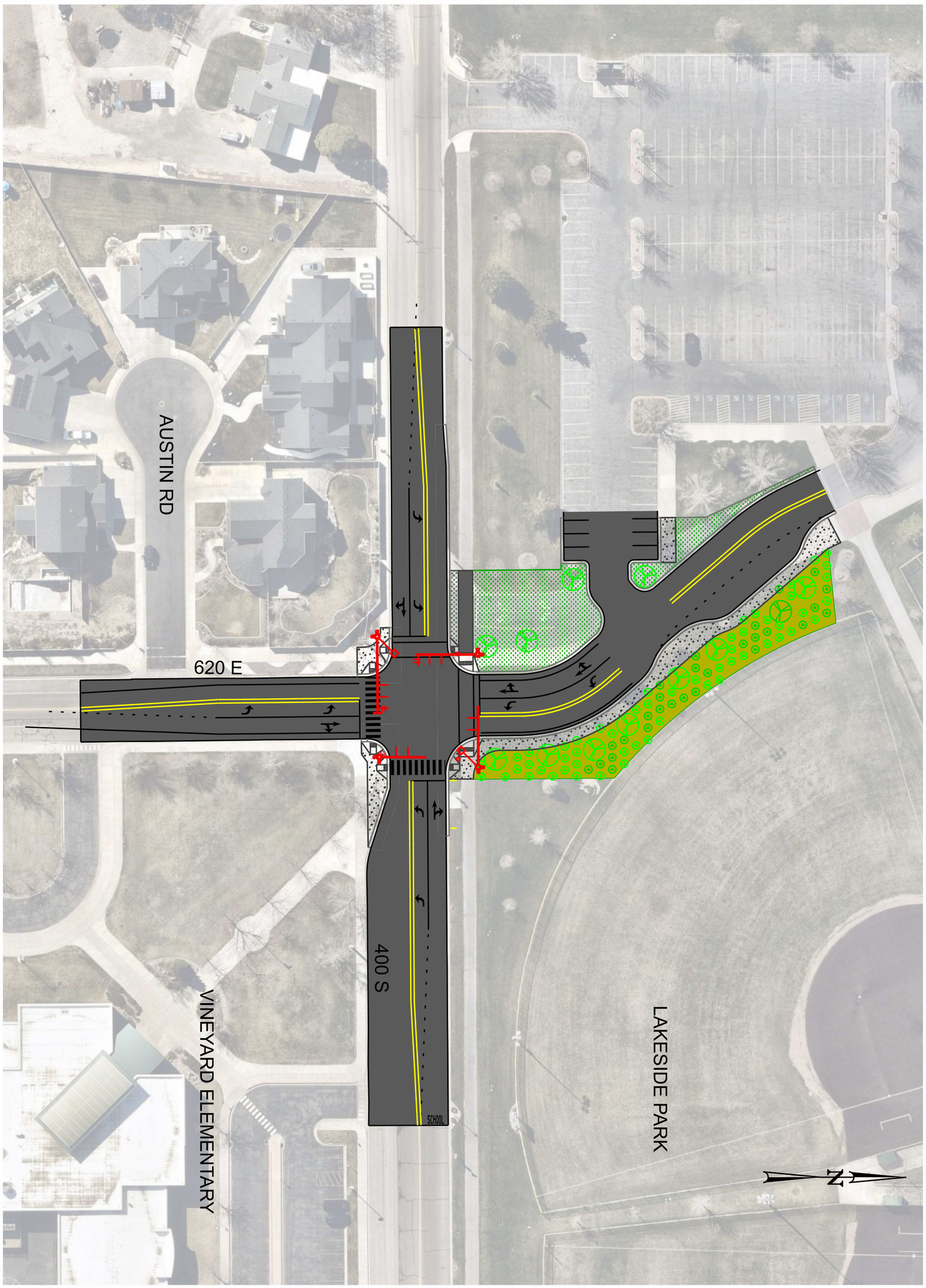
- **Total Project Funding Needed:** $1,891,286.02 ***(see attached estimate)***
- **RMP Component (not in estimate):** $25,000
- **Total Funded:** $842,030.00
- **Total Additional Funding Needed:** $1,074,256.09

We appreciate MAG's continued partnership and support in helping us deliver this high-value regional transportation and trail infrastructure. Please let us know if any additional information is needed before the upcoming meetings.

Sincerely,

Naseem Ghandour, P.E.
Public Works Director
City Engineer

$$date$$ $$File$$



SHEET NO.	PROJECT	VINEYARD REGIONAL TRAIL	
		ENHANCEMENTS	
	PROJECT NUMBER	F-R399(425)	PIN 20351

consor

CONSOR NORTH AMERICA INC.
38 E Scenic Pointe Dr
Draper, Utah 84020
Tel. 801-495-4240

HERITAGE PARK

VINEYARD
MOUNTAIN
BIKE PARK

RETAINING WALL

BLANK OUT SIGN

HOLDAWAY RD

CENTER ST

FRANKLIN DISCOVERY ACADEMY

CONSOR NORTH AMERICA INC.
38 E Scenic Pointe Dr
Draper, Utah 84020
Tel. 801-495-4240

consor

PROJECT: VINEYARD REGIONAL TRAIL ENHANCEMENTS

PROJECT NUMBER: F-R399(425) PIN 20351

SHEET NO.

$$date$$ $$files$$

Engineer's Estimate Report
Utah Department of Transportation

PIN:	20351	**Project Manager:**	
Project Number:	F-R399(425)	**Resident Engineer:**	
Project Name:	Vineyard Regional Trail Enhancements	**Designed By:**	Shuangli Bao
Concept:	Trails	**Checked By:**	
County:	Utah	**Status:**	PS & E
Region:	Region 3	**Delivery Method:**	Design Bid Build
Location:	Vineyard Regional Trail Enhancements	**Estimate Number:**	EE-20351-001
Bike Lane (mi):	0.00		

Paved Surface Type	Quantity(sq. ft.)
Micro Surface	31,860.00
1 1/2" Treatments (HMA & SMA)	0.00
2" Treatments (HMA & SMA)	0.00
Rehabilitation - unspecified	0.00
Major Rehabilitation - unspecified	0.00
Reconstruct - unspecified	0.00
Concrete Repair with Grind	0.00

Paved Surface Type	Quantity(sq. ft.)
Chip seal	0.00
1" Treatments (BWC & OGSC)	0.00
Preservation - unspecified	0.00
3" Treatments (HMA)	0.00
4" Treatments (HMA)	0.00
> 4" Treatments (HMA)	0.00
Concrete Repair	0.00
New PCC	0.00

Engineer's Estimates are UDOT Confidential until the Project is awarded and should be kept within the limits of the project team until such time

	Base Bid Items						
Container	**Description**						
	Line No.	**Item No.**	**Item Name**	**Quantity**	**Unit**	**Unit Price**	**Amount**
10 - ROADWAY	Base						
	1	015017010	Mobilization	1.00	Lump	170,000.00	170,000.00
	2	015407010	Public Information Services	1.00	Lump	3,000.00	3,000.00
	3	015547005	Traffic Control	1.00	Lump	81,200.00	81,200.00
	4	015727020	Dust Control and Watering	32.00	1000 gal	150.00	4,800.00
	5	017217010	Survey	1.00	Lump	20,300.00	20,300.00

PIN: 20351

Project Number: F-R399(425)

Engineer's Estimates are UDOT Confidential until the Project is awarded and should be kept within the limits of the project team until such time

	Base Bid Items						
Container	**Description**						
	Line No.	**Item No.**	**Item Name**	**Quantity**	**Unit**	**Unit Price**	**Amount**
10 - ROADWAY	Base						
	6	01892703P	Reconstruct Junction Box - Lower	3.00	Each	1,200.00	3,600.00
	7	018927042	Reconstruct Valve Box - Raise	1.00	Each	1,000.00	1,000.00
	8	020567015	Granular Borrow (Plan Quantity)	105.00	cu yd	122.50	12,862.50
	9	02082702*	8-Inch Re-use Waterline Loop	1.00	Each	16,700.00	16,700.00
	10	022217030	Remove Catch Basin	2.00	Each	2,000.00	4,000.00
	11	022217050	Remove Tree	11.00	Each	1,500.00	16,500.00
	12	02221705P	Remove Retaining Wall	68.00	ft	100.00	6,800.00
	13	022217110	Remove Concrete Sidewalk	565.00	sq yd	16.75	9,463.75
	14	022217125	Remove Concrete Curb and Gutter	988.00	ft	10.15	10,028.20
	15	022217165	Remove Asphalt Pavement	108.00	sq yd	19.75	2,133.00
	16	022217185	Abandon Pipe	5.00	cu yd	590.00	2,950.00
	17	022317020	Clearing and Grubbing (Plan Quantity)	1.00	Acre	25,000.00	25,000.00
	18	023167020	Roadway Excavation (Plan Quantity)	1,483.00	cu yd	40.90	60,654.70
	19	026107614	Drainage Pipe - 15 inch, Reinforced Concrete, Leak-Resistant	158.00	ft	260.00	41,080.00
	20	02633710D	Concrete Drainage Structure CB 2, 4 ft wide x 6 ft to 8 ft deep	3.00	Each	11,100.00	33,300.00
	21	02633711D	Concrete Drainage Structure CB 12 - 2 ft wide X 2 ft to 8 ft deep	1.00	Each	8,900.00	8,900.00
	22	027217020	Untreated Base Course (Plan Quantity)	527.00	cu yd	106.75	56,257.25
	23	027357010	Micro-Surfacing	3,540.00	sq yd	10.80	38,232.00
	24	027417050	HMA - 1/2 inch	555.00	Ton	197.25	109,473.75

PIN: 20351

Project Number: F-R399(425)

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	Base Bid Items						
Container	**Description**						
	Line No.	**Item No.**	**Item Name**	**Quantity**	**Unit**	**Unit Price**	**Amount**
10 - ROADWAY	Base						
	25	027437050	HMA - Bike/Ped Path 3/8 inch	10.00	Ton	350.00	3,500.00
	26	027717059	Perpendicular/Parallel Pedestrian Access Ramp	10.00	Each	4,084.00	40,840.00
	27	027717110	Reconstruct Pedestrian Access Ramp	3.00	Each	4,500.00	13,500.00
	28	027717112	Reconstruct Pedestrian Access Ramp Remove Curb & Gutter	41.00	ft	22.00	902.00
	29	027717113	Reconstruct Pedestrian Access Ramp Remove Asphalt	84.00	sq ft	12.00	1,008.00
	30	027717116	Reconstruct Pedestrian Access Ramp Curb & Gutter	41.00	ft	66.00	2,706.00
	31	027717117	Reconstruct Pedestrian Access Ramp Asphalt	84.00	sq ft	18.00	1,512.00
	32	02776700P	6" Concrete Mow Curb	145.00	ft	30.00	4,350.00
	33	027767010	Concrete Sidewalk	5,700.00	sq ft	12.35	70,395.00
	34	02776702P	Orem Concrete Curb and Gutter	733.00	ft	47.75	35,000.75
	35	02776703P	Vineyard Concrete Curb and Gutter	392.00	ft	51.75	20,286.00
20 - STRUCTURES	Base						
	36	02862710D	Modular Block Gravity Wall Est. Lump Qty: 247 sq ft	1.00	Lump	23,800.00	23,800.00
30 - LANDSCAPING	Base						
	37	02814700*	Landscape Restoration	1,569.00	sq yd	10.00	15,690.00
	38	029127000	Strip and Stockpile Salvaged Topsoil (Plan Quantity)	1,560.00	sq yd	5.80	9,048.00
	39	029227070	Turf Sod	1,560.00	sq yd	18.00	28,080.00
	40	02932708D	Plant - 2 inch Caliper	5.00	Each	500.00	2,500.00
40 - SIGNING	Base						
	41	027657030	Remove Pavement Message	133.00	ft	20.00	2,660.00

PIN: 20351

Project Number: F-R399(425)

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	Base Bid Items						
Container	**Description**						
	Line No.	**Item No.**	**Item Name**	**Quantity**	**Unit**	**Unit Price**	**Amount**
40 - SIGNING	Base						
	42	027657040	Remove Pavement Message	16.00	Each	185.00	2,960.00
	43	027657050	Pavement Marking Paint	34.00	gal	200.00	6,800.00
	44	027687105	Pavement Message (Preformed Thermoplastic)	68.00	Each	360.00	24,480.00
	45	027687115	Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch)	220.00	ft	15.00	3,300.00
	46	027687125	Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 24 inch)	96.00	ft	30.00	2,880.00
	47	028917020	Sign Type A-1	79.00	sq ft	55.00	4,345.00
	48	028917075	Sign Type A-2	44.00	sq ft	65.00	2,860.00
	49	028917270	Remove Sign Less Than 20 Square Feet	8.00	Each	165.00	1,320.00
	50	028917285	Relocate Sign Less Than 20 Square Feet	7.00	Each	230.00	1,610.00
	51	028917300	Small Sign Tubular Steel Post Base (B1)	2.00	Each	350.00	700.00
	52	028917360	Sign Post P2	2.00	Each	180.00	360.00
50 - SIGNALS	Base						
	53	02892701D	Traffic Signal System 400 S & 620 E	1.00	Lump	100,000.00	100,000.00
	54	02892702D	Traffic Signal System Center St & Holdaway Rd	1.00	Lump	50,000.00	50,000.00
180 - TIME AND/OR LANE RENTAL	Base						
	55	00221700*	Contract Time	77.00	Cal d	1,570.00	120,890.00
					Base Bid Items Sub Total		1,336,517.90

PIN: 20351

Project Number: F-R399(425)

Engineer's Estimates are UDOT Confidential until the Project is awarded and should be kept within the limits of the project team until such time

	Base Non Bid Items						
Container	**Description**						
	Line No.	**Item No.**	**Item Name**	**Quantity**	**Unit**	**Unit Price**	**Amount**
77 - MISC NON-BID: UDOT CONTINGENCY FUND	Base						
	56	00007277*	UDOT Contingency Fund	1.00	Lump	110,000.00	110,000.00
79 - NON BID: INCENTIVES	Base						
	57	00007601*	Pavement Smoothness Incentive	1.00	Lump	4,950.00	4,950.00
	58	00007602*	Hot Mix Asphalt (HMA) Incentive	1.00	Lump	2,830.00	2,830.00
	59	00007606*	Early Completion - Time	5.00	Cal d	1,570.00	7,850.00
90 - STATE FURNISHED	Base						
	60	028927047	Signal State Furnished Materials	1.00	Lump	168,889.48	168,889.48
95 - CONSTRUCTION ENGINEERING	Base						
	61	00007910*	In-House	1.00	Lump	13,000.00	13,000.00
	62	00007911*	Consultant C.E.	1.00	Lump	145,000.00	145,000.00
97 - PRELIMINARY ENGINEERING	Base						
	63	00007201*	In-House	1.00	Lump	50,000.00	50,000.00
	64	00007202*	CONSOR NORTH AMERICA, INC.	1.00	Lump	163,138.64	163,138.64
	65	00007203*	Consultant	1.00	Lump	10,000.00	10,000.00
						Base Non Bid Items Sub Total	675,658.12

Container Summary

Bid		
10 - ROADWAY	Base	$932,234.90
20 - STRUCTURES	Base	$23,800.00
30 - LANDSCAPING	Base	$55,318.00
40 - SIGNING	Base	$54,275.00
50 - SIGNALS	Base	$150,000.00
180 - TIME AND/OR LANE RENTAL	Base	$120,890.00

PIN: 20351

Project Number: F-R399(425)

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Non-Bid

77 - MISC NON-BID: UDOT CONTINGENCY FUND	Base	$110,000.00
79 - NON BID: INCENTIVES	Base	$15,630.00
90 - STATE FURNISHED	Base	$168,889.48
95 - CONSTRUCTION ENGINEERING	Base	$158,000.00
97 - PRELIMINARY ENGINEERING	Base	$223,138.64

Engineer's Estimate Summary

Base Bid	$1,336,517.90
Base Non Bid	$675,658.12
Less Base Time and/or Lane Rental	$120,890.00
Less Base Innovative Contracting	$0.00
Base Total	**$1,891,286.02**
Base Bid Total	**$1,215,627.90**
Additive Bid	$0.00
Additive Non Bid	$0.00
Less Additive Time and/or Lane Rental	$0.00
Less Additive Innovative Contracting	$0.00
Additive Total	**$0.00**
Additive Bid Total	**$0.00**
Engineer's Estimate Bid Items Total	**$1,215,627.90**

MPO TAC Meeting

October 27, 2025 | 1:30 pm - 3:00 pm

6 | 2026 TIP Selection Schedule and Draft Metrics

Bob Allen, Acting Transportation Manager | 801-229-3813 | rallen@magutah.gov

BACKGROUND

The "2026 TIP Selection Schedule" details the milestones, dates, and responsible committees involved in the project funding and approval timeline, spanning from January through August. These key dates will be discussed.

