

MPO TAC Meeting

September 22, 2025 | 1:30 pm - 3:00 pm



AGENDA

A meeting of the MPO TAC meeting will be held on **Monday, September 22, 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 [August 25, 2025](#)

Chair, Jered Johnson, 5 minutes

4. Action: [Corridor Preservation Map Update](#)

Kendall Willardson, Transportation Planner, 5 minutes

5. Action: [TIP Modification - Eagle Mountain - Pony Express Signal Scope Modification](#)

Bob Allen, Interim Transportation Manager, 10 minutes

6. Action: Corridor Preservation

Kendall Willardson, Transportation Planner, 5 minutes

a. [Provo 2230 N Corridor](#)

b. [Lindon 400 W Corridor](#)

7. [2023 RTP: Amendment #3 - Notification of Level 1 Amendments](#)

Kendall Willardson, Transportation Planner, 5 minutes

8. [Action: RTP: 2027 Wasatch Choice Vision Land Use Vision Final Adoption](#)

Dan Wayne, Community Planning Manager, 10 minutes

The MPO TAC holds public meetings in-person, with a virtual option. Persons interested in providing comments can reach out to Kimberly Brenneman at 801-229-3817 or kbrenneman@magutah.gov 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.

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9. [RTP: 2027 Process Development Update](#)

Kendall Willardson, Transportation Planner, 5 minutes

10. [Road Functional Classification System Progress Update](#)

Matthew Silski, Senior GIS Analyst, 5 minutes

11. [Grid Study Update](#)

Tim Hereth, Analytics Manager, 5 minutes

12. [TIP Selection Process Draft](#)

Bob Allen, Interim Transportation Manager, 30 minutes

13. [Other Business and Adjournment](#)

Next meeting: October 27, 2025

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Member Attendees	Present	MAG Staff	Present
Ryan Robinson, Alpine		LaNiece Davenport, MPO Director	✓
Ben Hunter, American Fork - Vice Chair	✓	Bob Allen, Sr. Transportation Planner	✓
Mayor Wyatt Cook, Cedar Fort	✓	Kimberly Brenneman, Executive Assistant	✓
Chandler Goodwin, Cedar Hills		Andrew Wooley, IT Manager	✓
, Draper		Dan Wayne, Community Planning Manager	✓
David Salazar, Eagle Mountain	✓	Kendall Willardson, Transportation Planner	✓
Royce Swenson, Elk Ridge		Tim Hereth, Analytics Manager	✓
Mayor Hollie McKinney, Fairfield		Spencer Foster, LAA	✓
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			
Neal Winterton, 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			
Mike Florance, Lindon Alternate		Jack Henneman, Pher & Peers	
Danielle Nixon, Provo Alternate		Kathrine Skollingsberg, Pher & Peers	
Nick Wilcox, UTA Alternate		Kim Struthers, Lehi	
Ajla Hadzialijagic		Brandon Larsen, Eagle Mountain	
Derek Bruton, CUWCD		Richard Jensen, Pleasant View Neighborhood	
Luke Seegmiller, Lehi		Dede Murray, UTA	
Michael Baker		Marcus Bennett, UTA POM Transit	
Mickie Mills		Alma Haskell, UTA	
Mike West, Lehi		Dillon Muirbrook, Spanish Fork	
Seth Barrus, Mapleton		Morgan Brim, Alternate for Vineyard	
Todd Draper, Draper		Jim Golden, UDOT	
Todd Taylor, Draper			

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:06)

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

Public Comment (00:01:06)

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

Minutes - Action (00:01:20)

Ben Hunter moved to approve the minutes from July 28, 2025.

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

TIP Modification - Cedar Hills 4000 N (00:02:00)

Bob Allen introduced the TIP modification for the Cedar Hills 4000 North project, explaining its joint sponsorship between Cedar Hills and Pleasant Grove and outlining the original scope, which included a roundabout and various road improvements. Neil Winterton with Pleasant Grove then detailed the challenges encountered, such as underestimated costs, significant drainage issues, and right-of-way complications, which led to a substantial increase in the project's estimated cost. The team described efforts to trim the project scope and costs, including removing the roundabout in favor of a four-way stop, which was supported by a level of service study. MPO TAC members raised concerns about scope creep, the appropriateness of funding off-site drainage improvements, and the size of the contingency fund. The discussion included clarifications on project length, the impact of design changes, and the city's commitment to matching funds. Ultimately, the group acknowledged the need for careful oversight to ensure only project-relevant expenses are funded.

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

Jeremy Lapine seconded the motion, and the motion passed all in favor.

Corridor Preservation - Provo 2230 N (00:44:55)

Kendall Willardson presented an action item regarding corridor preservation for Provo's 2230 North, explaining that the city was approached by a willing seller for a single-family property needed for future road widening. The appraised value and estimated closing costs were outlined, with the total request amounting to \$736,400. Kendall Willardson provided context on the corridor's significance and the city's ongoing efforts to secure necessary parcels. Richard Nielson inquired whether the acquisition would impact the existing home and if the city planned to widen both sides of the road. The response clarified that only the front portion of the property would be used, allowing the house to remain intact and livable.

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

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

Corridor Preservation - Provo 820 N (00:48:39)

Kendall Willardson introduced a second corridor preservation request, this time for a single-family property along Provo's 820 North corridor. He explained that the city was approached by a willing seller, with the appraised value and estimated closing costs bringing the total funding request to \$597,533. Kendall Willardson provided a map to show the property's location and highlighted its importance for future right-of-way needs as part of the ongoing corridor preservation efforts.

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

Taggart Bowen seconded the motion, and the motion passed all in favor.

2023 RTP: Amendment #3 (Public Comment) (00:50:35)

Kendall Willardson presented the 2023 RTP Amendment 3, outlining the amendment process and providing updated information, including the air quality conformity report. He described the three levels of amendments, focusing on two level-one administrative amendments: one for Lindon's 400 West and another for Spanish Fork's 300 East, both of which involve changes to the needs-based plan without fiscal constraints. During the discussion, a question was raised about the alignment of the Spanish Fork 300 East connection, particularly its routing in relation to the river bottoms and Woodland Hills Drive. Kendall Willardson acknowledged the feedback and assured the group that the map would be updated to accurately reflect the intended connection as the study progresses.

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

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

Point of the Mountain Study Update (00:57:19)

Jim Golden of UDOT provided an update on the Point of the Mountain Environmental Assessment, focusing on the evaluation of high-capacity transit options between Draper and Lehi. He explained that the study identified light rail transit as the locally preferred alternative due to its potential for economic growth, high ridership, and integration with existing transit networks. The project is planned to be implemented in phases, with an initial focus on innovative mobility zones and dedicated shuttles, and eventual full light rail buildout, though significant additional funding will be required. Jim Golden discussed the estimated capital and long-term maintenance costs, as well as the importance of aligning transit planning with future development. Public feedback was generally supportive of light rail but included questions about alignment choices and the exclusion of a Blue Line extension. Concern from Lehi was expressed about the alignment and the city's preference for a parallel route to the FrontRunner, to which Jim Golden and his team responded that the current plan does not preclude future extensions or changes. The discussion clarified that UDOT, after considering input from cities and stakeholders,

is responsible for selecting the preferred alternative, and the process remains flexible to accommodate future needs and feedback.

2027 RTP: Goals and Objectives Discussion (01:09:58)

Kendall Willardson and Jack Henneman led a discussion on the 2027 Regional Transportation Plan (RTP) update, focusing on refining the plan's goals and objectives to better reflect the values and priorities of Utah County. Kendall Willardson introduced the effort to update both projects and policies, emphasizing the importance of aligning transportation investments with broader community goals such as safety, livability, and fiscal responsibility. Jack Henneman outlined the RTP update process, stressing the need to understand current and future trends and to clearly define regional challenges that the plan should address. The team presented the integration of the Wasatch Choice Vision framework and proposed five primary goals to guide the RTP, seeking feedback on their relevance and effectiveness in capturing both short- and long-term outcomes. They highlighted the importance of ensuring these goals are meaningful, actionable, and capable of guiding project prioritization and performance measurement, inviting participants to provide input to ensure the plan remains responsive to the region's evolving needs.

Other Business and Adjournment (01:32:38)

Tim Hereth gave a brief update on the statewide grid study, expressing appreciation for the feedback received from participants on grid projects. He informed the group that in September, he would return to gather additional input on a short list of projects, as the team is currently evaluating the performance of these projects. Tim Hereth's remarks served as both a thank you and a status update on the ongoing study.

Dan Wayne announced the launch of a new round of technical assistance through the TAG (Technical Assistance Grant) program, noting its success in funding over \$3 million in projects for 24 MPO cities and towns. He encouraged communities that have not yet participated to reach out and discuss potential projects, emphasizing the program's collaborative approach to developing meaningful scopes of work. Dan Wayne explained the two-part application process—starting with a concept submission for feedback, followed by a final application—and mentioned that updated program guidelines would soon be available on the MAG website. He invited anyone with questions or interest in technical assistance to contact him directly.

Bob Allen informed the group that, beginning in 2026, the MPO TAC (Technical Advisory Committee) meetings will move from their traditional schedule of the fourth Thursday of each month to the first Monday of the month. This change is being made to better align with the MPO Board meeting, which is the second Thursday. Bob Allen asked participants to notify him if the new schedule creates any significant issues for them.

Brad Kenison inquired about the timing of MAG's biennial update on the project selection process and related reports, noting that such updates usually occur around this time every two years. Bob Allen responded that the project selection subcommittee is currently reviewing possible adjustments to the process, and that a draft of any proposed changes will be presented at the next meeting, with final decisions and the kickoff of the new selection process to follow in the subsequent meeting.

Chair Jered Johnson stated the next MPO TAC meeting is scheduled for September 22, 2025.

Brad Kennison moved to adjourn the meeting.

Danielle Nixon seconded the motion, and the motion passed all in favor.

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MPO TAC Meeting

September 22, 2025 | 1:30 pm - 3:00 pm



4| 2025 Corridor Preservation Project List Update

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 city (or county).

Properties can only be purchased along corridors on the adopted Corridor Preservation Project List. The last time such a list was adopted was last year in the August 22, 2024 MPO board meeting. The proposed map is representative of the 2023 RTP, including the most recent amendment changes from amendment 2 approved in January 2025 and amendment 3 being approved this month.

STAFF RECOMMENDATION

Staff recommends adopting the proposed Corridor Preservation Project List as the designated project list to bring the project list into conformance with the RTP.

SUGGESTED MOTION

I move to recommend that the MPO Board adopt the presented Corridor Preservation Project List.

ATTACHMENTS

[Presentation](#)

[Corridor Preservation Map](#)



2025 Corridor Preservation Project List Update

September 22, 2025

Corridor Preservation

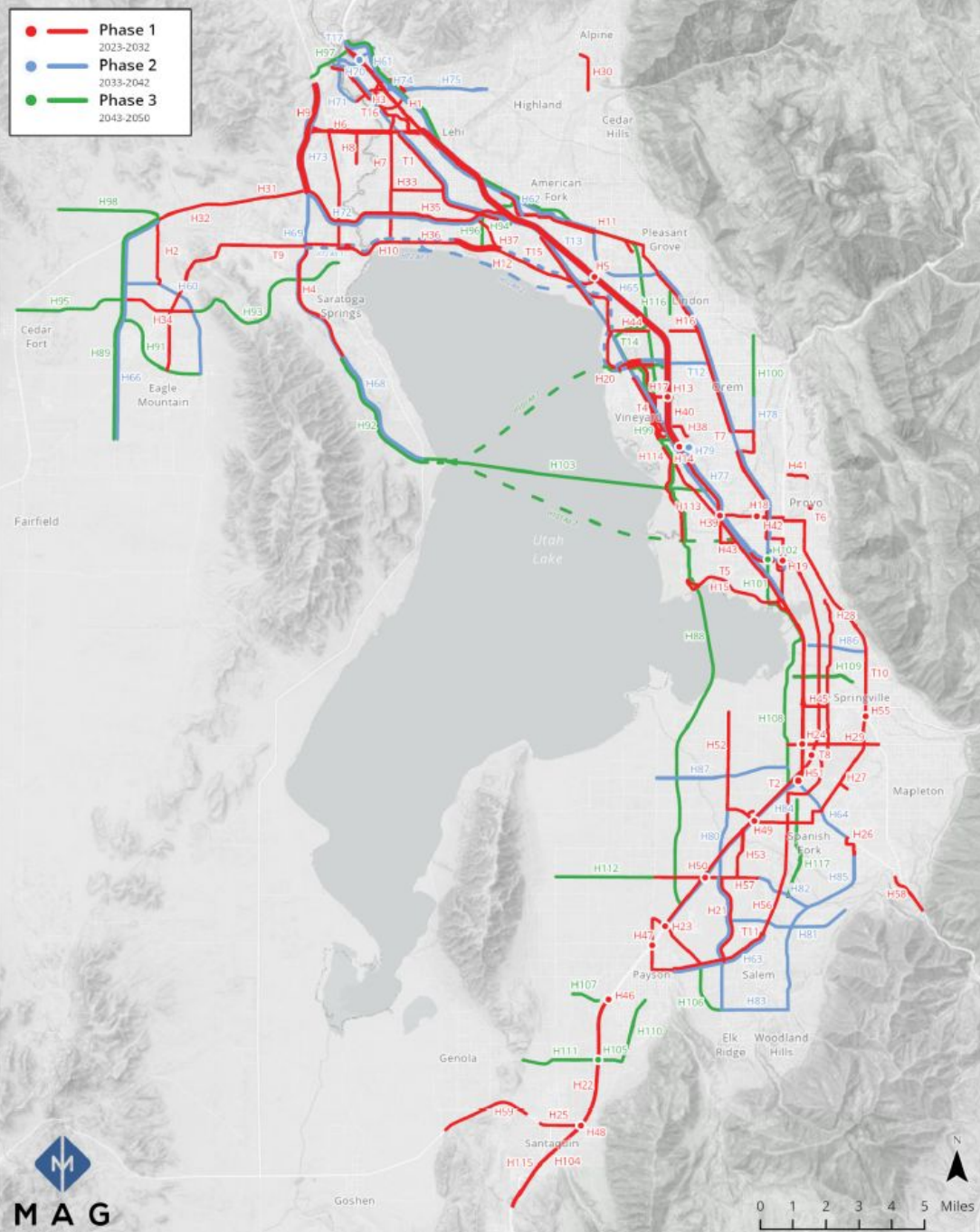
- State Code establishes the Utah County Corridor Preservation Fund, which MAG and Utah County work together to administer
- The fund operates as a revolving loan; when property is converted to ROW the project returns payment to the fund
- Properties along the established project map/list are eligible for this fund

Project List

- Typically the current RTP is adopted as the project list
- The current project list was adopted August 2025, after the 1st amendment of the 2023 RTP was approved
- The project list is allowed to be updated once per calendar year
- This update includes amendment 2 and amendment 3 of the 2023 RTP

2025 Corridor Preservation Map

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Questions/Comments?