Milestones	Date	Committee	Notes
Kickoff	January 8	Board	Initial process launch
Project Idea Meetings with Staff	January 19 - 22	TAC	Discuss project ideas
Final Ideas Due	February 2	TAC	Deadline for idea submissions
Project Idea Meeting	February 23	TAC	Discussion of submitted ideas
Concept Report Meetings with Staff	March 23-26	TAC	Developing concept details
Final Concept Reports Due	April 6	TAC	Deadline for concept reports
Staff Scoring	April 23	MAG	Internal scoring of concepts
Concept Review and Scoring Meeting	April 27	TAC	Review and finalize scoring
Ranked List Recommendation	May 4	TAC	TAC's recommendation of ranked projects
Ranked List Review	May 14	Board	Board review of ranked list
Ranked List Approval	June 11	Board	Final approval by Board
Project Funding and TIP Recommendation	August 3	TAC	Recommendation for funding and TIP inclusion
Project Funding and TIP Approval	August 13	Board	Final approval for funding and TIP

Additionally, staff will continue a discussion on the draft scoring metrics and how each metric would be weighted. Those new metrics will be finalized in January at the Kickoff meeting. This is an information only item.

ATTACHMENTS

Presentation

2026 TIP Selection Schedule

Draft Project Scoring Metrics and Weighting

2026 TIP Selection Schedule and Draft Metrics

October 27, 2025



2026 TIP Selection Schedule

Milestones	Date	Committee	Notes
Kickoff	January 8	Board	Initial process launch
Project Idea Meetings with Staff	January 19 - 22	TAC	Discuss project ideas
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Project Funding and TIP Approval	August 13	Board	Final approval for funding and TIP

Draft Scoring Metrics and Weighting

Draft Metrics and Weighting

- Staff is working to finalize scoring metrics with our TIP Selection Working Group
- Draft Scoring Metrics
- All metrics and weighting will be approved by the Board on January 8th
- Projects will be submitted into Workflow

Questions?

MAG

2026 TIP Selection Process Schedule

Milestones	Date	Committee	Notes
Kickoff	January 8	Board	Initial process launch
Project Idea Meetings with Staff	January 19 - 22	TAC	Discuss project ideas
Final Ideas Due	February 2	TAC	Deadline for idea submissions
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Project Funding and TIP Approval	August 13	Board	Final approval for funding and TIP

Draft TIP Selection Criteria

Current Measures	Proposed Measures			
Congestion	**Congestion**	**Methodologies**	**Score (100)**	**Notes**
Provides additional capacity that corrects an identified congested problem.	Travel Time Index	CMP Dashboard		Score minus 1 then multiplied by maximum points. (1.4 - 1 =0.4) 0.4 x 5 = **2**
Reduces congestion by adding to highway grid and dispersing vehicles.	% Congested	CMP Dashboard		% x maximum points. 35% x 5 = **1.75**
Increases the efficiency of system through traffic management measures.	Truck Travel Time Index	CMP Dashboard		A reliability measure calculated specifically for heavy trucks. 50th percentile divided by th 95 percentile. 1 is perfectly reliable 1.3 less reliable
Provides an improvement on a larger, regional facility.	Reduces congestion by adding to highway grid and dispersing vehicles.	UDOT Functional Class Map		Scaled to classification with principal arterial as highest
Adds improvements to a congested intersection.	Adds improvements to a congested intersection.	# of elements		Signal, turn lane, turn pocket, roundabout, etc.
	Mitigates future travel demand	Future Volumes		Travel Demand Model
Benefits multiple transportation systems.	Benefits multiple transportation systems.	trail, transit		
Transit	**Transit**			
Increases Ridership on the transit system.	Projected Ridership	Transit STOPS model or TDM		
Manages or reduces SOV trips in the peak hour.	Transit Propensity	% Low income		ACS Data - % lower income residents within 1/2 mile of project
Adds capacity to non-highway facilities.	Opportunity Cost	Cost/Ridership		Project cost divided by projected ridership
Adds amenities and elements to attract users.	Adds amenities and elements to improve safety and attract users.	Add a menu of desired amenities and safety elements		Stop improvements, digital information, FMLM
Aids to complete the regional transit, system.	Percent System Ridership	Projected Boardings/System Average Boardings		Projected boardings divided by average boardings by mode for the region
Makes improvements to multiple transportation systems.	Future Pop and Employment	Pop and Employment with TAZ 1/2 mile		Phase 1 SE data projections for TAZ's within 1/2 mile of project
	Makes improvements to multiple transportation systems.	FMLM or Improve Traffic Conditions		Number and quality/impact of improvements
Active Transportation	**Active Transportation**			
Separates active transportation from adjacent facilities.	Separates active transportation from adjacent facilities.	Level of separation		Away from, hard barrier, painted barrier, etc.
Reduces the number and or intensity of conflicts. (Crossings, driveways, etc.)	Reduces the number and or intensity of conflicts. (Crossings, driveways, etc.)	Number of conflicts		Road crossings, driveways, etc.
Adds new connections to the system.	Adds new connections to the system.	Stratify total length connected		2 miles connected with 4 miles by building 1 mile equals 7 miles
Proximity to trip generators.(Schools, employment centers, housing.)	Proximity to trip generators.(Schools, employment centers, housing.)			
Provides improvements to a regional facility.	Adds to or connects to UTN	Adds to or direct connection		
Makes improvements to multiple transportation systems.	Makes improvements to multiple transportation systems.	Improves transit or road operations		
Environment	**Environment**			
Receives high air quality score based on CM/AQ review.	Receives high air quality score based on CM/AQ review.	FHWA Calculators		
Project incorporates mitigation strategies including wetland bank, sound walls, natural environment avoidance, significantly reduces pollution.	Project incorporates mitigation strategies including wetland bank, sound walls, natural environment avoidance, significantly reduces pollution.	Environmental issues impacted		Less impact equals a higher score.
Project incorporates mitigation strategies including built environment avoidance.	Project incorporates mitigation strategies including built environment avoidance.	Total Properties impacted		Less impact equals a higher score.
Safety	**Safety**			
Corrects/improves a verified or potential safety or accident problem.	Project is along or directly addresses High Injury Network	Safety Action Plan		
Improves information/communications for traffic operations and emergency responders.	# of Crashes along the corridor	Numetric Data		
Reduces severity of crashes.	Incorporates elements of FHWA Proven Safety Countermeasures	FHWA Guidebook		

Draft TIP Selection Criteria

Current Measures	Proposed Measures			
Enhances safe movement of pedestrian, bicycle traffic.				
Other	**Other**			
Project is cost effective for the benefit being proposed.	Project is cost effective for the benefit being proposed.	Cost(MAG Funds)/ Future AADT		
Additional funding above required match is pledged toward project (including any soft match, excluding betterments).	Additional funding above required match is pledged toward project (including any soft match, excluding betterments).	Additional funding or soft match beyond the required 6.77%		
Project traverses between major regional centers.	Wasatch Choice Centers	WC Map		
Project is numbered project within the current RTP.	Project is numbered project within the current RTP.	RTP		

MPO TAC Meeting
October 27, 2025 | 1:30 pm - 3:00 pm

7 | Corridor Preservation: Spanish Fork 300 East

Cody Christensen, Transportation Planner | 801-229-3848 | cchristensen@magutah.gov
Kendall Willardson, Transportation Planner | 801-229-3840 | 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 Spanish Fork is requesting funds to purchase an existing residence located at 1172 South Bradford Ln. This corridor is project H117 on the RTP and on the 2025 Corridor Preservation Project List. The seller is a willing seller.

Corridor H117, Spanish Fork 300 East
Appraised value: $1,400,000
Estimated closing costs: $2,500
Total Cost: $1,402,500

Unobligated funds: Approximately $3,000,000
Fund balance if today's transactions are approved ~$1,600,000

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 building of 300 East. The seller is a willing seller and initiated negotiations

SUGGESTED MOTION

I move to recommend that the MPO Board approve this Spanish Fork Corridor Preservation Fund request for $1,402,500.

ATTACHMENTS

Presentation
300 East Application
300 East Map
300 East Parcel Map

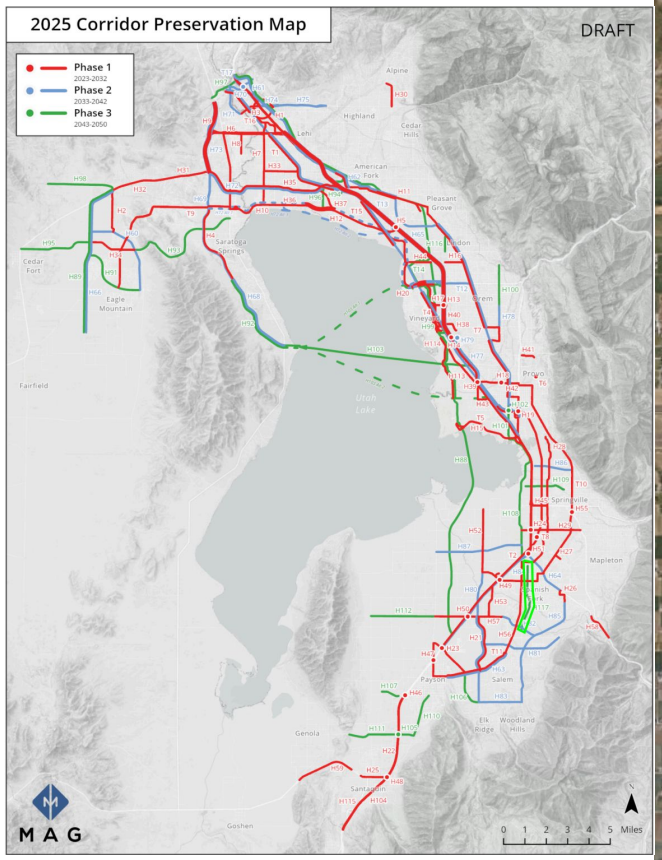
Corridor Preservation - Spanish Fork 300 E

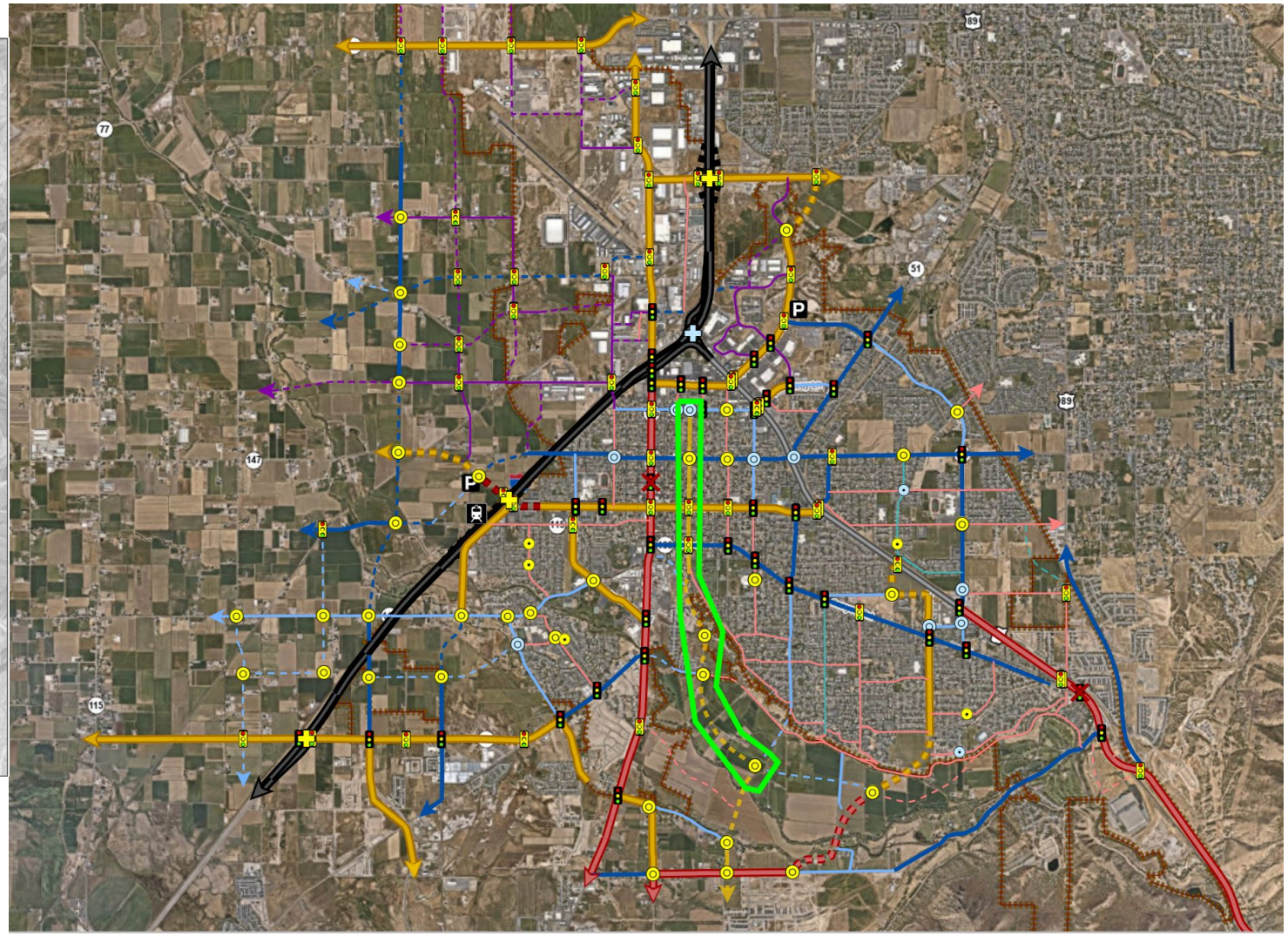
October 27, 2025

1172 S Bradford Ln, Spanish Fork

- Corridor H117 (RTP Phase 3)
- Two Single family homes and some undeveloped land
- City was approached by owner (willing seller)
- Appraised Value: $1,400,000
- Estimated closing costs: $2,500
- Total request: **$1,402,500**
- Unobligated fund balance: ~$3,000,000
- Fund balance if today's transactions are approved ~$1,600,000

MAG


2025 Corridor Preservation Map
DRAFT
Phase 1
2023-2032
Phase 2
2033-2042
Phase 3
2043-2050
MAG
0 1 2 3 4 5 Miles



MAG


Center St
Main St
100 E
300 E
100 S
600 E
600 S
700 S
720 S
760 S
780 S
800 S
850 S
860 S
870 S
960 S
280 E
320 E
530 E
Meadow Lark Ln
580 E
630 E
690 E
770 E
810 S
820 E
820 S
900 E
900 S
920 S
1000 S
1050 S
Scenic Dr
Skylark Dr
1100 S
1170 S
Crosswinds Dr
850 E
1240 S
1330 S
1350 S
Volunteer Dr
200 E
Jesse St
South Ln
Arrowhead Trail
Summit Drive
Redd Rd
Annies Ln
Johnny's Dr
Ardie's Ave
Little Nen Run
198
164

MAG

SUGGESTED MOTION:

I move to recommend that the MPO Board approve this Spanish Fork Corridor Preservation Fund request for $1,402,500.

MAG

Local Corridor Preservation Fund
Application for Funds

Due to the limited amount of funds available, jurisdictions are strongly encouraged to exhaust other avenues for acquisition prior to applying.

Before consideration of awarding funds can occur, the following must be completed and submitted with this application:

1) Documentation by applicant of prior use of all appropriate resources available to the highway authority to acquire property rights, including but not limited to: use of other local funds, exactions, increased setback requirements, or other planning and zoning tools.
2) Initial approach to property owner and obtaining a certified property appraisal.
3) Securing of a Willing Seller Certification document.

Part 1: Use of Other Resources

Discuss with MAG staff the efforts to obtain the property by planning and zoning powers, development incentive, donation, or other means prior to applying for these funds. Document these efforts. MAG will convene a staff review of the application and documentation, flag any concerns or questions, and may request meetings with the applicant in order to resolve such, or to better understand the nature of the situation. Staff review should include CP/ROW, RTP, and Finance staff members.

Part 2: Initial Approach to Property Owner

Contact MAG staff prior to any discussions with the property owner of purchase price or commitments to purchase, and for any questions.

DO NOT tender any offer to purchase the property interest at this time.

If the property owner agrees to consider selling, the applicant orders a property appraisal from a certified appraiser that is acceptable to both parties. For properties intended for future use by UDOT, the appraiser should be listed on the current UDOT Consultant Services Right of Way Services and Local Government Pool. Copy and paste the following link into your browser:

https://docs.google.com/spreadsheets/d/1UURcMt7UvhIkYqADHdApr5KGxXTdeD93WLwRKu8FVl4/edit#gid=922750991

The costs of the appraisal can be reimbursed to the applicant if the funding request is approved.

Part 3: Application

1. Applicant (city, Utah County, UDOT): Spanish Fork City
2. Contact Information: Jered Johnson, jjohnson@spanishfork.gov
3. Provide information about the properties to be acquired:
   a. Name of the current owner(s): MILLS, ENOCH
   b. Address or location of the properties: 1172 S Bradford Ln, Spanish Fork, UT 84660
   c. Utah County parcel serial #: 27:041:0035
   d. Type of real property interest to be acquired: (fee title, easement, etc.,) Fee Simple
   e. Total acreage or square footage: 2.143 acre; 93,349 SF
   f. Describe the efforts to obtain the property by planning and zoning powers, development incentive, donation, or other means prior to applying for these funds.
      The land is undevelopable because of the two existing homes as well as the parcel shape.
   g. Appraised value (Attach copy of appraisal report): $1,400,000
   h. Total estimated costs of acquisition, including appraisal and appraisal review, acquisition agent fee, closing costs, and any other associated fees: $2,500
   i. Total funds applying for - these should be no more than the appraised value plus traditional costs of acquisition in (h) above: $1,402,500
4. Which Eligible Corridor is the project located within or adjacent to? (see Corridor Preservation – Eligible Corridors map): H117
5. Anticipated year or RTP phase to begin project roadway construction: RTP Ph 1
6. Is the project listed on the applicant's official master plan? Yes
7. Has the applicant begun or completed a relevant state or federal environmental study? No
   a. Study results:
   b. If not, is the applicant willing to conduct such a study? Yes
8. Will the roadway be a UDOT or a local government facility? Local Government

If the project will be a state facility and the applicant is a city or county, attach copies of:

Either

a. Applicant's transportation right of way acquisition policy or ordinance.
b. Applicant's access management policy relevant to the type of roadway to be constructed.

OR

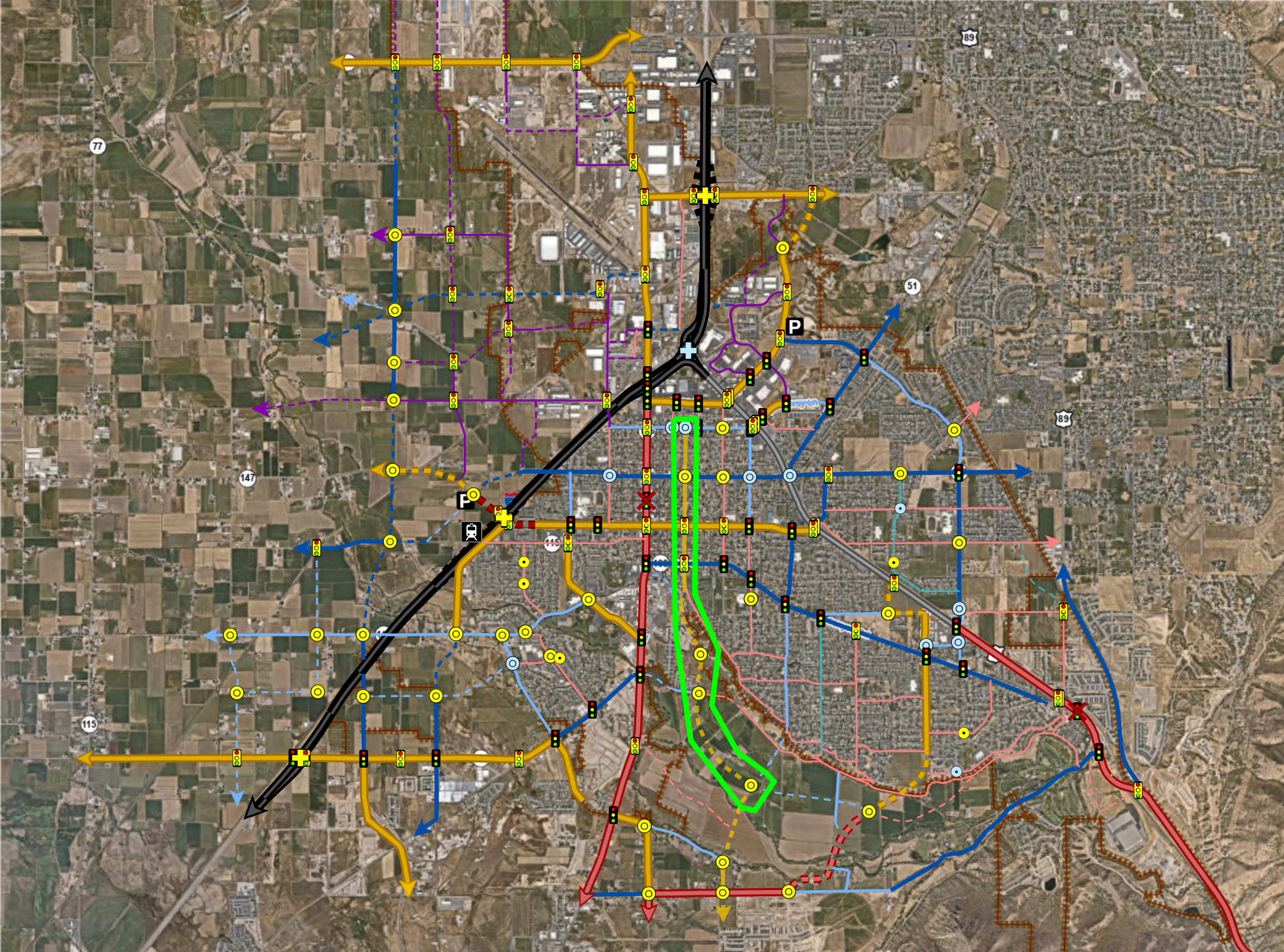
c. The executed Cooperative Agreement between the applicant and the Utah Department of Transportation governing right of way acquisition performed by the applicant for UDOT.

NOTES – 1) It is highly recommended that any purchases for a state facility be negotiated and finalized by UDOT Right of Way Division. 2) After funds are awarded but prior to any offer of purchase, UDOT and Utah County must execute a repurchase agreement specific to the property.

9. **Attachments:**

c. One 8" x 11" map in PDF form clearly indicating the future roadway project extents and the location of the properties to be acquired, with detail showing parcel boundaries and anticipated right of way footprint (will be used in presentations to the TAC and the Board).
d. Copy of appraisal report.
e. Copy of executed Willing Seller Certification.

Submit the completed application and maps to by email to Calvin Clark - cclark@mountainland.org


77
89
51
P
147
115


Center St
Main St
100 E
300 E
600 E
100 S
600 S
Birch Dr
Maple Dr
700 S
720 S
780 S
760 S
830 E
Meadow Lark Ln
530 E
580 E
630 E
690 E
770 E
810 S
820 S
900 E
900 S
920 S
1000 S
1050 S
800 S
River Bottoms Rd
870 S
850 S
860 S
280 E
330 E
960 S
Volunteer Dr
198
Scenic Dr
Skylark Dr
1100 S
1170 S
Crosswinds Dr
1240 S
1330 S
1420 S
1350 S
River Bottoms Rd
200 E
Jesse St
South Ln
Main St
164
Arrowhead Trail
Summit Drive
Annies Ln
Redd Rd
Johnny's Dr
Ardie's Ave
Little Man Run
Bridgeport Dr

MPO TAC Meeting

October 27, 2025| 1:30 pm - 3:00 pm

8 | Corridor Preservation Process Discussion

Kendall Willardson, Transportation Planner| 801-229-3840 | kwillardson@magutah.gov
Cody Christensen, Transportation Planner | 801-229-3848 | cchristensen@magutah.gov

BACKGROUND

To ensure the Utah County Corridor Preservation Program's long-term sustainability and funding availability, MAG staff has been reviewing different processes for handling incoming requests. Currently, eligibility verification is the only step. However, MAG is now considering a more structured approach, potentially involving specific criteria and application windows, similar to the TIP process but with greater frequency. This discussion aims to explore the pros/cons and potential structure of a more detailed and prioritized program, considering what would be most effective for Utah County and program applicants.

ATTACHMENTS

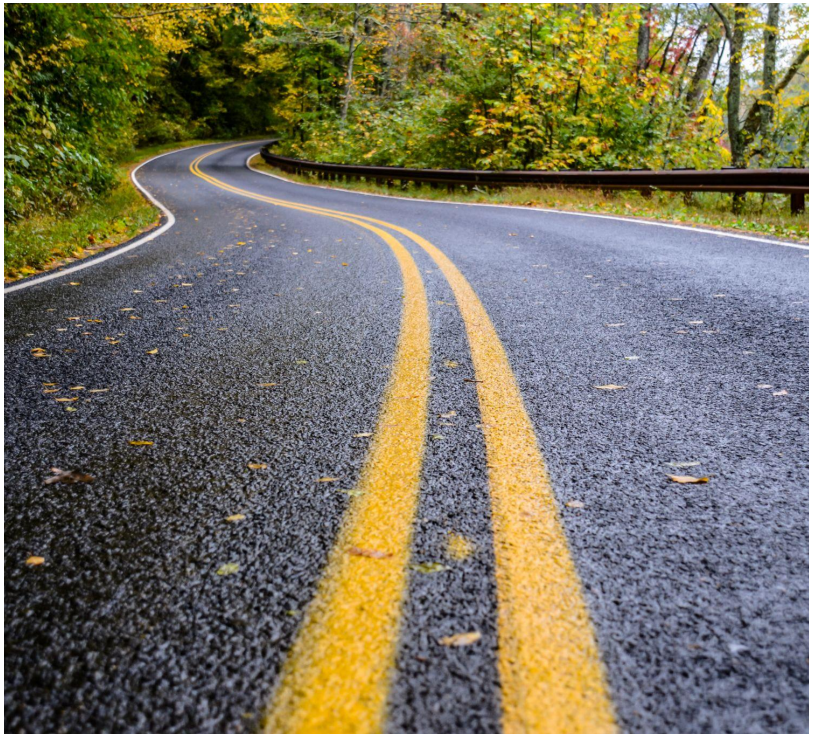
Presentation

Corridor Preservation Process Discussion

October 27, 2025

Corridor Preservation Now and Future

- Trending up in the amount of requests for corridor preservation
- Ensure the Utah County Corridor Preservation Program's long-term sustainability and funding availability
- What does a more robust process look like?



Process Brainstorming

- Specific application windows (like TIP Process) to group applications for prioritization vs at any TAC/Board meeting like it is today with low/high score
- Prioritize certain corridors (vacant parcels with imminent development vs established parcels)
- Prioritize applicants bringing additional funding to table.

Questions?