- Kendall Willardson, Transportation Project Manager
 - kwillardson@magutah.gov
 - 801-229-3840

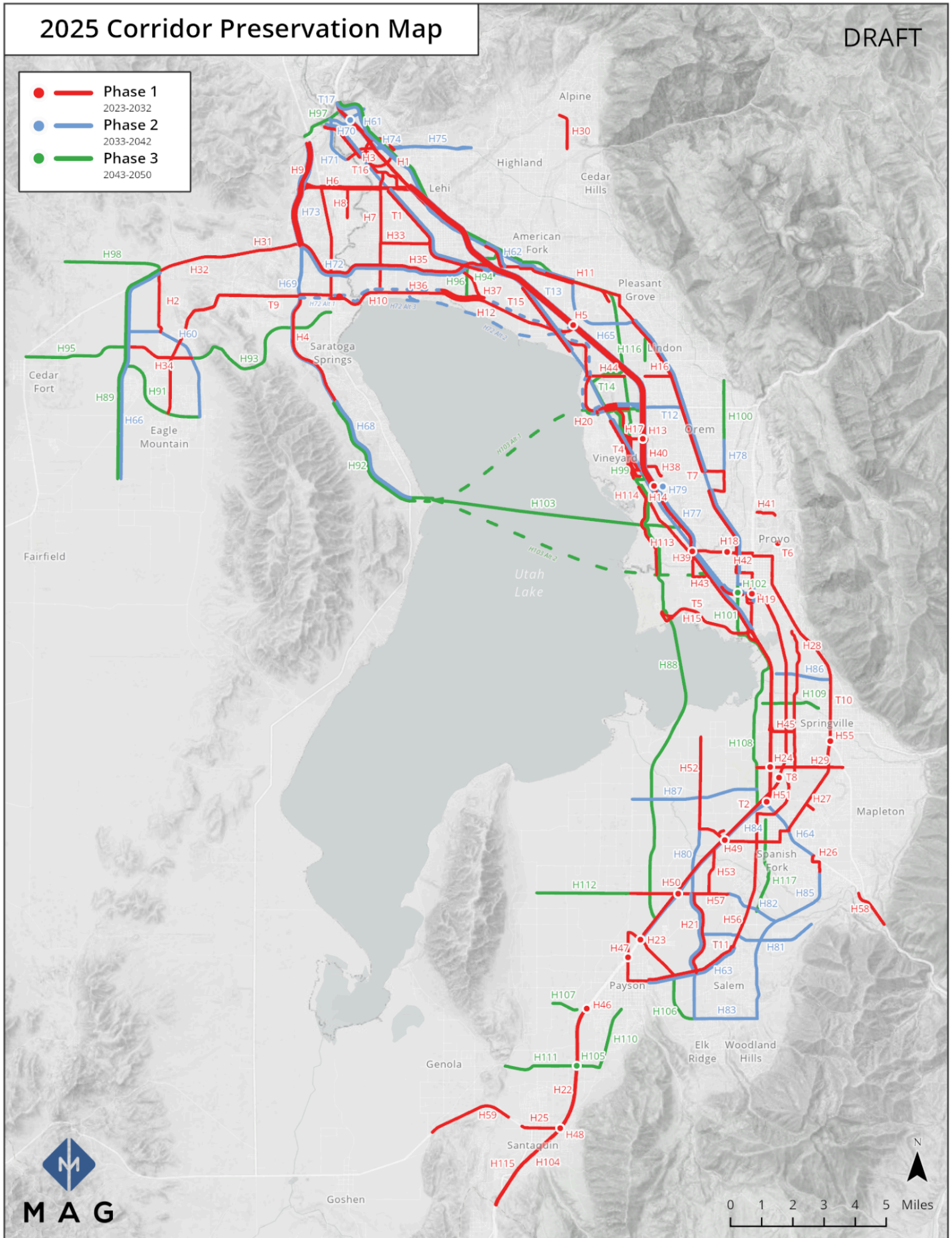
Suggested Motion

“I move to recommend that the MPO Board adopt the presented Corridor Preservation Project List.”

2025 Corridor Preservation Map

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- Phase 1
2023-2032
- Phase 2
2033-2042
- Phase 3
2043-2050



0 1 2 3 4 5 Miles

Project List

H=Highway T=Transit

Project Number	Project/Location/Improvement	Phase Need	2023 Cost
H1	I-15 Freeway - Managed Motorways Salt Lake County Line to US 6 Spot improvements to system	1	\$42.0M
H2	Airport Rd SR 73 to East Expressway New and widen 5 lanes	1	\$36.0M
H3	Clubhouse Dr Lehi 3600 W to I-15 New and widen to 5 lanes	1	\$57.7M
H4	Foothill Blvd Pony Express Pkwy to Stillwater Dr New 3 lane road	1	\$76.1M
H5	I-15 / Pleasant Grove Blvd Interchange Interchange improvements	1	\$181.3M
H6	Lehi 2100 N Freeway (SR 194) Mountain View Corridor to I-15 New freeway	1	\$395.0M
H7	Lehi 2300 W Lehi 2100 N to Lehi 1900 S New and widen to 5 lanes	1	\$120.3M
H8	Lehi 3600 West Lehi 2100 N to Lehi 900 N New and widen to 5 lanes	1	\$20.9M
H9	Mountain View Fwy Salt Lake County Line to Cory Wride Hwy New freeway	1	\$311.0M
H10	Pony Express Pkwy Jordan River to Vineyard Connector New 3 lane road	1	\$45.5M
H11	State St American Fork 500 E to Pleasant Grove 200 S Widen to 7 lanes	1	\$43.4M
H12	Vineyard Connector American Fork 900 W to Orem 1600 N New 3 lane road	1	\$95.3M

Project Number	Project/Location/Improvement	Phase Need	2023 Cost
H13	I-15 / Orem Center St Interchange Ramp improvements	1	\$3.5M
H14	I-15 / University Pkwy Interchange Interchange improvements	1	\$28.1M
H15	Lakeview Pkwy Geneva Rd to Provo 500 W New and widen to 5 lanes	1	\$47.4M
H16	Orem 1600 N Orem 1200 W to State St Widen to 5 lanes	1	\$26.5M
H17	Orem Center St Geneva Rd to I-15 Widen to 5 lanes	1	\$10.2M
H18	Provo 820 N Bridge Widen bridge	1	\$13.7M
H19	University Ave / Provo 600 S Bridge Replace UPRR bridge	1	\$52.5M
H20	Vineyard Connector Orem 1600 N to Geneva Rd New 3 lane road	1	\$70.2M
H21	Elk Ridge Dr UC 8000 S to SR 198 New 3 lane road	1	\$32.5M
H22	I-15 Freeway - Southbound Climbing Lane Payson 800 S to Santaquin Center St Auxiliary lanes, operational improvements	1	\$52.0M
H23	I-15 / Nebo Belt Rd Interchange New bridge, 3 lane road, northbound ramps	1	\$95.0M
H24	I-15 / Springville 1600 S Interchange New interchange	1	\$58.5M
H25	Santaquin Main St (US 6) Santaquin 500 W to I-15 Widen to 5 lanes	1	\$11.6M

Project Number	Project/Location/ Improvement	Phase Need	2023 Cost
H26	Spanish Fork 2000 E / 2300 E US 6 to Canyon Rd (SR 198) New 5 lane road	1	\$5.9M
H27	Spanish Fork Pkwy SR 51 to Silverado Ln New 3 lane road	1	\$3.0M
H28	Springville 1200 W / Canyon Creek Pkwy Lakeview Pkwy to Market Place Dr New and widen to 5 lane road	1	\$92.2M
H29	Springville 1600 S / Spanish Fork 2700 N Spanish Fork Main St to US 89 New and widen to 5 lane road	1	\$82.7M
H30	Canyon Crest Rd / UC 4800 W Alpine Main St to SR 92 Widen to 5 lanes	1	\$27.7M
H31	Cory Wride Fwy Ranches Pkwy to Mountain View Corridor New freeway, frontage roads	1	\$459.0M
H32	Cory Wride Fwy Airport Rd to Ranches Pkwy New freeway, frontage roads	1	\$475.0M
H33	Lehi Main St Lehi 2300 W to Lehi 500 W Widen to 5 lanes	1	\$80.7M
H34	Mid Valley Rd Eagle Mountain Blvd to East Expressway New 3 lane road	1	\$18.0M
H35	Pioneer Crossing Mountain View Fwy to I-15 Widen to 6 lanes	1	\$77.0M
H36	Pony Express Pkwy Redwood Rd to Vineyard Connector Widen to 5 lanes	1	\$164.3M

Project Number	Project/Location/ Improvement	Phase Need	2023 Cost
H37	Vineyard Connector / Pleasant Grove Blvd Connector Pioneer Crossing to 1600 N New and widen to 5 lanes	1	\$272.7M
H38	I-15 / Orem 800 S / Campus Dr Geneva Rd to Orem 800 W New 5 lane road	1	\$93.6M
H39	I-15 / Provo 820 N Interchange New interchange	1	\$146.2M
H40	Orem 1200 W Orem Center St to Sandhill Rd Widen to 5 lanes	1	\$41.5M
H41	Provo 2230 N Provo Canyon Rd to Stadium Ave Widen to 5 lanes	1	\$12.4M
H42	Provo 820 N Geneva Rd to University Ave Widen to 5 lanes	1	\$48.3M
H43	Provo Center St Geneva Rd to Provo 1600 W Widen to 5 lanes	1	\$9.9M
H44	Vineyard 1600 N Vineyard Connector to Geneva Rd New 5 lane road	1	\$47.4M
H45	I-15 Freeway - Widening University Ave to US 6 Widen, 1 lane northbound and southbound	1	\$342.0M
H46	I-15 / Payson 800 S Interchange Reconstruction	1	\$105.0M
H47	I-15 / Payson Main St / Nebo Belt Rd Interchange New interchange	1	\$212.0M
H48	I-15 / Santaquin Main St Interchange Reconstruction	1	\$115.0M

Project Number	Project/Location/Improvement	Phase Need	2023 Cost
H49	Spanish Fork Center St & I-15 Interchange Loafer Mountain Pkwy to Spanish Fork 920 W New 5 lane road and interchange	1	\$85.2M
H50	I-15 / UC 8000 S Interchange Reconstruction	1	\$9.4M
H51	I-15 / US 6 Interchange Interchange improvements	1	\$26.4M
H52	Loafer Mountain Pkwy UC 4000 S to UC 6400 S New 5 lane road	1	\$69.5M
H53	Spanish Fork 1550 W I-15 to SR 164 New and widen to 5 lanes	1	\$27.6M
H55	Springville Main St / US 89 Interchange Reconstruction	1	\$100.0M
H56	SR 198 Woodland Hills Dr to Salem 400 N Widen to 5 lanes	1	\$24.1M
H57	UC 8000 S UC 3200 W to Arrowhead Trail Widen to 5 lanes	1	\$34.1M
H58	US 6 Powerhouse Rd to Spanish Fork City Boundary Widen to 5 lanes	1	\$81.9M
H59	US 6 - Westbound Climbing Lane UPRR Bridge, Santaquin to SR 141, Genola Climbing lane	1	\$10.9M
H60	East Expressway Eagle Mountain Blvd to Eagle Mountain Blvd New 5 lane road	2	\$69.4M
H61	I-15 Frontage Roads Salt Lake County Line to SR 92 New frontage roads	2	\$33.3M
H62	State St American Fork 900 W to American Fork Main St Widen to 6 lanes	2	\$20.3M