Cody Christensen

Transportation Planner II

cchristensen@magutah.gov

801-229-3848

MAG

MPO TAC Meeting

October 27,2025 | 1:30 pm - 3:00 pm

9 | 2023 RTP: Amendment 3/ AQ Conformity Determination

Kendall Willardson, Transportation Planner| 801-229-3840 | kwillardson@magutah.gov

BACKGROUND

During the last meeting, MAG staff provided an update on the Level 3 amendments, seeking approval for the draft to go to public comment. The MPO Board subsequently approved the air quality conformity report, and the document is currently available for public comment from October 13, 2025, to November 12, 2025. To date, no regionally significant comments have been submitted on the website: https://magutah.gov/rtp-amendment-3/. The following final steps remain as part of our RTP Level 3 amendment process:

- 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.

MAG staff is seeking a recommendation from TAC to the MPO board to approve the air quality conformity report and level 3 amendments. Following the public comment period, MAG staff will present the amendment to the MPO board on November 13th for their approval.

STAFF RECOMMENDATION

Staff recommends that the MPO TAC committee recommend the MPO Board approve the Level 3 amendments and adopt the Air Quality Conformity Determination Report for the MPO Board. This recommendation is based on extensive collaboration with the RTP planning partners, including the Interagency Consultation Team, and land use, travel, and air quality modeling demonstrating that the proposed amendments benefit the region.

SUGGESTED MOTION

I move to recommend that the MPO Board approve 2023 RTP Amendment 3 level 3 amendments and the associated Air Quality Conformity Determination Report, barring any regionally significant comments during the public comment period.

ATTACHMENTS

Presentation
RTP AQ Emissions Analysis Amendment 3
RTP Amendment Process

2023 RTP: Amendment 3/ AQ Conformity Determination

October 27, 2025

Level 3 | Board Full Amendment

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

I-15; Payson to Santaquin

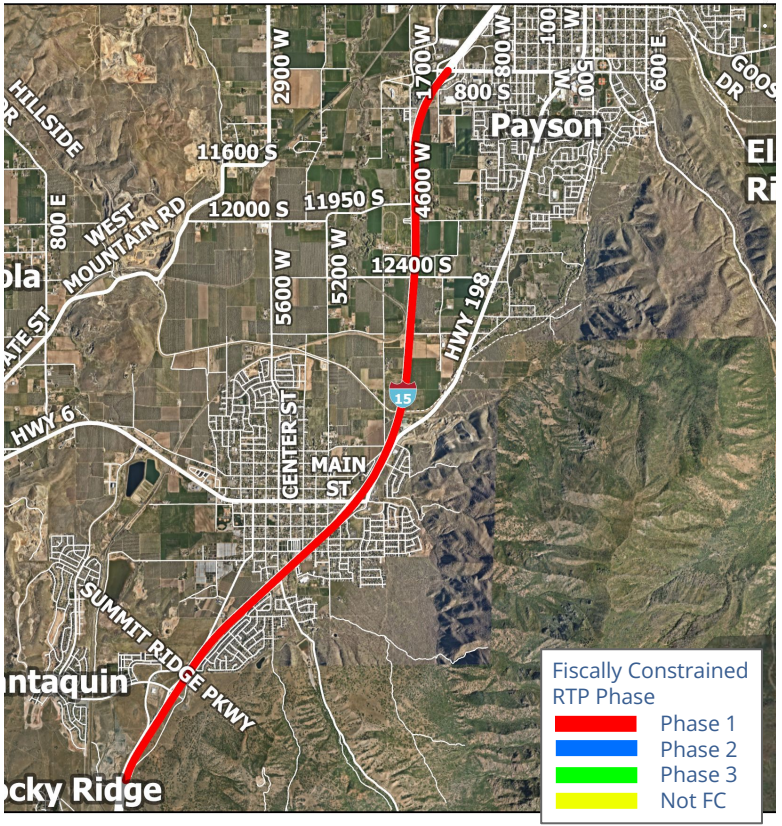
Payson 800 South to Utah County Line

Phase 1 Needed, Phase 1 Fiscally constrained

Widen to 3 Lanes

Estimated Cost: $164.5M

From Transportation Commission Recommendation



MAG

I-15/Santaquin Main ST Interchange

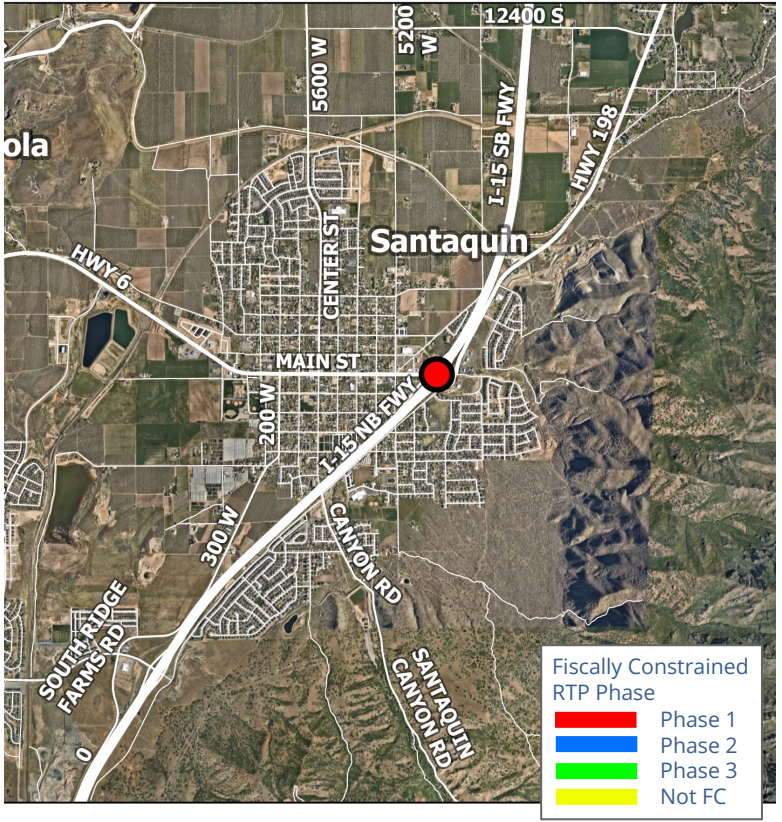
Santaquin Main St

Phase 1 Needed, Phase 1 Fiscally constrained

Reconstruction of Interchange

Estimated Cost: $115M

From Transportation Commission Recommendation



MAG

Financial Planning Assumptions

Project Title	Cost	Fiscally Constrained Phase	Planning Method of Funding
H48. I-15/Santaquin Main ST Interchange	$115m	**1**	Additional general funding transfer to TIF from legislature.
H104. I-15; Payson to Santaquin	$164m	**1**	Merges H22 and H115 which were minor projects on I-15 corridor in this area. Additional general funding transfer to TIF from legislature.

MAG

Air Quality Conformity

- The RTP Amendment 3 Emission Analysis Report finds that the proposed amendments stay within air quality standards
- The amendment and document are currently out to a 30-day public comment period, October 13th-November 12th
- Asking for recommendation to the MPO board, barring no regionally significant comments to the conformity report or amendments

MAG

Questions:
Kendall Willardson, Transportation Planner
801-229-3840
kwillardson@magutah.gov

RTP Amendment Webpage:
https://magutah.gov/rtp-amendment-3/

Suggested Motion: "I move to recommend that the MPO Board approve 2023 RTP Amendment 3 Level 3 Amendments and the associated Air Quality Conformity Determination Report, barring any regionally significant comments during the public comment period."

MAG MPO
TransPlan50 Amendment 3
Emissions Analysis Report

Prepared August 11, 2025

Public Comment Period Oct 13, 2025 - Nov 13, 2025
Pending MPO Board Approval on November 13

MAG

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_3	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

Table of Contents

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 9th Day of January, 2025

Bill Wright

MPO BOARD CHAIR, MAYOR Bill Wright

ATTEST:

U.S. Department of Transportation
Federal Highway Administration

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) 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, which is live during the public comment period of October 13 to November 13, 2025.

Amended RTP Projects

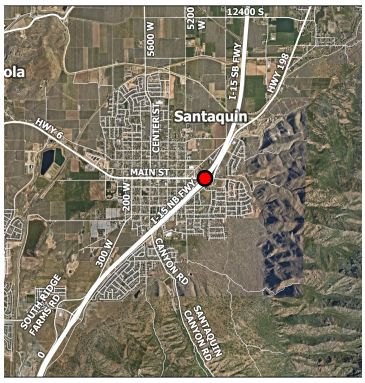
I-15; Payson to Santaquin

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

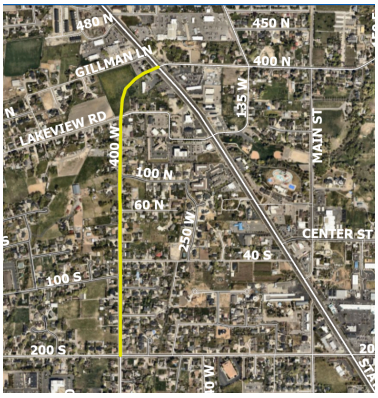
Phase 1 Fiscally constrained

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

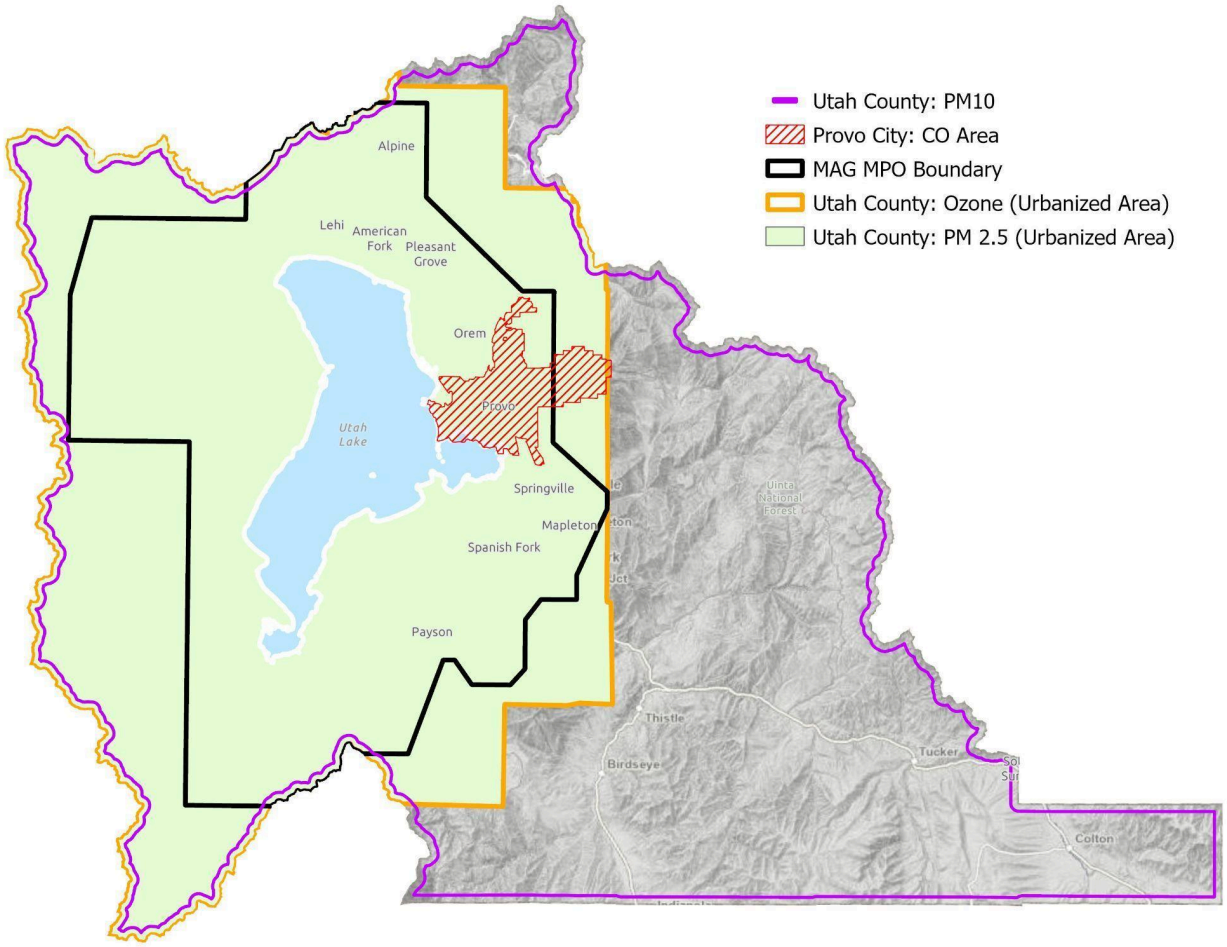
Transportation Conformity
A Basic Guide for State and Local Officials United States Department of Transportation (US-DOT)

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 2nd 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
Provo CO	Approved Maintenance SIP	CO	Limited Maintenance Plan	None
Utah County PM 10	Approved Maintenance SIP	NOX precursor Direct PM10	Maintenance Plan	Emissions Budget
Utah County Ozone	Attained in 2021 (Limited Maintenance SIP Pending)	NOX precursor VOC precursor	Interim Test	Build ≤ 2017
Utah County PM 2.5	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

Area	Pollutant	Analysis Year(s)
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

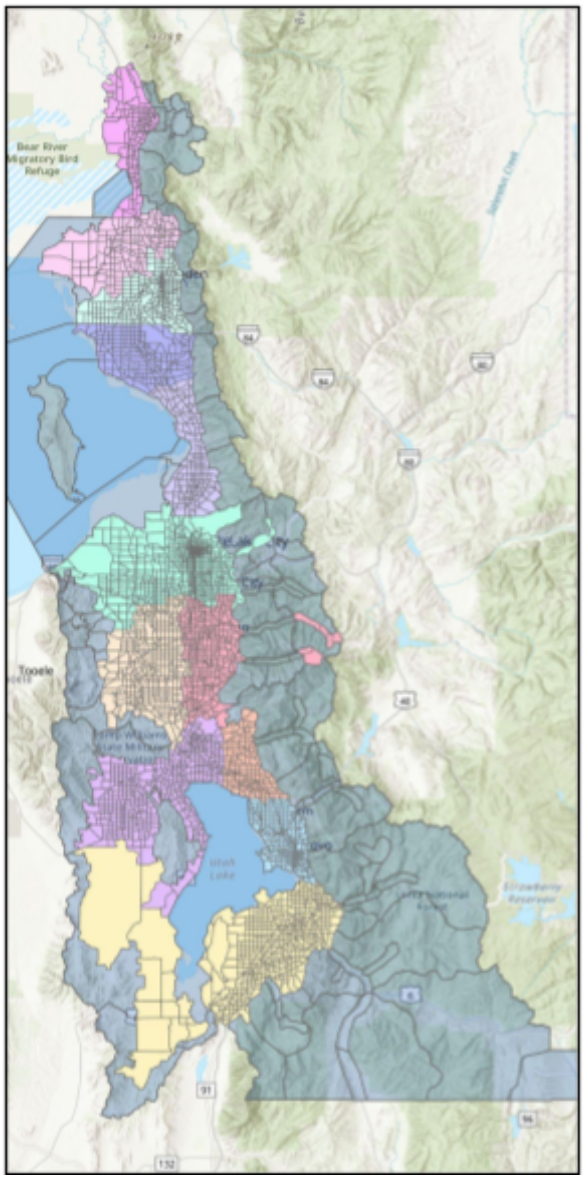
In addition to review by local municipalities, land use allocations feeding into the model were reviewed by a group of stakeholders, including developers, environmentalists, and other concerned and interested citizens.