Project Number	Project/Location/Improvement	Phase Need	2023 Cost
H63	SR 198 Salem 400 N to Payson 800 E Widen to 5 lanes	2	\$69.1M
H64	US 6 Expressway I-15 to Spanish Fork 2000 E Convert to freeway	2	\$121.3M
H65	I-15 Capacity Improvements Lehi 2100 N to University Pkwy Collector / distributor or frontage roads	2	\$820.6M
H66	Cedar Valley Expressway Airport Rd to Eagle Mountain City Boundary New expressway	2	\$151.4M
H68	Foothill Blvd Stillwater Dr to Redwood Rd New 4 lane road	2	\$73.0M
H69	Foothill Fwy Cory Wride Fwy to Stillwater Dr New freeway	2	\$329.0M
H70	Traverse Mountain Blvd & I-15 Interchange West Connector to East Connector New 5 lane road and interchange	2	\$85.2M
H71	Point of the Mountain Connector Road Salt Lake County Line to Lehi 3600 W New 5 lane road	2	\$50.9M
H72	Lehi South Expressway Foothill Fwy to I-15 New freeway	2	\$740.8M
H73	Mountain View Fwy Salt Lake County Line to Cory Wride Hwy Widen, 1 lane northbound and southbound	2	\$206.8M
H74	Timpanogos Hwy Express Lanes I-15 to Triumph Blvd New connection to I-15	2	\$69.7M

Project Number	Project/Location/ Improvement	Phase Need	2023 Cost
H75	Timpanogos Hwy Express Lanes Triumph Blvd to Lehi 1200 E Widen to 4 lanes	2	\$148.1M
H77	I-15 Freeway - Widening Northbound University Pkwy to University Ave Widen 1 northbound lane	2	\$227.6M
H78	Orem 800 E Orem Center St to Orem 800 S Widen to 5 lanes	2	\$21.1M
H79	University Pkwy / Sandhill Rd Interchange New interchange	2	\$70.2M
H80	Elk Ridge Dr / Loafer Mountain Pkwy UC 6400 S to UC 11200 S New and widen to 5 lanes	2	\$28.8M
H81	Salem 750 N Elk Ridge Dr to Powerhouse Rd New and widen to 3 lanes	2	\$37.4M
H82	UC 8000 S / Woodland Hills Dr Arrowhead Trail to Nebo Belt Rd New and widen to 5 lanes	2	\$29.8M
H83	UC 11200 S Elk Ridge Dr to Woodland Hills Dr Widen to 5 lanes	2	\$16.2M
H84	I-15 Widening South US 6 to Nebo Belt Rd Widen, 1 lane northbound and southbound	2	\$241.6M
H85	Spanish Fork 2300 E / Nebo Belt Rd Canyon Rd to UC 11200 S New 5 lane road	2	\$98.3M
H86	Springville 1400 N (SR 75) I-15 to Springville Main St (US 89) Widen to 5 lanes	2	\$99.1M
H87	UC 5600 S / Spanish Fork 1900 N UC 3200 W to Spanish Fork Main St New and widen to 3 lanes	2	\$59.6M

Project Number	Project/Location/ Improvement	Phase Need	2023 Cost
H88	Lakeview Expressway Geneva Rd to I-15 New freeway	3	\$99.1M
H89	Cedar Valley Fwy Airport Rd to Eagle Mountain City Boundary New freeway	3	\$359.5M
H91	Eagle Mountain Blvd Cedar Valley Fwy to East Expressway Widen to 5 lanes	3	\$32.6M
H92	Foothill Fwy Stillwater Dr to Redwood Rd Convert to freeway	3	\$312.7M
H93	Hidden Valley Rd East Expressway to Redwood Rd New 5 lane road	3	\$86.2M
H94	Meadows Crossing State St to American Fork 700 W New and widen to 5 lanes	3	\$150.6M
H95	Mid Valley Rd SR 73 to Eagle Mountain Blvd New 3 lane road	3	\$37.3M
H96	Mill Pond Rd Pioneer Crossing to Pony Express Pkwy New and widen to 3 lanes	3	\$20.1M
H97	Point of the Mountain Connector Fwy Mountain View Corridor to I-15 New freeway	3	\$497.4M
H98	UC 8000 N UC 17600 W to SR 73 New 3 lane road	3	\$42.0M
H99	Geneva Expressway Orem 1600 N to University Pkwy Widen to 7 lanes	3	\$86.6M
H100	Orem 800 E Orem 1600 N to Orem Center St Widen to 5 lanes	3	\$25.4M
H101	Provo 500 W Provo 300 S to Lakeview Pkwy Widen to 5 lanes	3	\$36.1M

Project Number	Project/Location/Improvement	Phase Need	2023 Cost
H102	Provo 500 W / 600 S Bridge New bridge	3	\$50.0M
H103	Utah Lake Bridge Redwood Rd to I-15 New freeway bridge	3	\$1.4B
H104	I-15 Freeway Payson 800 S to Utah County Line Widen to 6 lanes	1	\$164.5M
H105	I-15 / UC 12400 S Interchange New interchange	3	\$50.0M
H106	Nebo Belt Rd SR 198 to Elk Ridge Dr New 3 lane road	3	\$23.4M
H107	Payson 800 S UC 5200 W to Payson 1700 W New 3 lane road	3	\$62.2M
H108	Springville 2600 W / Spanish Fork Main St Lakeview Dr to Spanish Fork 1400 N New and widen to 5 lanes	3	\$91.9M
H109	Springville 500 N Springville 2250 W to Springville 400 W New and widen to 3 lanes	3	\$40.0M
H110	SR 198 Payson 800 S to UC 12400 S Widen to 5 lanes	3	\$20.3M
H111	UC 12400 S West Mountain Rd to SR 198 New and widen to 5 lanes	3	\$56.6M
H112	UC 8000 S UC 5600 W to UC 3200 W New 3 lane road	3	\$50.2M
H113	Geneva Rd Safety Project Lakeview Pkwy to Provo Center St New Safety Project	1	\$108.0M
H114	Geneva Rd University Pkwy to Lakeview Pkwy Widen to 5 lanes	1	\$35.0M

Project Number	Project/Location/Improvement	Phase Need	2023 Cost
H115	I-15 Passing Lanes Santaquin 950 N to Juab County Line New Passing Lanes	1	\$19.5M
H116	Lindon 400 W Lindon 200 S to State St New 3 lane road	1	\$13.0M
H117	Spanish Fork 300 E Spanish Fork 800 N to Woodland Hills Dr New 3 lane road	1	\$51.7M
T1	FrontRunner Forward Investment Package Utah County Salt Lake County Line to Provo Central Station Double Track, New Service	1	\$247.7M
T2	South Valley Commuter Rail Provo Central Station to Payson Station New Rail Service	1	\$577.8M
T4	UVX Extension to Vineyard Vineyard Station to Orem Station BRT Extension	1	\$1.6M
T5	UVX Extension to Provo Airport Provo Airport to Lakeview Pkwy / University Ave BRT Extension	1	\$1.1M
T6	900 E UVX Station 1150 N 900 E, Provo New BRT Station	1	\$4.3M
T7	Central Corridor State Street Core Bus Route Lehi Station to Provo Central Station Service Improvements	1	\$13.8M
T8	Sharp-Tintic Railroad Realignment Unincorporated Utah County Railroad Realignment	1	\$15.5M
T9	Cedar Valley Core Bus Route Eagle Mountain to Lehi Station New Bus Service	1	\$15.0M

Project Number	Project/Location/Improvement	Phase Need	2023 Cost
T10	Maple Core Bus Route Provo 700 N / University Ave to Spanish Fork Station New Bus Service	1	\$6.6M
T11	Nebo Core Bus Route Provo Central Station to Payson Station New Bus Service	1	\$11.7M
T12	Central High Frequency Corridor, Bus Rapid Transit Lehi to Provo Central Station New BRT Service	2	\$800.0M
T13	FrontRunner Fleet Upgrades Utah County Salt Lake County Line to Provo Central Station Rail Electrification	2	\$573.9M
T14	Central High Frequency Corridor, Light Rail Salt Lake County Line to Provo Airport New Light Rail Service	3	\$1.7B
T15	FrontRunner Additional Double Track Salt Lake County Line to Provo 320 W Double Track, New Service	1	\$340.7M
T16	Point of the Mountain Shuttle Service Point of the Mountain Light Rail to Lehi Station New Shuttle Service	1	\$36.5M
T17	Point of the Mountain Light Rail Salt Lake County Line to Lehi New Light Rail Service	2	\$383.3M

MPO TAC Meeting

September 22, 2025 | 1:30 pm - 3:00 pm



5 | TIP Modification - Eagle Mountain - Pony Express Signal Scope Modification

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

BACKGROUND

In 2024, Eagle Mountain was awarded \$3,609,950 in County Transportation Tax funds to facilitate the replacement of the roundabout at the intersection of Pony Express Pkwy and Eagle Mountain Blvd. While these funds are available in 2028, the city, in collaboration with Utah County, has proceeded with the construction of the project, with the understanding that reimbursement will occur in 2028.

The project has now reached completion, with an approximate surplus of \$400,000 remaining. Since the opening of the intersection, Eagle Mountain has observed significant traffic congestion on the south leg, which can extend into the intersection.

The proposed solution involves widening Pony Express south of the intersection to a five-lane configuration. The estimated cost for this widening project is \$1.2 million. Eagle Mountain is formally requesting a scope modification to authorize the use of the remaining \$400,000 towards this widening project. The city has agreed to not to seek additional funding from MAG should the project exceed its allocated budget.

STAFF RECOMMENDATION

Staff recommends approval of the scope change and use of the remaining funds

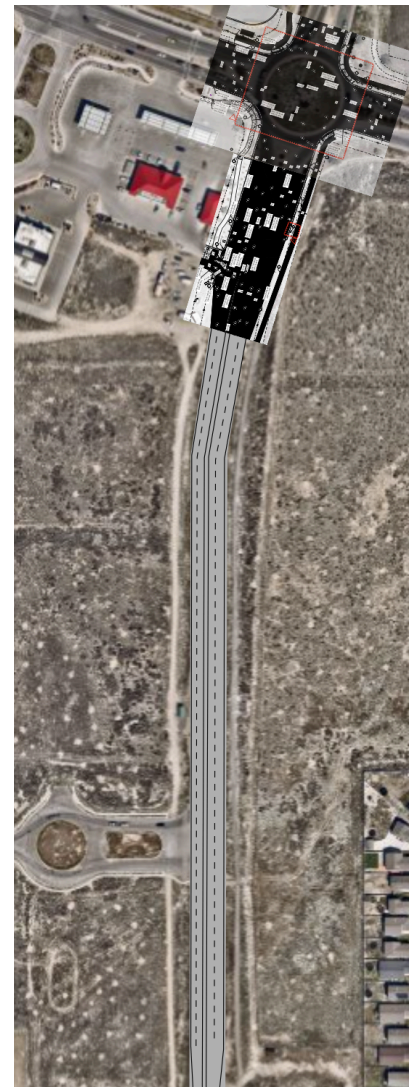
SUGGESTED MOTION

I move to recommend that the MPO Board approve extending the scope of the Pony Express Signal project as presented.

ATTACHMENTS

[Presentation](#)

[Letter](#)