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.

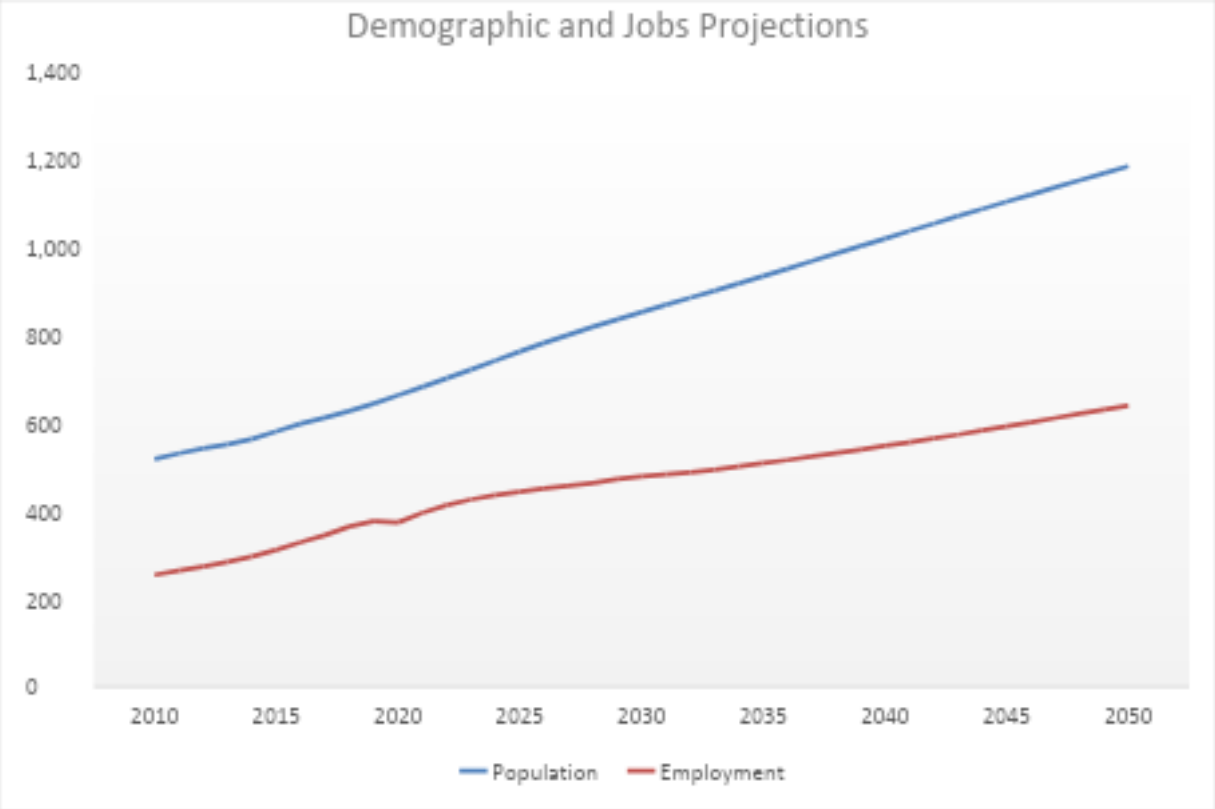
Wasatch Front Travel Model TAZ Zone Map



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.



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."

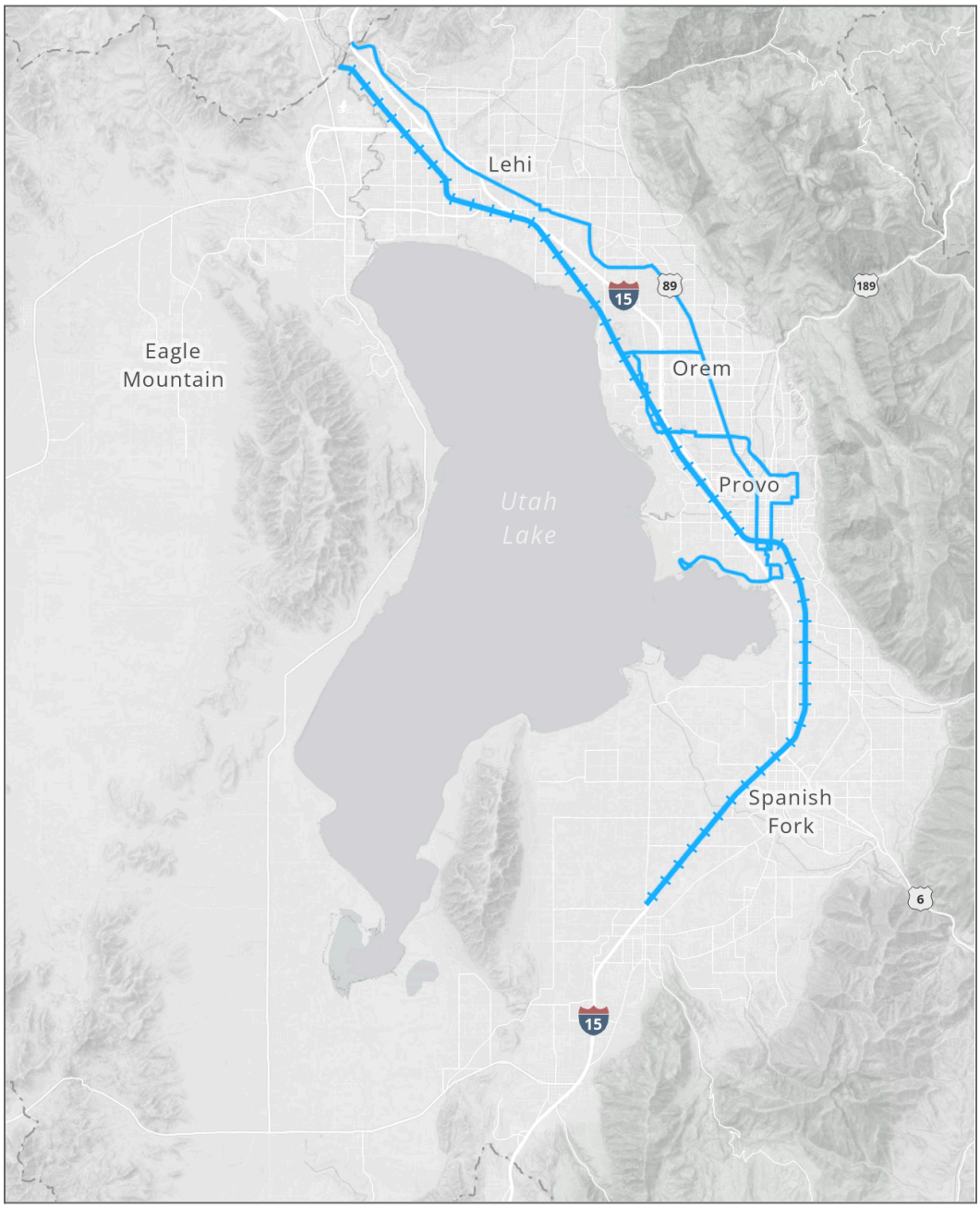
MAG's definition of highway networks meets the EPA's. The regional travel model includes all principal arterial and passenger rail projects. Also, projects on minor arterials, collectors, and local transit services are included—therefore, they are included in the emission analysis—even though they do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

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

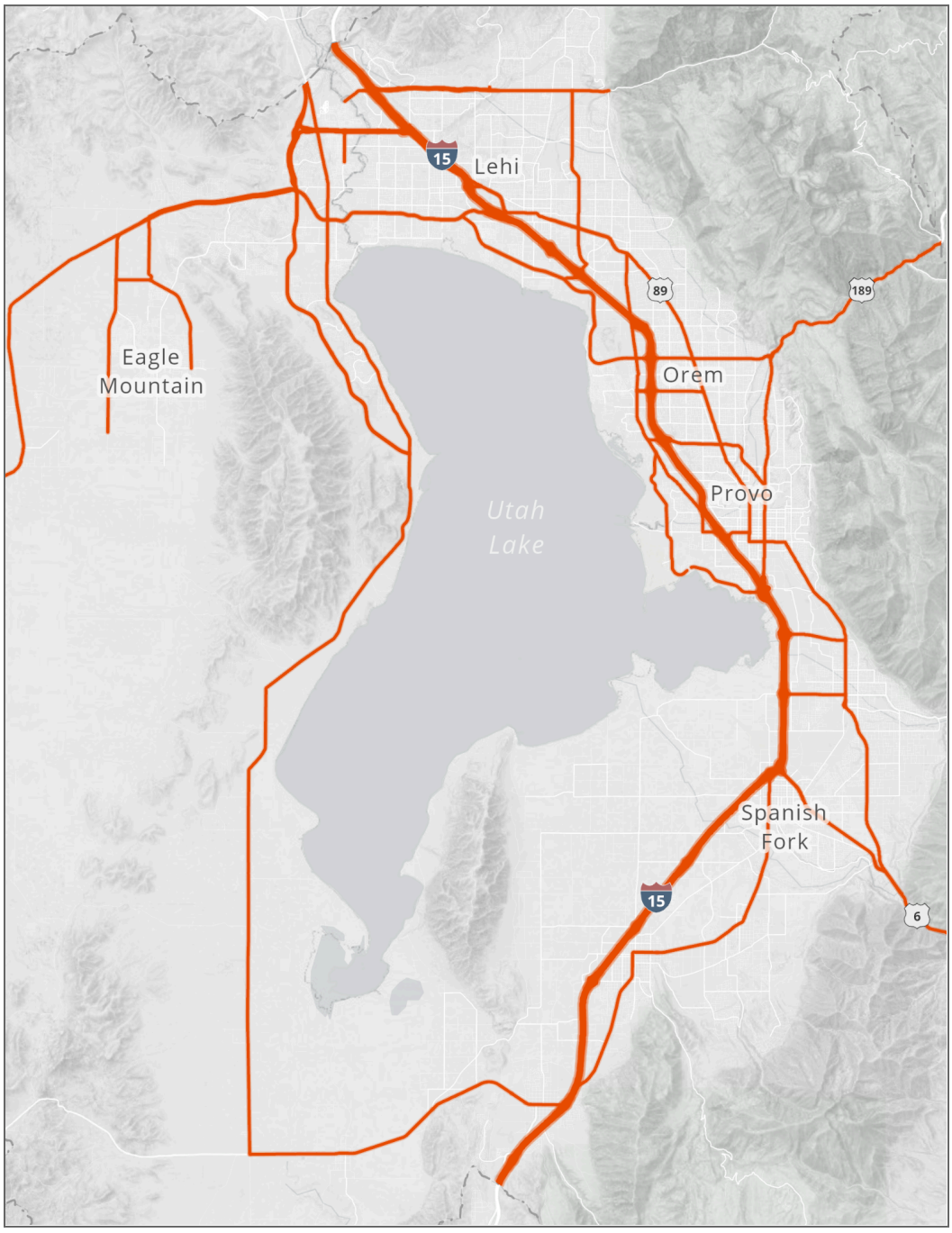
https://magutah.gov/rtp2023/.

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_{10} Ozone and $PM_{2.5}$ 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

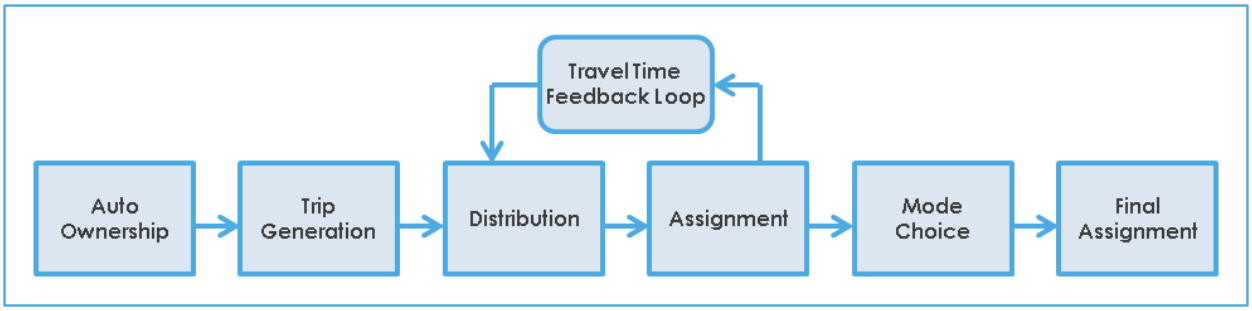
The model covers Utah, Salt Lake, Davis, western Weber, and a portion of Box Elder counties**.** Significant commuting is from Summit County (Park City) and Tooele County. In both cases, the population centers are separated by more than 15 miles from the urban portions of Salt Lake County. The issue 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).

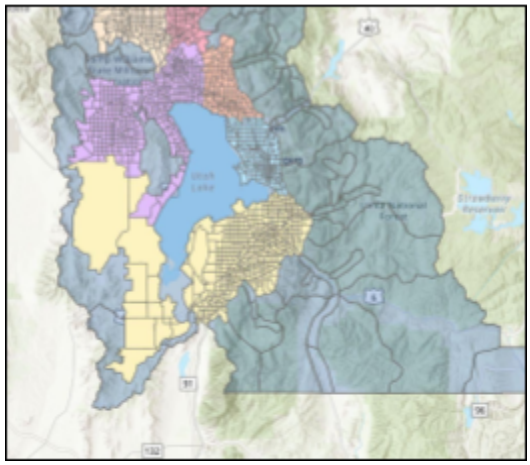
- *Transit assignment* uses the transit trip table output from mode split and assigns person trips using transit to the appropriate transit route. This provides a means of viewing transit ridership graphically and understanding the relative effectiveness of different transit network segments.

- *The model automat*ically 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.

MAG MPO Model Geography/TAZ Structure Map



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.