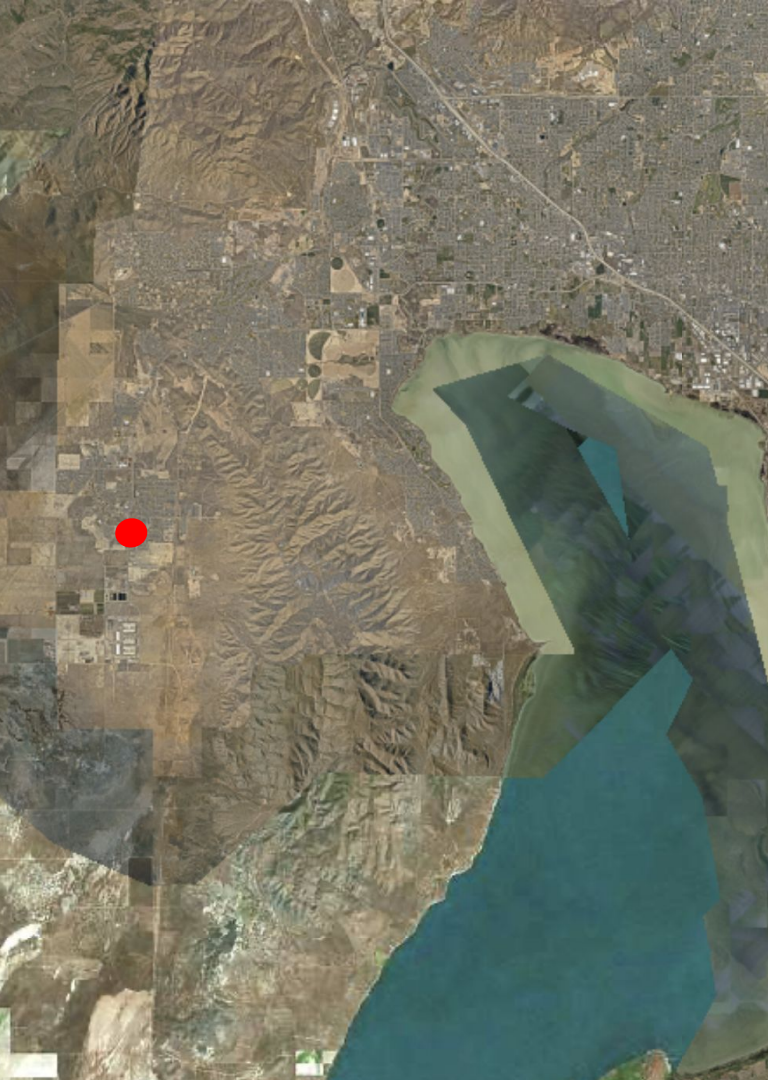




TIP Modification

MAG MPO Technical Advisory Committee

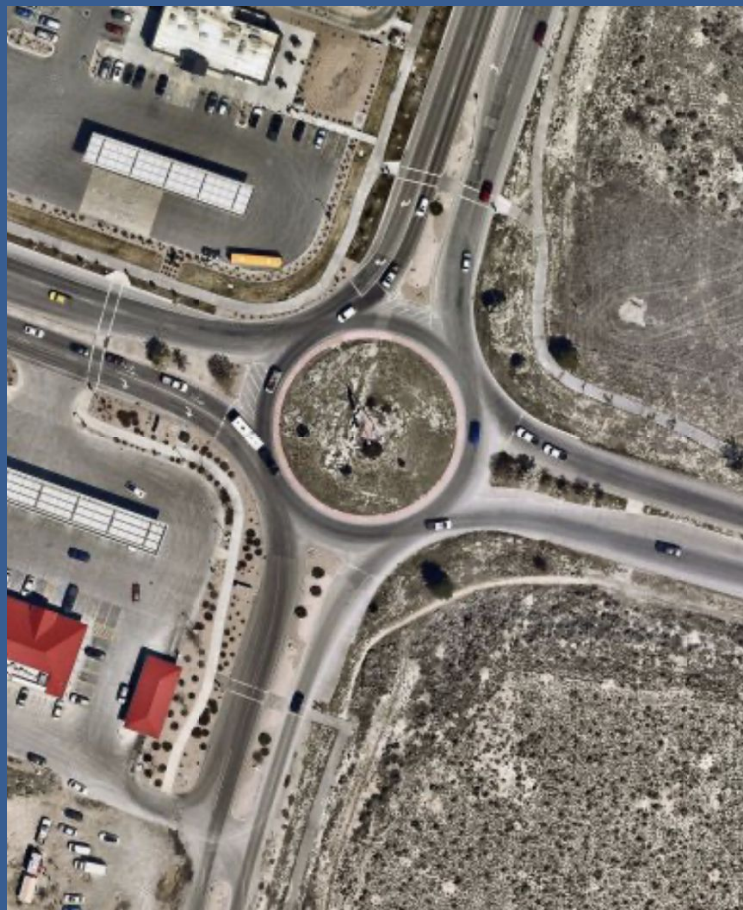
September 22, 2025



Eagle Mountain - Pony Express Signal Project

- 2024, Eagle Mountain was awarded \$3,609,950 in County funds
- Replace roundabout at Pony Express Pkwy and Eagle Mountain Blvd with a signalized intersection





Eagle Mountain - Pony Express Signal Project

- Project is complete and Eagle Mountain will be reimbursed in 2028
- Approximately \$400k remaining
- Traffic can back up into the south leg of the intersection
- Need to widen Pony Express to 5 lanes costing \$1.2m
- Requesting scope modification to use the remaining funds to help with the construction of the widening
- No new funds



Questions?

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

Suggested Motion

"I move to recommend that the MPO Board approve extending the scope of the Pony Express Signal project as presented."





1650 E. STAGECOACH RUN
EAGLE MOUNTAIN, UT 84005
EAGLEMOUNTAINCITY.GOV

ASCEND TOGETHER

September 10, 2025

Robert Allen
Acting Transportation Manager
Mountainland Association of Governments
586 E 800 N
Orem, UT 84097

SUBJECT: Additional Funding Usage for Traffic Signal at Pony Express and Eagle Mountain

Dear Mr. Allen,

Eagle Mountain City is in the process of completing the traffic signal intersection improvement project at Pony Express Pkwy and Eagle Mountain Blvd. With the removal of the roundabout and the widening of the intersection, we have noticed a substantial improvement in traffic flow through the intersection; however, this has resulted in a new problem. The southbound traffic that was once slowed down by the roundabout is now restricted directly south of the intersection where two lanes merge into one lane just past the Holiday Gas Station. During peak hours, the traffic backs up into the intersection.

For this project, we currently have about \$400,000 of MAG funding remaining from the original budget. We would like to use these funds along with City funds to widen the southbound lane to two lanes for approximately 1,500 ft to allow traffic to better filter into one lane. This distance would also pass the school crossing at Springwater Way, which would help the traffic avoid backing into the intersection by having two lanes for additional stacking. During this improvement, the City would also like to widen the northbound traffic to two lanes and replace the median with a turn lane, which the City would fund directly. We estimate that this work would be approximately \$1,200,000. We would like to use the remaining MAG funds, and the City would provide the difference. Please see the attached sketch for the location and its improvements.

Please let us know if you have any questions or concerns. Thank you for your time and consideration.

Sincerely,

David Salazar, PE
Assistant City Engineer
Eagle Mountain City



MPO TAC Meeting

September 22, 2025 | 1:30 pm - 3:00 pm



6a | Corridor Preservation - Provo 2230 N Corridor

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 Provo is requesting funds to purchase an existing residence located at 2202 North 700 East. This corridor is project H41 on the RTP and on the 2024 Corridor Preservation Project List. The MPO Board has approved the purchase of four previous properties on this corridor with an additional one pending MPO board approval. The seller is a willing seller.

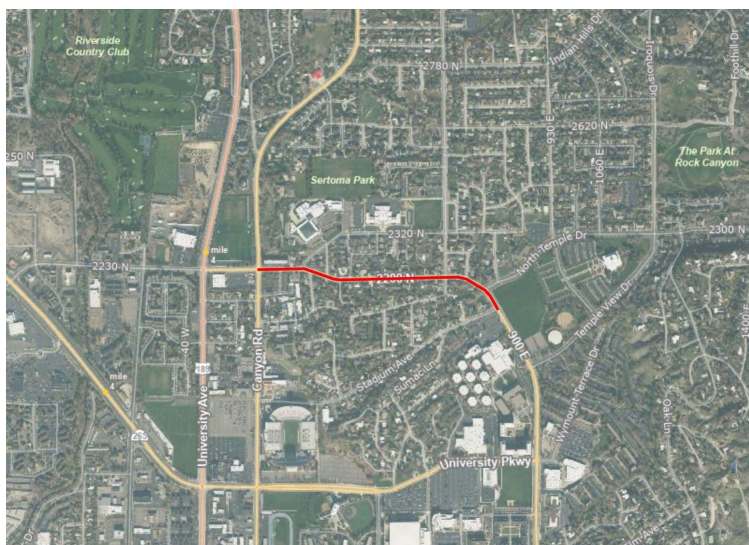
Corridor H41, Provo 2230 North

Appraised value: \$715,000

Estimated closing costs: \$900

Total request: \$715,900

Unobligated funds: Approximately \$4,200,000



STAFF RECOMMENDATION

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

SUGGESTED MOTION

I move to recommend that the MPO Board approve this Provo City Corridor Preservation Fund request for \$715,900.

ATTACHMENTS

[Presentation](#)

[2202 North 700 East Application](#)

[2202N 700 E Map](#)

[2230 N Purchased Properties](#)

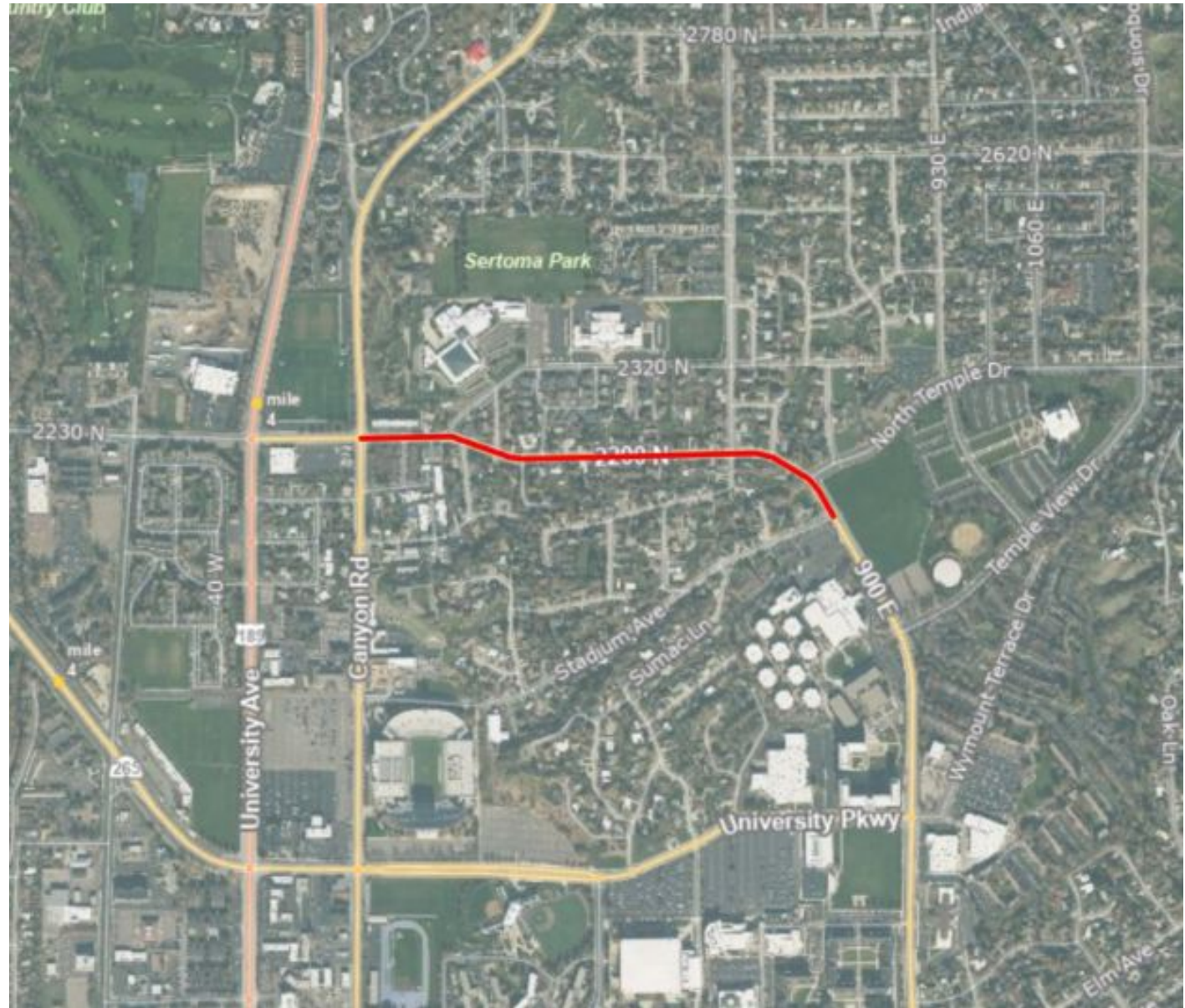
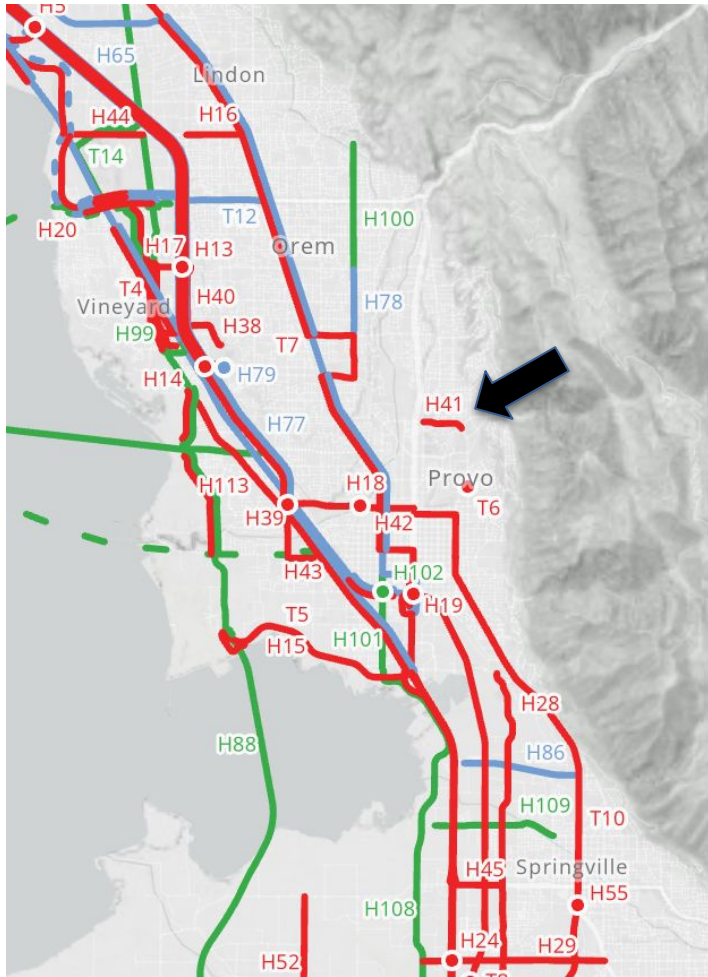