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

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

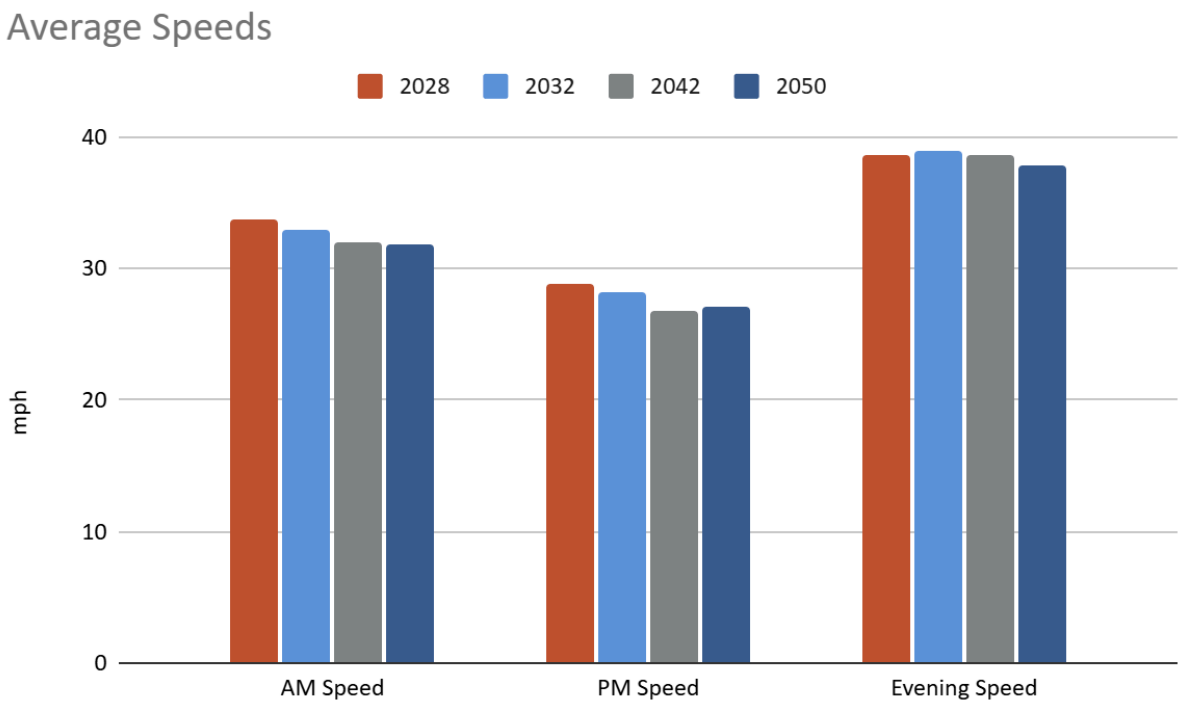
AADT: Average Annual Daily Traffic | VMT: Vehicle Miles Traveled

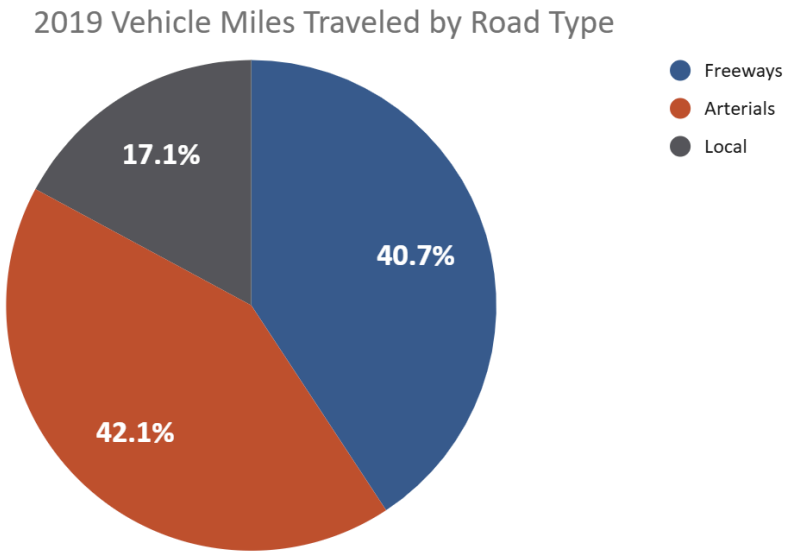
HPMS: Highway Performance Management System (UDOT traffic counts)

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.

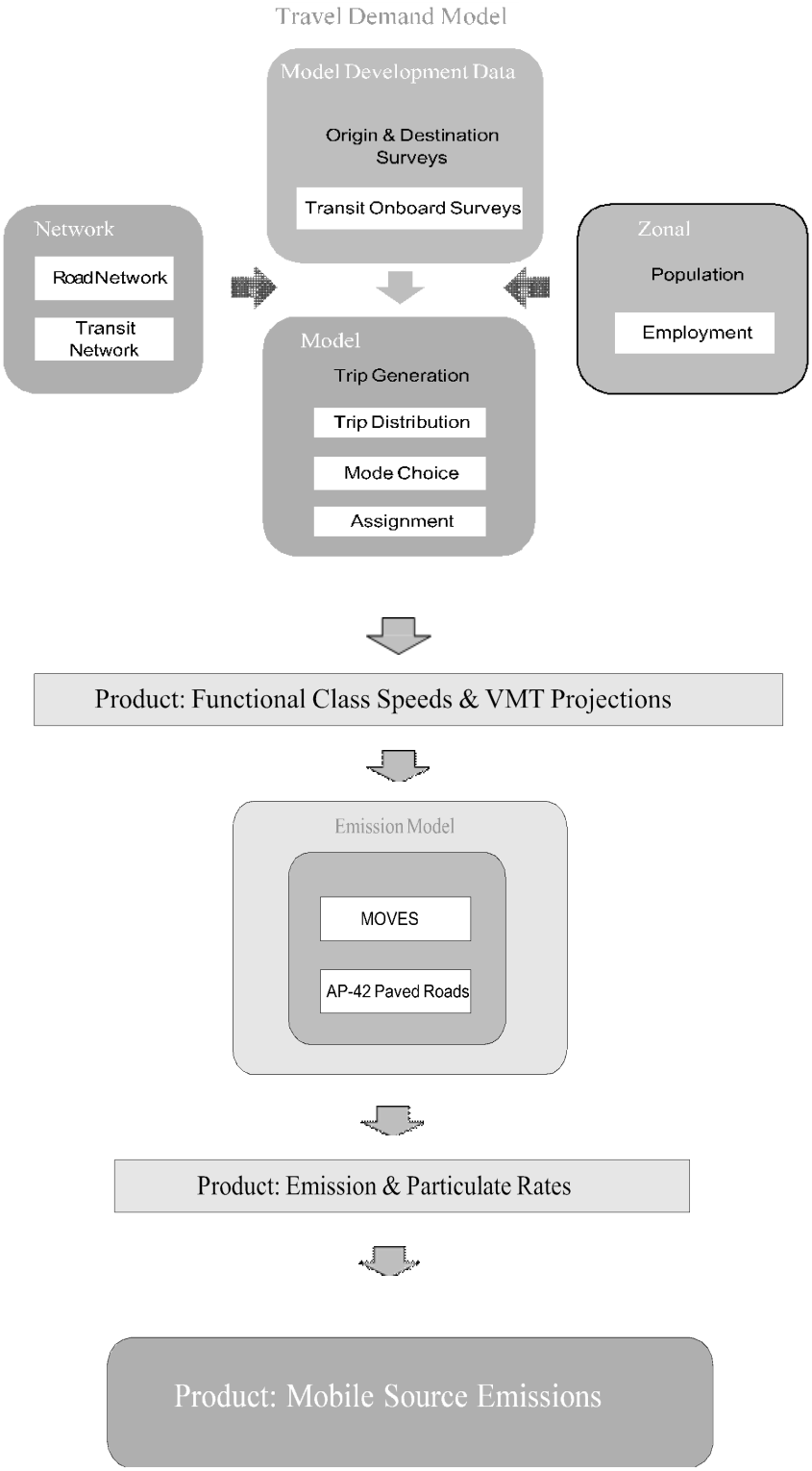
Utah County Travel Characteristics

Average Speeds by Time of Day and Facility Type					
Road Type		2028	2032	2042	2050
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




2019 Vehicle Miles Traveled by Road Type
17.1%
40.7%
42.1%
Freeways
Arterials
Local

Travel Model and Mobile Emission Model Interaction Diagram



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

2006 PM2.5 Precursor
MOVES – NOx, VOC

2015 Ozone Precursor
MOVES – NOx, VOC

PM10 Pollutants - Direct
MOVES – Exhaust, Tire & Brake wear

2006 PM2.5 Pollutants - Direct
MOVES Total PM2.5, Break and Tire Wear

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.

Input File	Source
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

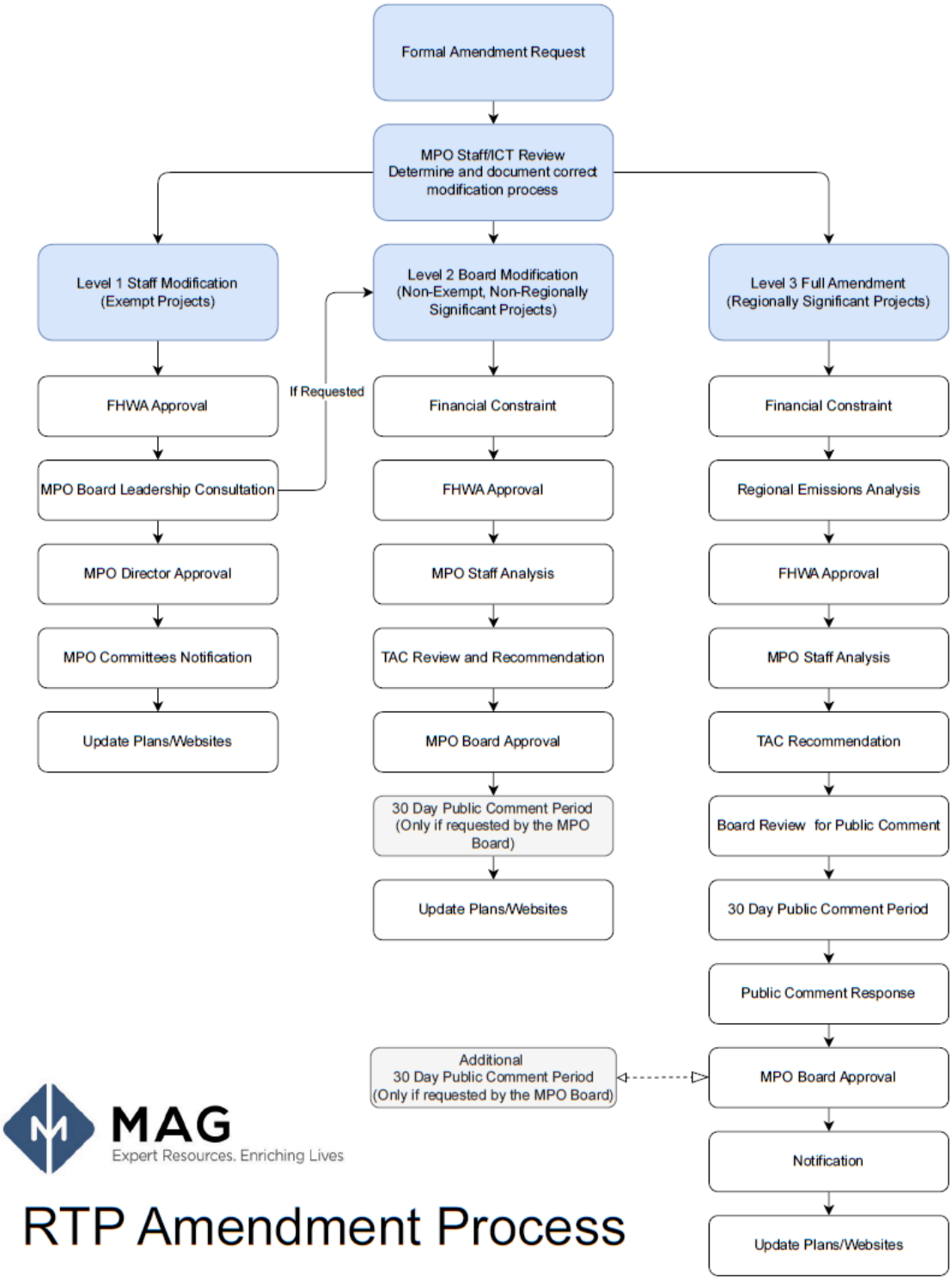
Primary Particulate Emissions – Moves, and AP-42 Chapter 13 - Paved Roads
The conformity analysis for Particulate Matter 10 (PM10) was estimated using the MOVES model for Exhaust, Tire, and Brake Wear. Road Dust was estimated using AP-42.

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.



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_{10} (§93.122(d) is unnecessary because the PM10 SIP does not identify construction-related dust as contributing to the PM_{10} 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_{10} to a potential shortfall in its budget for NOX at a one-to-one ratio.

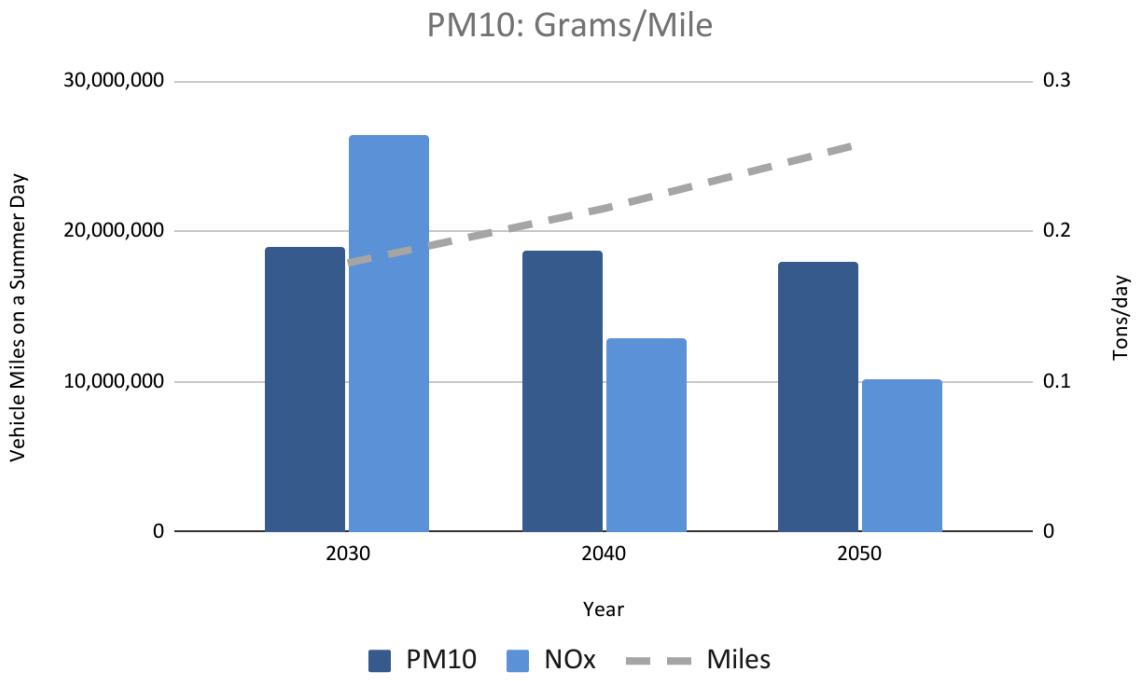
MAG also requested that the state expand this existing rule to Utah County. The new Rule addressing Utah County, R307 – 111, was incorporated into the state code and became effective March 5, 2015. The final Trading Rule for Utah County was published in the Federal Register on July 17, 2015.

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).

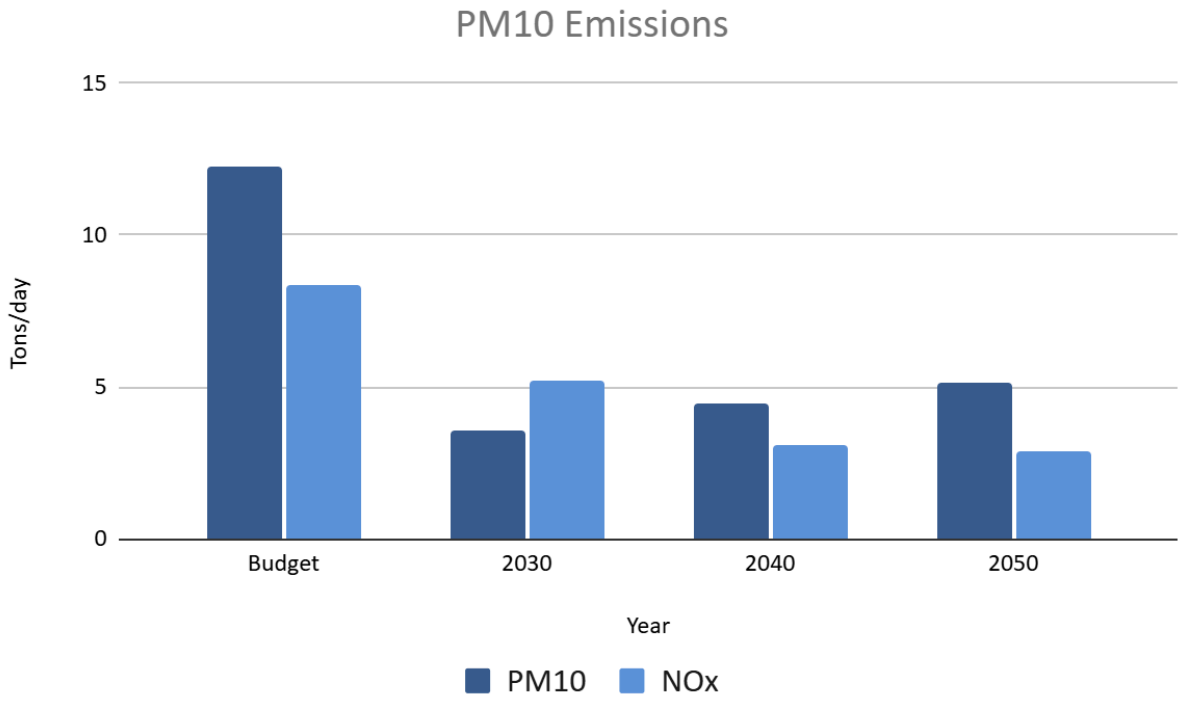
Emissions Rates grams/mile			
Year	**2030**	**2040**	**2050**
Miles	17,898,904	21,519,276	25,809,862
PM10	0.190	0.187	0.180
NOx	0.264	0.129	0.102
Dust	0.138	0.138	0.133
PM10-Exhaust	0.009	0.004	0.004
PM10-Brakewear	0.033	0.035	0.033
PM10-Tirewear	0.010	0.011	0.010
*PM10 = Dust + Direct PM10 (Exhaust+Brakewear+Tirewear)			



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
Result		**Pass**	**Pass**	**Pass**
*PM10 = Dust + Direct PM10 (Exhaust+Brakewear+Tirewear)				



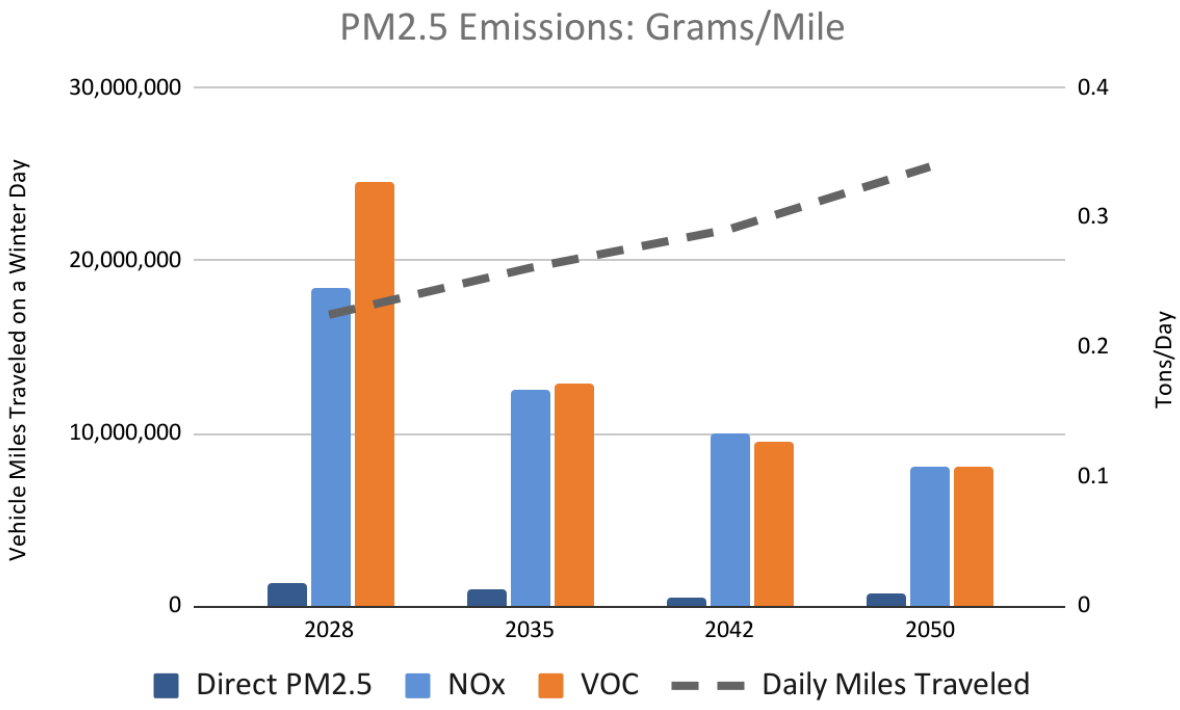
Utah County PM10 Final Conformity Determination

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 ≤ 2008) associated with each required analysis year for PM2.5 emissions for the precursor pollutant of

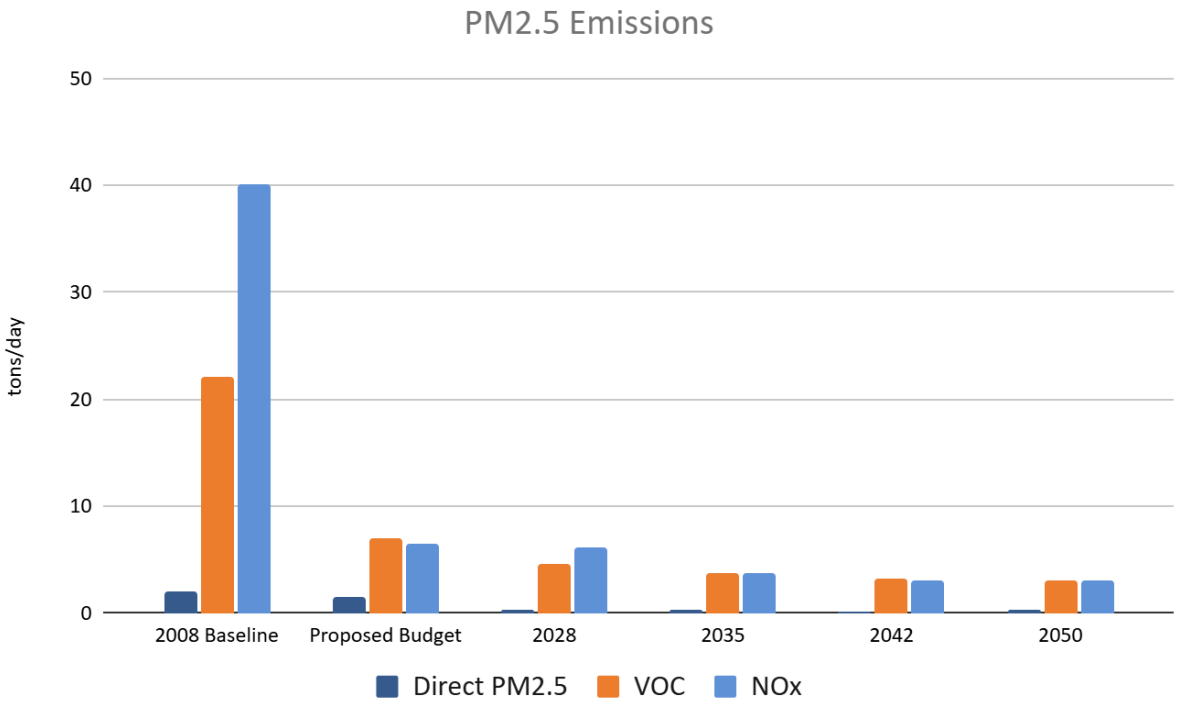
NOx and Direct PM2.5. The EPA has proposed Motor Vehicle Emissions Budgets applicable in 2035, but the interim test is used until the EPA publishes their adoption in the federal register. We include the proposed budget here for reference.

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

PM2.5 Emissions
For all on-road vehicles on all roads in the PM2.5 maintenance area

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
Result			**Pass**	**Pass**	**Pass**	**Pass**

*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.

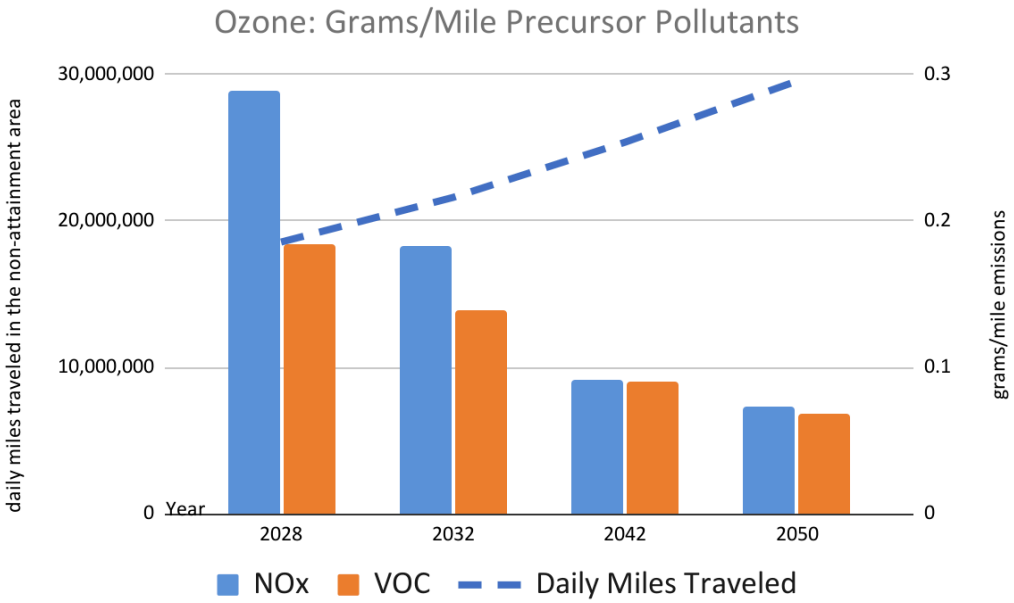
Utah County Ozone Conformity Determination

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 ≤ (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.

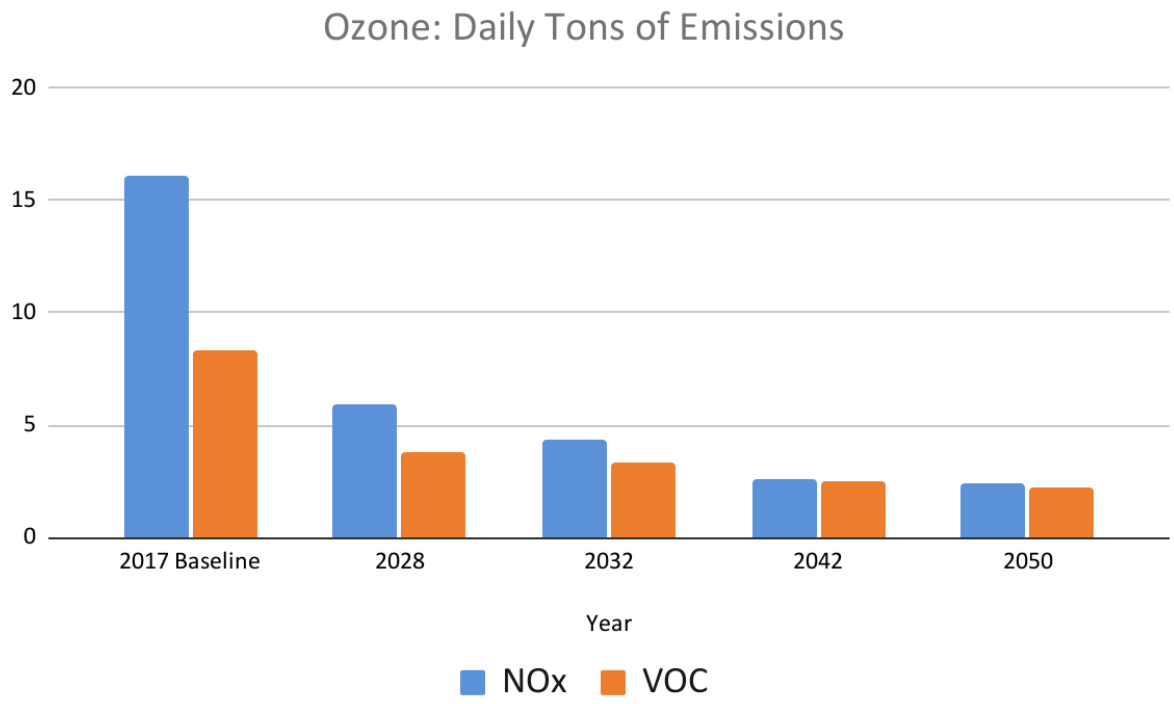
Utah County Ozone Emission Modeling Results

Ozone: Grams/Mile Precursor Pollutants For all on-road vehicles on all roads in the ozone non-attainment area				
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 ≤ 2017) associated with each required analysis year for OZONE emissions for the precursor pollutants NOx and VOC.