Corridor Preservation - Provo 2230 N

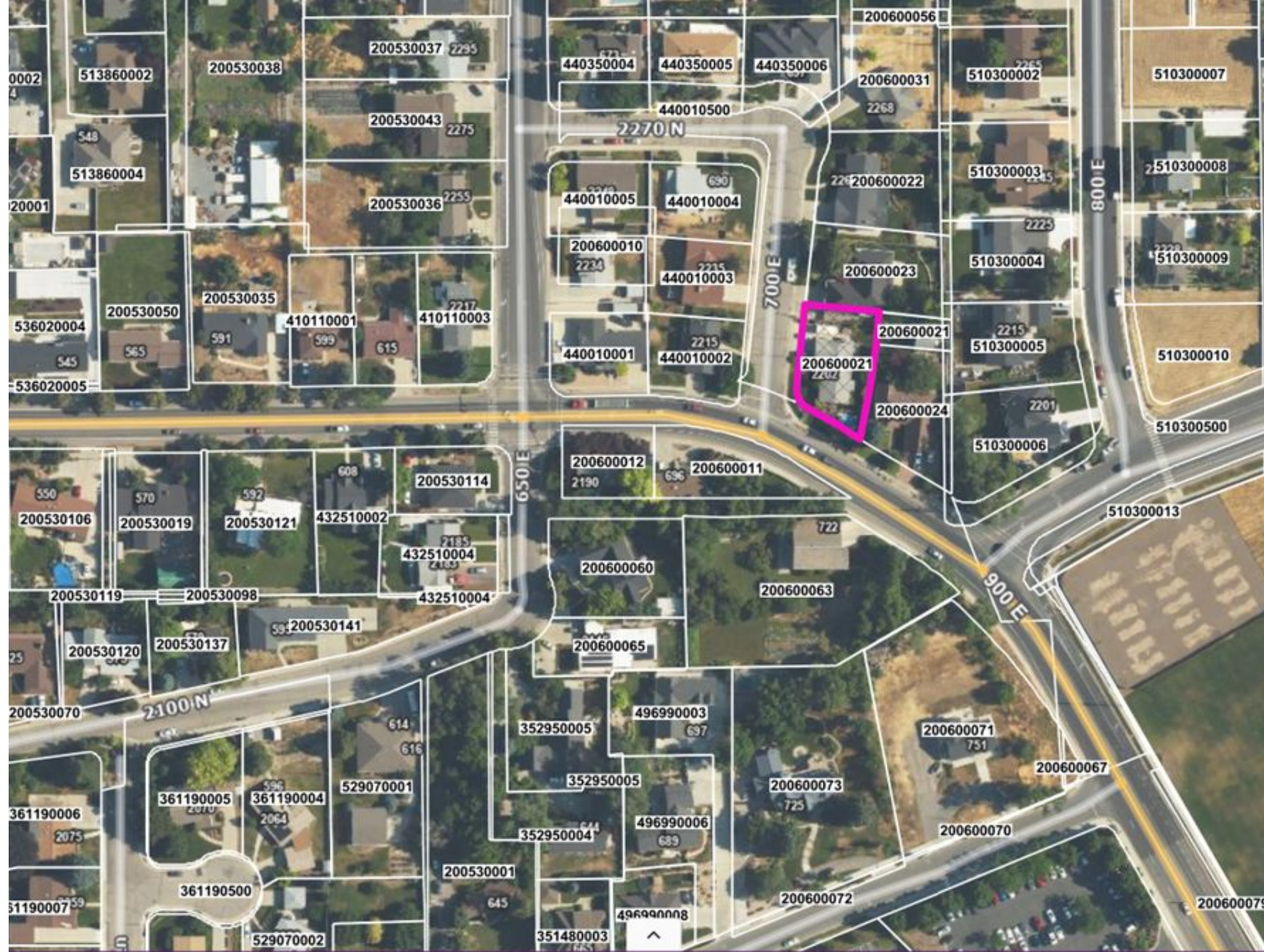
September 22, 2025

2202 North 700 East, Provo

- Corridor H41 (RTP Phase 1)
- Single family home
- City was approached by owner (willing seller)
- Appraised Value: \$715,000
- Estimated closing costs: \$900
- Total request: **\$715,900**
- Unobligated fund balance: \$4,200,000
- Fund balance if today's transactions are approved ~\$3,000,000







SUGGESTED MOTION:

I move to recommend that the MPO Board approve this Provo City Corridor Preservation Fund request for \$715,900.

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):
2. Contact Information:
3. Provide information about the properties to be acquired:
 - a. Name of the current owner(s):
 - b. Address or location of the properties:
 - c. Utah County parcel serial #:
 - d. Type of real property interest to be acquired: (fee title, easement, etc.,)
 - e. Total acreage or square footage:
 - 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.
 - g. Appraised value (Attach copy of appraisal report):
 - h. Total estimated costs of acquisition, including appraisal and appraisal review, acquisition agent fee, closing costs, and any other associated fees:
 - i. Total funds applying for - these should be no more than the appraised value plus traditional costs of acquisition in (h) above:
4. Which Eligible Corridor is the project located within or adjacent to? (see Corridor Preservation – Eligible Corridors map):
5. Anticipated year or RTP phase to begin project roadway construction:
6. Is the project listed on the applicant's official master plan?
7. Has the applicant begun or completed a relevant state or federal environmental study?
 - a. Study results:
 - b. If not, is the applicant willing to conduct such a study?
8. Will the roadway be a UDOT or a local government facility?

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

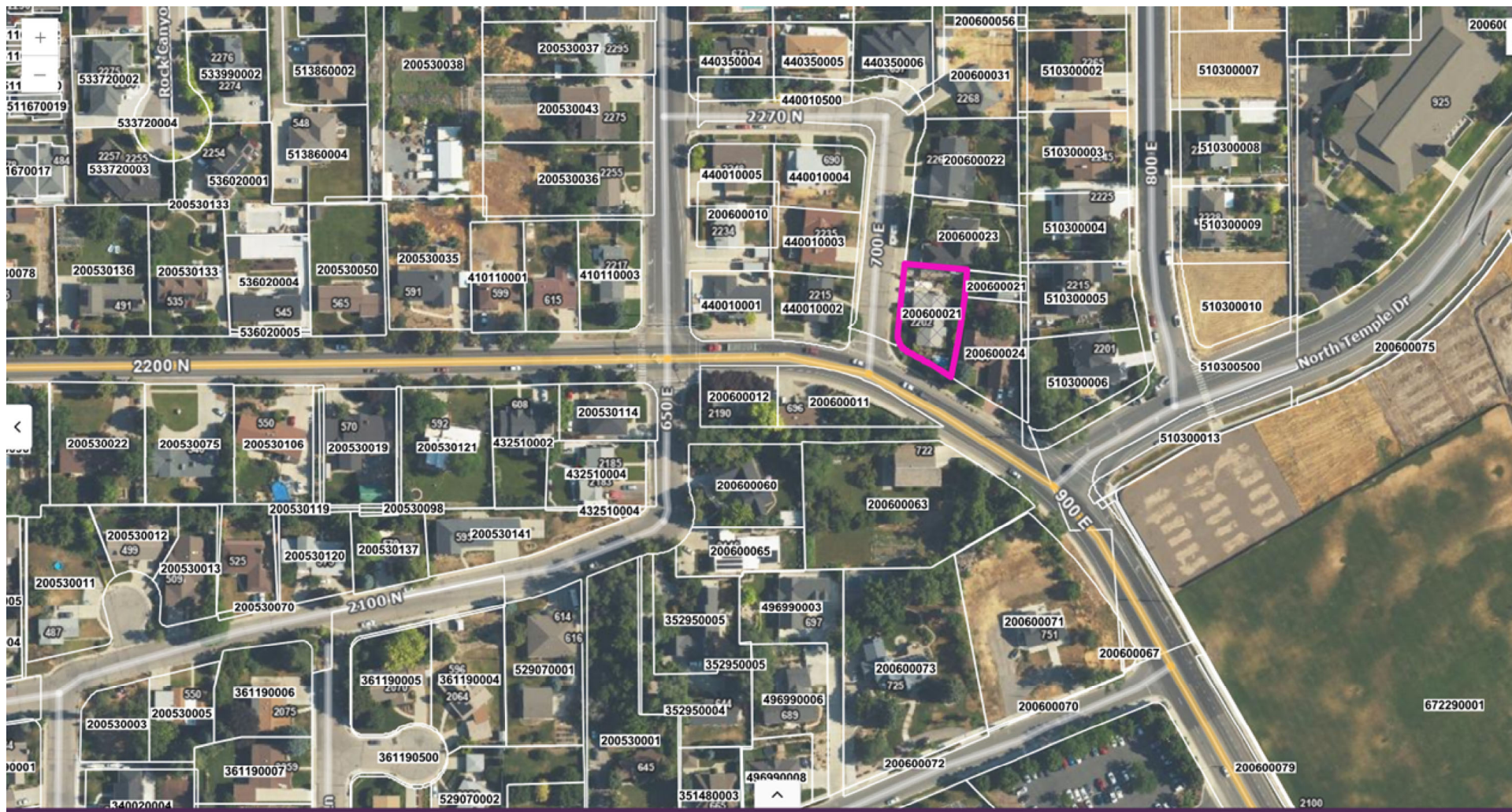
- c. The executed Cooperative Agreement between the applicant and the Utah Department of Transportation governing right of way acquisition performed by the applicant for UDOT.

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





MPO TAC Meeting

September 22, 2025 | 1:30 pm - 3:00 pm



6b | Corridor Preservation - Lindon 400 W Corridor

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 Lindon is requesting funds to pay for a portion of a vacant lot located at 374 West Lakeview Road. The request to corridor preservation is for .88 acres out of the total 6.24 acres that is needed to build the 400 W road. The remaining 5.24 acres will also be purchased by the city and won't be reimbursed by this fund. This corridor is project H116 on the RTP and on the 2025 Corridor Preservation Project List. The seller is a willing seller.

Corridor H116, Lindon 400 W

Appraised value: \$488,360

Estimated closing costs: \$6,639

Total request: \$494,999

Unobligated funds: Approximately \$4,200,000



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 allows the 400 W corridor to connect from the existing 400 W to State Street. The reimbursement will only be for the portion of the lot needed for the road. The seller is a willing seller and initiated negotiations.

SUGGESTED MOTION

I move to recommend that the MPO Board approve this Lindon City Corridor Preservation Fund request for \$494,999.

ATTACHMENTS

[Presentation](#)

[Application and Map](#)