Ozone: Daily Tons of Emissions					
Pollutant	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
Result		**Pass**	**Pass**	**Pass**	**Pass**



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 2nd 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.

Appendix A: Public Comment Posting

Public notice was posted on the magutah.gov website, the State of Utah Public Notice website, 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 October 13, 2025, to November 13, 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 October 13, 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
- Website: 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.

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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

586 East 800 North

Orem, UT 84097

801-229-3800

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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[1].
- 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[1].

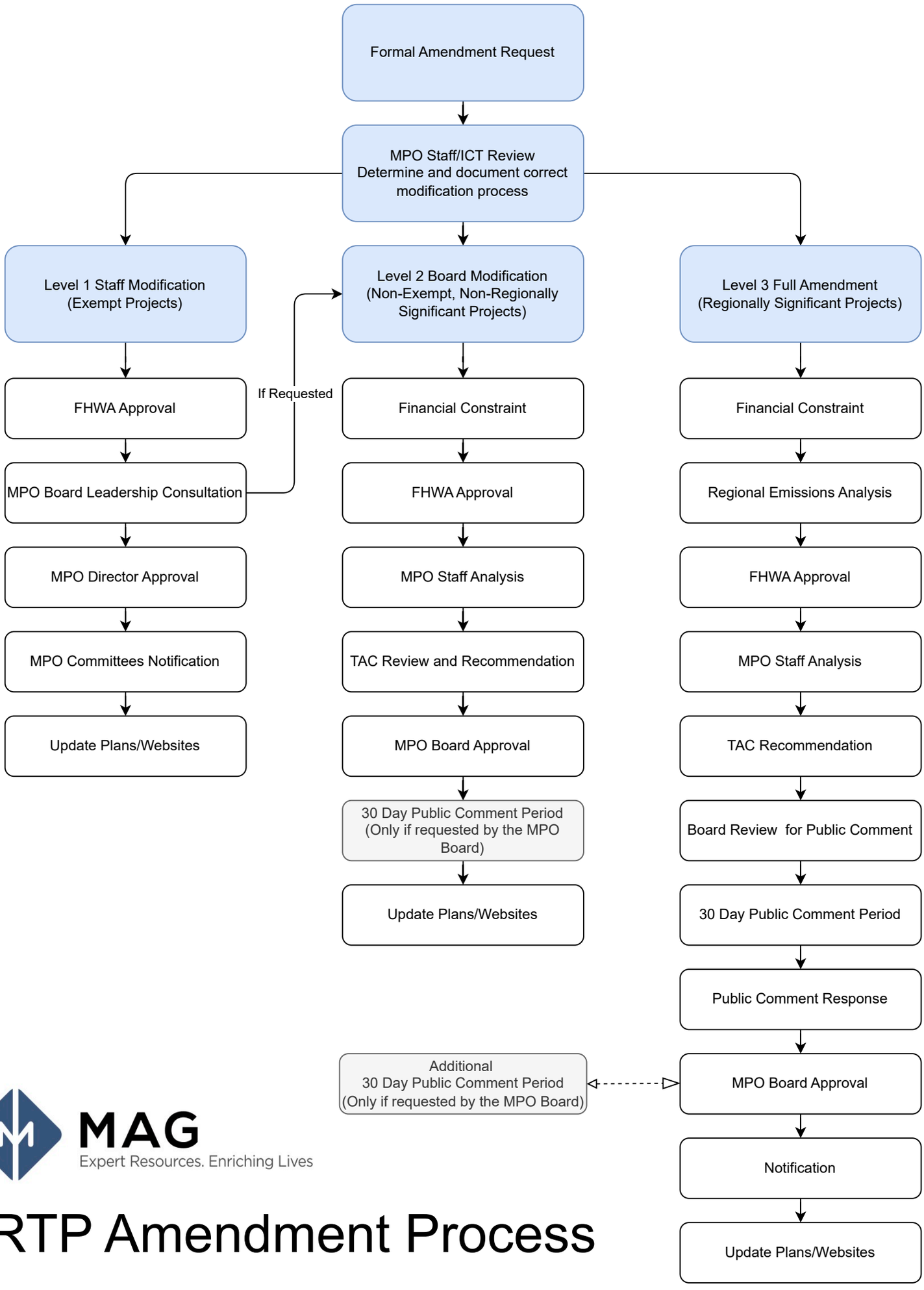
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.
- Air Quality
- Continuation of ride-sharing and van-pooling promotion activities at current levels.
- Bicycle and pedestrian facilities.

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.



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RTP Amendment Process

MPO TAC Meeting

October 27, 2025| 1:30 pm - 3:00 pm

10 | 2027 RTP: Process Development Update

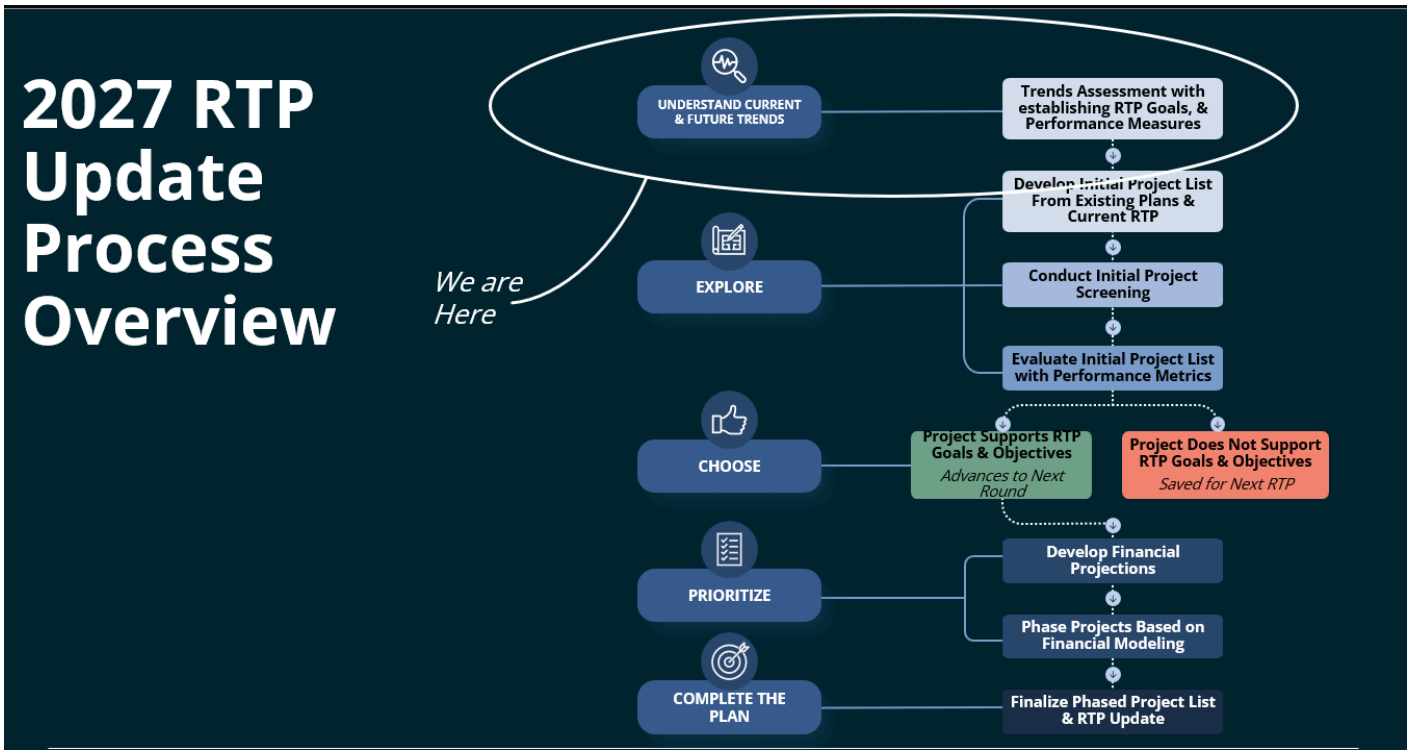
Kendall Willardson, Transportation Planner| 801-229-3840 | kwillardson@magutah.gov

BACKGROUND

MAG staff will give an update where we are at in the RTP process, this includes

1. RTP Goals and Objectives
2. Trends Analysis
3. Initial List Project and Screening
4. Small Group Meetings and Workshops

These steps will get us through Understand Current and Future Trends, Explore, and Choose phases which will finish up in the first quarter of next year. Afterwards we move into the Prioritize phase which will look at needs and fiscal constraint for the remainder of 2026.



ATTACHMENTS

Presentation

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2027 Regional Transportation Plan Update

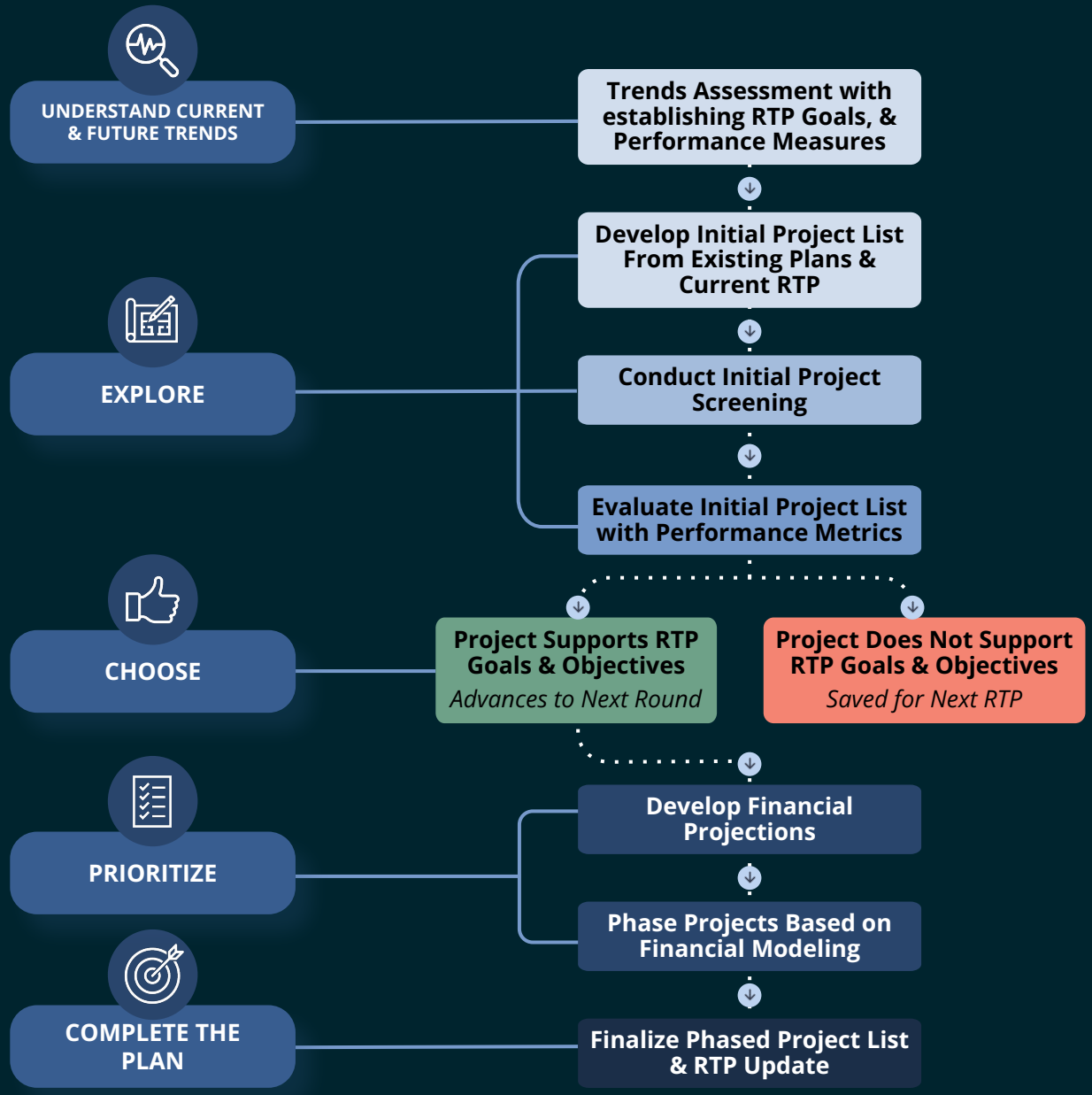
October Update

October 27, 2025

MAG MPO Board Meeting Agenda

- ✔ Brief walk through of the RTP Update process
- ✔ Introduce the 2027 RTP Update Plan Vision and Goal
- ✔ How to we address our Goals

2027 RTP Update Process Overview



2027 RTP Update

- ✔ Summarizing feedback from goals and objectives discussion to finalize
- ✔ Running model for trend assessment
- ✔ Finalizing Initial Project List
- ✔ Developing Screening Criteria
- ✔ Setting up meetings beginning of next year for TAC/ MPO board and stakeholders to look at initial project list with results from the screening

Questions

- ✔ Kendall Willardson, Transportation Planner, kwillardson@magutah.gov

MPO TAC Meeting
October 27, 2025 | 1:30 pm - 2:00 pm

11 | 2026 MPO Board Meeting Schedule

Bob Allen, Interim Transportation Manager | 801-229-3813 | rallen@magutah.gov

Background

The following is the proposed 2026 MPO TAC meeting schedule. The meetings will take place the first Monday of the month (unless noted) at 1:30 pm. The meetings will be held at the Utah County Health and Justice Building.

2026 MPO TAC Meeting Schedule

January 5
February 2
February 23 - *2026 TIP Project Idea meeting 8am-4pm*
March 2
April 6
April 27 - *2026 TIP Project Scoring meeting 8am-3pm*
May 4
June 1
July 6*
August 3
August 31
October 5
November 2
December 7*

* The MPO TAC has scheduled meetings for July and December, however, these meetings may be canceled due to conflicts or holidays.

STAFF RECOMMENDATION

Staff recommends the MPO TAC approve the proposed 2026 meeting schedule.

PROPOSED MOTION

I move to approve the proposed 2026 MPO TAC meeting dates as proposed.