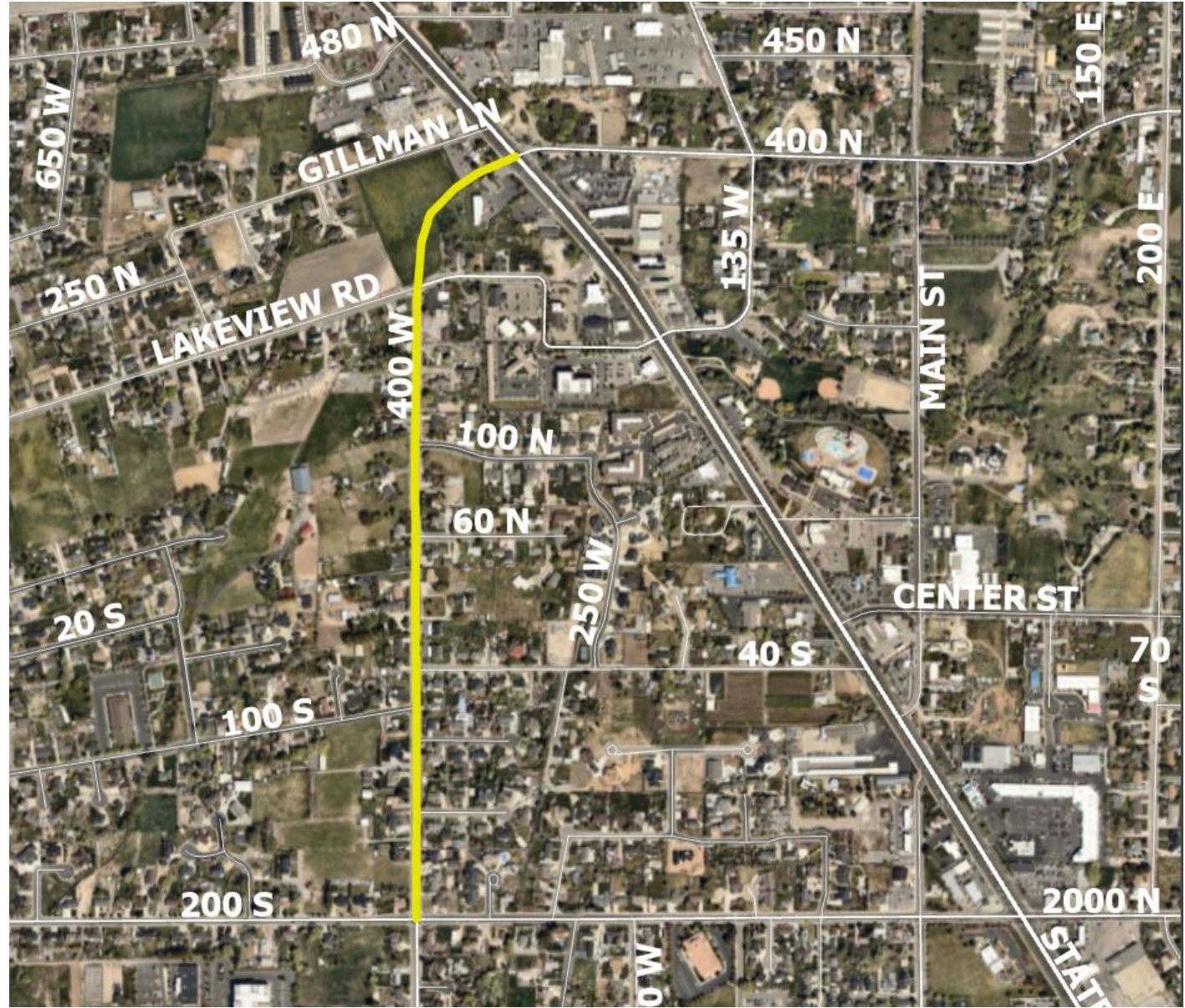
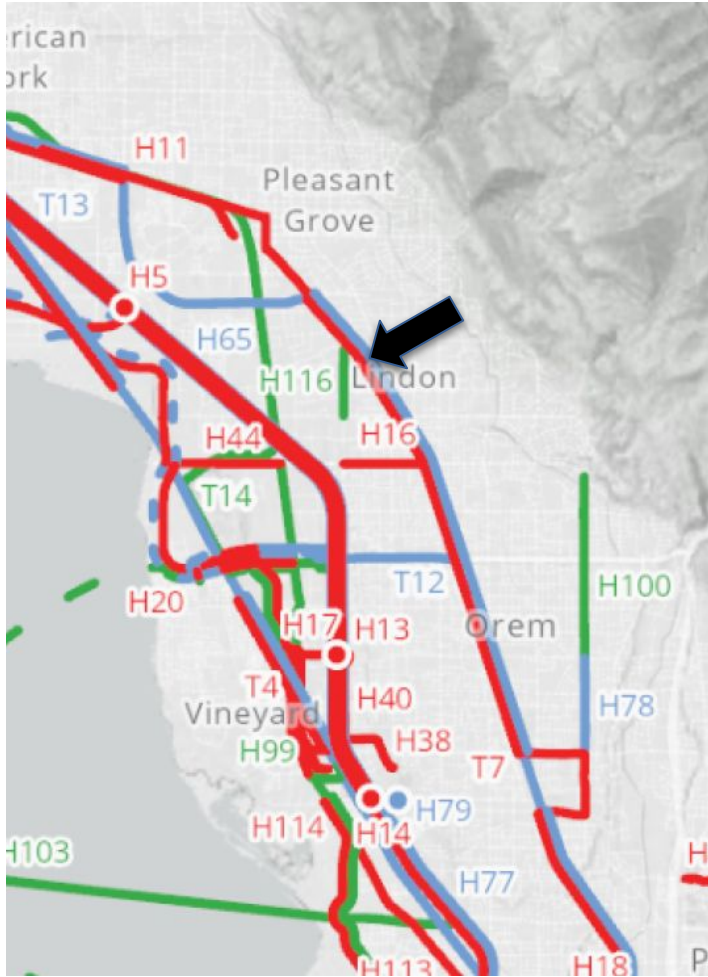


Corridor Preservation - Lindon 400 W

September 22, 2025

374 W Lakeview Road, Lindon

- Corridor H116 (RTP Phase 3)
- Vacant Lot
- City was approached by owner (willing seller)
- Appraised Value: \$488,360
- Estimated closing costs: \$6,639
- Total request: \$494,999
- Unobligated fund balance: \$4,200,000
- Fund balance if today's transactions are approved ~\$3,000,000





NOT TO SCALE

One (1) parcel
to be acquired
Parcel #14:068:0140
6.12 Acres

Anticipated ROW footprint
(0.88 acre)

SUGGESTED MOTION:

I move to recommend that the MPO Board approve this Lindon City Corridor Preservation Fund request for \$494,999.

Lindon City
100 North State Street
Lindon, UT 84042-1808



TEL 801-785-5043
FAX 801-785-4510
www.lindon.gov

Mountainland Association of Governments
Attn: Kendall Willardson
586 E 800 N
Orem, UT 84097

Sept 16, 2025

Re: Corridor Preservation funding request; Lindon 400 West

Kendall,

On behalf of Lindon City, I am writing to request approval of \$494,999 in corridor preservation funds for 0.88 acres of Lindon's 400 West roadway which will connect to State Street. Completion of 400 West to the 400 North State Street (US-89) intersection will provide a signalized access point for west-Lindon and vehicles traveling north from Orem, improve safety of turn movements onto State Street, decrease future traffic congestion, and will save UDOT Region 3 from having to install & maintain another traffic signal at 200 North State Street.

Lindon City purchased a portion of the road right-of-way for this connection in the early 2000's. On May 5, 2025, Lindon City Council approved purchasing an additional 6.12 acres of land that is immediately west of State Street, of which 0.88 acres for the roadway is a part. The city will thus control all the needed right-of-way for 400 West to connect to the existing signalized intersection. The total cost of the project is estimated at \$4.9M. The UDOT Transportation Commission has approved reallocating \$1M in funds from the proposed 200 North traffic signal to this location at 400 N. State St (thus eliminating need for a future 200 N signal). Lindon will be required to fund the balance of the roadway expenses that are more than the \$1M that UDOT will be contributing. The City anticipates that the roadway will begin construction during Lindon's 2027 fiscal year (July 2026~June 2027).

Lindon City reclassified 400 West as a minor arterial on its Street Master Plan Map and adopted a cross section for minor arterials and will apply to this roadway. As you're aware, MAG is currently reviewing Lindon's request for 400 West to be added to the RTP.

Road area cost summary:

\$488,360 (0.88 acres x \$12.74 per sq/ft; right-of-way land area)
\$ 4,889 (city's portion of closing costs on right-of-way land area)
\$ 1,750 (appraisal cost)
\$494,999 Total request

Thank you for considering our request. Please contact me if you have any questions related to this request at 801-785-5043 or by email at acowie@lindon.gov.

Sincerely,

A handwritten signature in blue ink that reads "Adam M. Cowie". The signature is fluid and cursive, with the first name "Adam" being the most prominent.

Adam M. Cowie
Lindon City Administrator

Cc:
Carolyn Lundberg, Lindon City Mayor
Noah Gordon, Lindon City Engineer

Part 3: Application

1. Applicant (city, Utah County, UDOT):
2. Contact Information:
3. Provide information about the properties to be acquired:
 - a. Name of the current owner(s):
 - b. Address or location of the properties:
 - c. Utah County parcel serial #:
 - d. Type of real property interest to be acquired: (fee title, easement, etc.,)
 - e. Total acreage or square footage:
 - 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.
 - g. Appraised value (Attach copy of appraisal report):
 - h. Total estimated costs of acquisition, including appraisal and appraisal review, acquisition agent fee, closing costs, and any other associated fees:
 - i. Total funds applying for - these should be no more than the appraised value plus traditional costs of acquisition in (h) above:
4. Which Eligible Corridor is the project located within or adjacent to? (see Corridor Preservation – Eligible Corridors map):
5. Anticipated year or RTP phase to begin project roadway construction:
6. Is the project listed on the applicant's official master plan?
7. Has the applicant begun or completed a relevant state or federal environmental study?
 - a. Study results:
 - b. If not, is the applicant willing to conduct such a study?
8. Will the roadway be a UDOT or a local government facility?

Lindon 400 W

Lindon 200 S to State Street

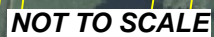
Phase 3 Need, Not fiscally constrained

Estimated Cost: \$13m

3-Lane Arterial

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





One (1) parcel
to be acquired

Parcel #14:068:0140

6.12 Acres

Anticipated ROW footprint
(0.88 acre)

VOLUNTARY ACQUISITION Certification

Owner Name: Gary Thornton

Utah County Parcel ID#: 14:068:0140

Lindon City is interested in acquiring property at
374 W LAKEVIEW LINDON, UT 84042 (address) for the future
400 West / 400 North roadway connection project.

Although Lindon City possesses eminent domain authority to acquire property, we are not pursuing this acquisition by eminent domain or other coercion, and you hereby certify that you are only selling this property to us voluntarily for the agreed upon amount.

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA), owner-occupants who move as a result of a voluntary acquisition, are **not** eligible for relocation assistance. Property Owner understands and acknowledges that if they waited for the funded project, they would be eligible for relocation benefits pursuant to 49 CFR 24. By signing below, the Property Owner understands and acknowledges that they are not entitled to any relocation benefits for the voluntary purchase of the property in advance of a funded project and freely chooses to sell the property to Lindon City before the project is funded.


Signature of Property Owner

9/15/2025
Date


Purchasing Entity Representative

9/15/2025
Date

MPO TAC Meeting

September 22, 2025 | 1:30 pm - 3:00 pm



7| Amendment #3 - Notification of Level 1 Amendments

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

BACKGROUND

This is a notification from MAG Staff to the MPO committees that the following Level 1 amendments have been approved by the MAG MPO Director LaNiece Davenport. The amendments approved are attached below.

ATTACHMENTS

[2023 RTP Amendment: Lindon 400 W](#)

[2023 RTP Amendment: Spanish Fork 300 E](#)

Lindon 400 W

2023 RTP Amendment 3



Project Limits: State Street to Lindon 200 S/Orem 2000 N

Length: .81 Miles

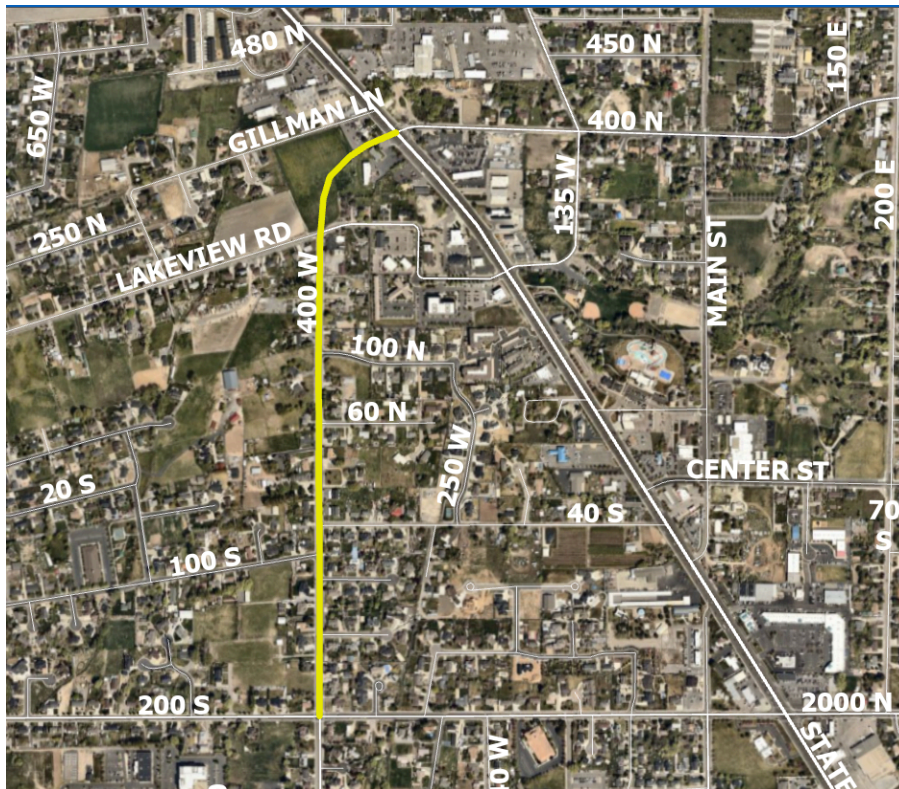
Cost: \$13 Million

Phasing: Phase 3 Need, Not Fiscally Constrained

Amendment Level: Level 1, Need Based Phasing only

Description: This project involves constructing a new connection at 400 W and State Street on the west side, including a new traffic signal. The existing 400 W corridor will be upgraded to a three-lane minor arterial with a 66-foot right-of-way. This project is regionally significant because it establishes a vital grid connection, linking State Street from Lindon's 400 W to Orem's 1200 W, which terminates at University Parkway and the UVU campus. This connection is expected to alleviate traffic on alternative routes like State Street and Geneva Road.

Lindon 400 W Project Map



This project will be amended to the 2023 RTP as part of amendment by the MAG MPO Director

Spanish Fork 300 E

2023 RTP Amendment 3



Project Limits: Spanish Fork 800 N to Woodland Hills Drive

Length: 3.05 Miles

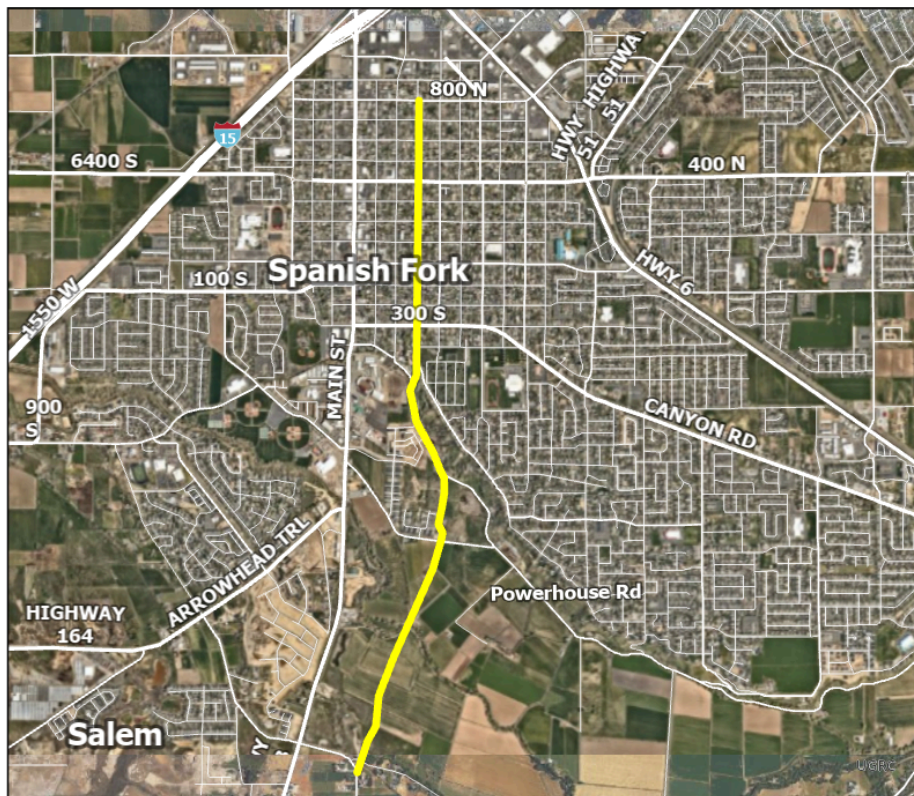
Cost: \$61 Million

Phasing: Phase 3 Need, Not Fiscally Constrained

Amendment Level: Level 1, Need Based Phasing only

Description: This project, part of the Nebo Belt Study, reconfigures Spanish Fork's 300 E as an 3 lane arterial road within city limits. It also establishes a new 3 lane arterial road through the river bottoms, linking to the Nebo Belt project and Woodland Hills Drive. This project offers the region an alternative to Spanish Fork Main Street, connecting a significant Spanish Fork retail hub near I-15 to Southern Utah County communities like Salem, Woodland Hills, and Elk Ridge.

Spanish Fork 300 E Project Map



This project will be amended to the 2023 RTP as part of amendment by the MAG MPO Director.

MPO TAC Meeting

September 22, 2025 | 1:30 pm - 3:00 pm



8 | RTP: 2027 Wasatch Choice Vision Land Use Vision Final Adoption

Dan Wayne, Community Planning Manager | 801.413.3862 | dan.wayne@magutah.gov

BACKGROUND

Developed in partnership with local governments from Brigham City to Santaquin City, the [Wasatch Choice Vision](#) (WCV) is a shared blueprint for future growth and development along the Wasatch Front. Together with a program of multimodal transportation infrastructure and services, this vision is designed to support a growing population and maintain quality of life over the next 30 years. The WCV provides the essential land use assumptions needed for MAG's travel demand model and the Regional Transportation Plan (RTP). The WCV is being updated in preparation for the 2027 RTP cycle.

DISCUSSION

The initial first-cut WCV land use vision update was created by combining local government general plans and meeting with each local government to extend their planning horizon to 2055. Based on technical assessments of market demand and transportation impact, staff is developing feedback for each local government and providing an opportunity to revise their future planning assumptions. A progress report will be provided at the MPO TAC meeting. The final WCV land use vision will be presented to the MPO Board in October, with a recommendation to adopt for use in the 2027 RTP. A list of edits (i.e., any differences between the first-cut draft and the final version) will be provided for comparison.

STAFF RECOMMENDATION

It is recommended that the MPO TAC endorse the final WCV land use vision and recommend to the MPO Board that it be adopted and used in MAG's travel demand model and 2027 RTP.

RECOMMENDED MOTION

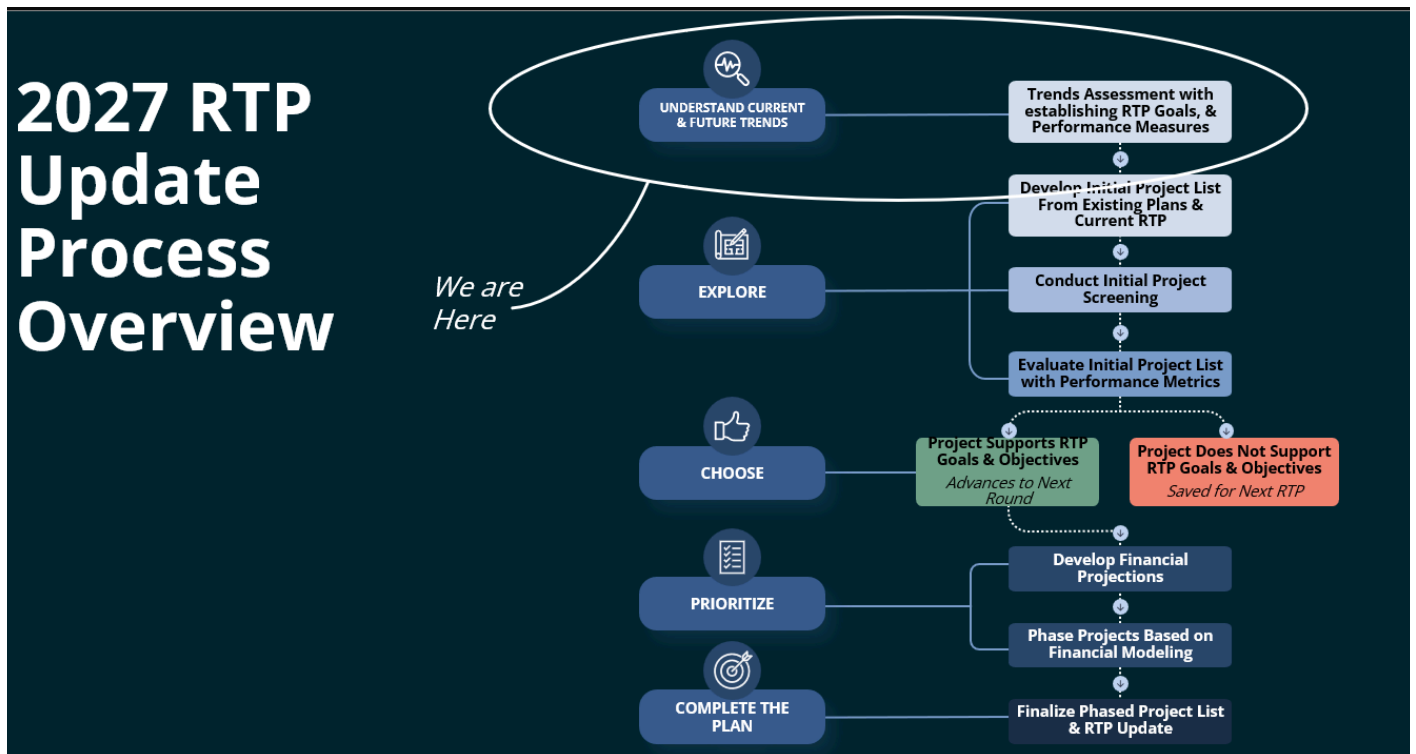
I move that the MPO TAC endorse the final WCV land use vision and recommend to the MPO Board that it be adopted and used in MAG's travel demand model and 2027 RTP.

9 | RTP: 2027 Process Development Update

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

BACKGROUND

MAG staff will provide an update on 2027 RTP development progress.



ATTACHMENT

[Work Plan](#)

2027 Regional Transportation Plan Update - Workplan

August 14, 2025



M A G

Expert Resources. Enriching Lives.

As part of the 2027 Regional Transportation Plan Update, a detailed 2-year workplan has been developed. The work plan is organized to deliver a comprehensive, transparent, and compliant Regional Transportation Plan (RTP) update by June 2027.

This document provides a summary of the work plan and includes key decision points for MAG MPO Board members and MAG MPO Technical Advisory Committee (TAC) members. The document also includes the detailed scope of services and schedule. This document will provide a roadmap of work program activities, the scheduled timing and key decision points. The work plan includes all Tasks in the detailed scope of work and highlights the engagement points for the MAG MPO Board and TAC.

Task 1 – Project Management and Administration

-
- *Task 1 is an administrative Task and provided as information only. No required MAG MPO Board and TAC engagement.*
-

This is an administrative Task which includes all project management and coordination activities. Fehr & Peers project manager will serve as MAG's primary point of contact, and he will facilitate bi-weekly conference calls with MPO staff for this project. The MAG staff along with the consultant team will present to the MPO Board and MPO Technical Advisory Committee at key milestones throughout the project timeline.

Task 2 – RTP Work Plan

-
- *The work plan will be presented to the MAG MPO Board and TAC members through August 2025 with the intent of approval during August 2025 Board and TAC meetings. The work plan will guide the development of the 2027 RTP Update.*
 - *The project team will set-up one-on-one and small group meetings with MAG MPO Board and stakeholders during August 2025 and early September 2025. These meetings are designed to review the 2027 RTP process and be listening session on how the RTP can support regional and local needs.*
-

Based on the MAG MPO 2027 RTP Transportation Plan Update scope of services, a comprehensive RTP Work Plan will be refined and completed within two months of project initiation. The workplan is based on the RTP workflow and in the Project Schedule (attached).

As part of Task 2, we will develop a draft outline of the final RTP and associated documents, which will serve as a check list and guide as we progress through the entire program. We will align all RTP activities with federal requirements and with other Utah and MPO planning activities.

This Task includes conducting one-on-one and small group meetings with MAG MPO Board members and stakeholders. These meetings are designed to provide stakeholders with an overview of the RTP development process, goals and objectives, and project schedule. The meeting will also be designed as listening sessions to better understand the stakeholder perspective on RTP plan development and how it supports local needs. Information from these sessions will be used throughout the process to better engage MAG stakeholders.

Task 3 – RTP Transportation Project List Development

-
- *Initial project list will be developed and presented to the MAG MPO Board and stakeholders in October 2025.*
 - *Criteria for project prioritization will be presented to the MAG MPO Board and stakeholders in October 2025.*
 - *A MAG MPO wide housing, population, employment, travel and transportation trends analysis will be complete and presented to the MAG MPO Board in November 2025. This will include an assessment of build-out beyond 2055.*
 - *MAG MPO Board workshop to address the initial project list will be held in January 2026.*
 - *Final project list developed by March 2026.*
-

Task 3 focuses on developing the preliminary project list and defining projects that will be advanced through to the project and financial phasing. Task 3 activities will start in September 2025 and culminate in March 2026. This is a critical juncture in the RTP process, and it will be achieved through the following activities:

- Developing and presenting regional short and long-term trends around housing, population, and employment, along with travel and transportation trends through 2055.
- Developing a build-out scenario assessing growth, development and transportation beyond 2055.
- Collecting and creating a preliminary project list based on prior project considerations and from the existing RTP, the TIP and other projects assessed since the prior RTP update.

- Establishing screening criteria and process to best assess projects, consistent with the overall goals for the RTP update and addressing regional trends.
- Establishing performance measures based on 2027 RTP goals and growth trends that quantify project benefits and overall transportation system performance.
- Analyzing the preliminary project list based on the performance measures.
- Conducting a series of stakeholder workshops to review analysis results and vet the project list.
- Developing and sorting the preliminary list into those that will and will not be advanced to project phasing, referred to as the Exploratory Concept List in MAG's RTP process.

The clear objective of Task 3 is to work directly with MAG MPO Board and stakeholders to develop, select and build consensus on projects that will move forward into the prioritization activities. The project team will work to create online maps, specialized graphics, and other collateral materials designed to inform all stakeholders and the public.

Task 4 – Public and Stakeholder Engagement Plan

-
- *The Public and Stakeholder Engagement Task includes engagement with MAG MPO Board and stakeholders along with the citizens of Utah County.*
 - *Engagement with the public will be done around specific 2027 RTP Plan milestones, with information provided throughout using MAG website and the development of other collateral material throughout the duration of the study. This will be an ongoing process throughout the 2027 RTP Plan Update.*
 - *Engagement with the MAG MPO Board and stakeholders is included in the specific Tasks along with RTP updates provided at monthly Board meetings and designated workshops.*
-

Using the 2024 MAG Public Engagement Plan (MAG PEP), the project team will develop the engagement approach, and the steps will be followed throughout the entirety of the planning process to ensure adherence to the federal process.

With the RTP Points of Engagement as guidance, the project team will develop the RTP-specific PEP, which will be tailored for this process, these audiences, and our local stakeholder needs through key messaging and strategies.

MAG MPO BOARD AND STAKEHOLDER APPROACH

Included in Task 2, the project team will facilitate in-depth interviews and small group meetings with MAG MPO Board members and stakeholders. This will allow the study team to quickly understand concerns, opportunities, constraints, and the local transportation vision(s) within each community and region, while giving time to those areas and stakeholders with complex long-range transportation

needs. These meetings will also be used as an opportunity to educate local leaders on this new RTP approach using the RTP 101 two-pager Horrocks will develop. Goals include – learning transportation needs and vision from local leadership, obtaining credibility in the team and the transparent RTP approach, and securing buy in on the process.

The study team will prepare two legislative updates, for the 2026 and 2027 legislative sessions, in the form of one pagers. This will ensure touchpoints with our state leadership so that upon completion of the RTP, all officials are appraised of the federal requirements, engaged in the process, and are current on the recommended project list upon completion.

PUBLIC APPROACH

The study team will work closely with MAG during the RTP process to ensure updates are disseminated to the public through the authorized channels identified in the MAG PEP. This will include supporting collateral for public meetings and notices, newsletter content, media relations and press releases, open houses, and website updates. Transparent and thorough engagement with representatives from diverse communities will be integral. Per the MAG PEP, the Community Advisory Committee (CAC) will be engaged through all eight phases of the RTP process.

The study team will develop collateral for the public open houses, one to solicit input during scenario development, one to solicit input during project ranking, and a final open house to share the draft RTP. Horrocks will develop these as virtual public open houses that will be accessible to all, and don't require a specific in-person attendance during a key date and time. This allows the public to obtain information when their own schedules allow. Electronic feedback will be collected, tabulated, and summarized for the study team.

Task 5: Needs-Based Project Phasing

-
- *Starting in April 2026 and ending December 2026, Task 5 and Task 6 will be completed as an interactive single step ensuring linkage between project phasing and revenue availability.*
 - *A workshop will be held with for MAG MPO Board and stakeholders in April 2026 to initiate the process. Monthly updates will be provided during Board and TAC meetings*
 - *Another workshop will be held for MAG MPO Board and stakeholders in October 2026 help finalize the RTP projects by timeframe and funding.*
 - *The final project list will be presented to the MAG MPO Board and stakeholders by January 2027.*
-

Phasing projects based on system needs is a critical component of a successful long-range transportation plan. MAG MPO's trends-based phasing process ensures that regional investments are aligned with performance outcomes, reflect local priorities, and support implementation readiness.

The project team will design a structured, repeatable methodology for phasing the fiscally unconstrained 2055 RTP project list. This methodology will incorporate performance-based planning principles and leverage both quantitative metrics tied to the RTP goals identified in Task 2 as well as qualitative stakeholder input.

Following adoption of the phasing methodology, we will apply the final criteria to the 2055 RTP Project List to produce a prioritized and phased list. The output will be organized into phased implementation periods, reflecting relative urgency and impact, as well as practical constraints such as project readiness and sequencing logic. To support transparent review, our team will develop an interactive GIS-based webmap that displays the full phased project list. This tool will allow MAG MPO Board and stakeholders to filter, explore, and validate project groupings across different dimensions—such as by phase, mode, performance area, or geography.

Task 6: Planned Revenue Fiscally Constrained Project List Development

-
- *An initial RTP revenue estimate will be complete with Task 3 to help understand the availability of funding and assess any potential gaps. This will be complete and presented to the MAG MPO Board and stakeholders in October 2025.*
 - *The revenue will be refined and used throughout Task 5 activities to assist project list refinement and phasing during workshops held in April 2026 and October 2026. Monthly updates will be provided during Board and TAC meetings.*
 - *Final revenue estimates will be used to complete the draft 2027 by January 2027.*
-

The fiscal constraint process is a critical bridge between vision and implementation. It ensures that the region's most essential transportation investments are prioritized based on performance and aligned with realistic funding expectations. The project team will apply MAG MPO's UTP revenue forecasts and cost estimates to the phased project list to create a realistic, fiscally constrained set of investment phases. We will develop an allocation framework that aligns available funding with the highest-performing projects in each phase, while also preserving geographic equity and modal balance.

The team will facilitate the workshops, using a structured agenda to walk participants through the draft constrained project phases, review cost and funding assumptions, and gather input on potential refinements. This task will also include synthesizing input to inform adjustments to the financial model and project phasing. Feedback collected during these workshops will be used to fine-tune the constrained list and ensure that the final product reflects a regionally supported investment strategy.

The project team will guide the documentation strategy and ensure the report tells a clear story of how funding availability informed project selection. Data summaries, maps, and visuals to illustrate

the impact of financial constraint on the phased project list and will organize key themes and decisions from stakeholder engagement activities.

Task 7 – RTP Document Development and Plan Adoption

-
- *Draft final RTP Update will be complete and available for MAG MPO Board and stakeholder review in January 2027.*
 - *Public comment on the final document open in April 2027.*
 - *Final 2027 RTP Update plan approval in June 2027.*
-

For Task 7, the final 2027 RTP Update document will be created. The project team will lead the RTP Update documentation and be responsible for creating the draft and final RTP document set. This will be produced in DRAFT by early January 2027 with final adoption by June 2027, providing review time for both the MAG MPO Board and the public.

Detail MAG RTP Update Scope of Work

Task 1 – Project Management and Administration

Fehr & Peers' Project Manager Jack Henneman will lead coordination of all activities. Jack will oversee the coordination of the entire work program including project schedule development with key milestones and deliverables and the integration of public outreach efforts. Jack will serve as MAG's primary point of contact, and he will facilitate bi-weekly conference calls with MPO staff for this project. Following schedule development with MAG input, Fehr & Peers will schedule all meetings and provide agendas in advance of all meetings. As directed by MAG staff, Jack with the support of the consultant team will present to the MPO Board and MPO Technical Advisory Committee at key milestones throughout the project timeline.

Jack will provide detailed monthly accounting of progress against the project schedule. This will include monthly invoices and progress reports, tracking performance against the project schedule.

Fehr & Peers will develop a Quality Assurance/Quality Control (QA/ QC) Plan for this project. Fehr & Peers' QA/QC plan will address the following for individual Project Managers and team members:

- Individual responsibilities
- Record management and retention protocols
- Process checklists
- QA/QC audit procedures
- Deliverable editing and review

Throughout the course of this project, the Fehr & Peers team expects and welcomes MAG staff review of draft deliverables before any work is considered final. We expect one to two rounds of review from MAG staff on all deliverables save for final documentation delivered under Task 7. We anticipate that final deliverables will require multiple rounds of review before project completion.

Task 1 Deliverables:

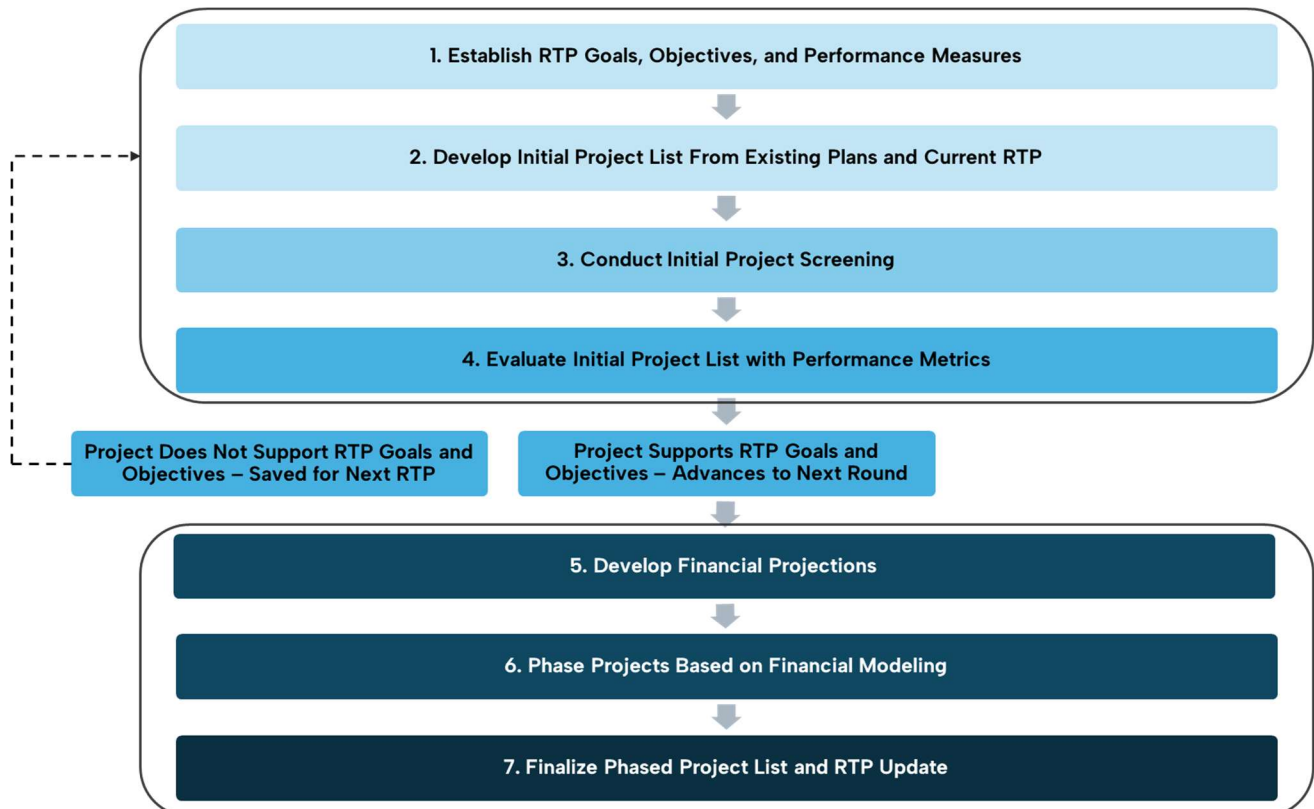
- Facilitation of Project Kickoff Meeting
- Biweekly internal meeting agendas and minutes along with key communications points
- Monthly invoices and progress reports
- QA/QC Plan

Task 2 – RTP Work Plan

Fehr & Peers will lead the development of a comprehensive RTP Work Plan to be completed within two months of project initiation, based heavily on the process flowchart included in the RFP. The workplan will be based on the RTP workflow depicted in Figure 1 and in the Project Schedule (attached).

As part of Task 2, we will develop a draft outline of the final RTP and associated documents, which will serve as a check list and guide as we progress through the entire program. We will align all RTP activities with federal requirements and with other Utah and MPO planning activities. This will require that we closely track potential changes to the federal planning regulations and resulting impacts on MAG's RTP. We know WFRC is working through a similar RTP update schedule that incorporates the Wasatch Choice Vision Plan, and the Fehr & Peers team is prepared to ensure compatibility between both efforts.

Figure 1 DRAFT 2027 MAG RTP Update – Simplified Workflow Diagram



2.1 – Develop Federal Requirements Compliance Checklist

The Fehr & Peers team will develop a Federal Requirements Compliance Checklist. The checklist will be used as part of the 2027 RTP Update certification process providing the federal partners with a clear map of how, where, and when requirements are addressed in the RTP. At minimum, the following regulations will be included in the federal check list:

23 CFR 450.306, which provides guidance on the scope of the metropolitan planning process. It outlines the factors to be considered in regional transportation plans. Also included is language associated with performance-based transportation planning and the establishment of performance targets by MPOs. Finally, it includes language associated with coordinating with State-wide planning and with transit plans.

23 CFR 450.316, which outlines elements of the MPO participation plan. As discussed in Task 4, the Fehr & Peers team will conduct all RTP engagement activities to match MAG's and federal requirements, and in a way that ensures that RTP outcomes are optimized for all Utah County communities.

23 CFR 450.324, which addresses the development and content of regional transportation plans. It establishes the 20-year planning horizon along with the update cycle, highlights the multimodal nature of strategies included in the plan, and establishes the minimum of what the plan should include.

Task 2.1 Deliverables

- A comprehensive check list of all federal requirements
- Tracking of potential changes to the federal planning requirements

2.2 – Refine MAG 2027 RTP Update Timeline

The Fehr & Peers team will use the project schedule (attached), which was developed from the draft timeline developed by MAG staff and referenced in the RFP, as the starting point for finalizing the RTP work plan. The project schedule includes all steps depicted in Figure 1. We will pair the draft timeline with all other relevant planning efforts including the Unified Transportation Plan, UVision, WFRC RTP Update and any relevant federal guidelines, with the goal of identifying key deadlines and resolving any resulting conflicts. As part of this task, the Fehr & Peers team will create a detailed and highly graphical project schedule along with easily consumable graphics to easily measure RTP progress, highlight critical decision points, and target stakeholder and citizen outreach activities.

Task 2.2 Deliverables

- Updated, user-friendly RTP process timeline.

2.3 – Develop RTP Process Goals and Present the RTP Work Plan for MPO TAC & Board Approval

We will synthesize and build on federal, state, and regional planning goals as a foundation for the 2027 RTP Update. Per the RFP, associated performance measures will be developed under Task 3; however, we will develop performance measures early in this process to have a comprehensive set of

goals, objectives and performance measures completed and ready for stakeholders and Board review within the first 2 months of the project.

The Wasatch Choice Vision is a shared blueprint for transportation investments, development patterns and economic opportunities along the Greater Wasatch Front. It provides a useful frame of reference of short- and long term impacts as the RTP Plan Update is developed. While we recognize the need for regional, state, and federal alignment in developing the RTP, we also recognize that Utah County is a unique place with unique needs. Working with MAG staff, we will incorporate stakeholder input to ensure we reflect local values and keeping Utah County communities engaged through this process, using Wasatch Choice Vision and local input to develop relevant goals and objectives for the RTP Update.

Our team understands that there is a desire for some consistency between regional MPO plans, and that MAG is interested in utilizing a framework for performance measures similar to some of the goals shown in WFRC's RTP. We will work with MAG staff to crosswalk performance measures for MAG's RTP to the WFRC measures, to understand whether WFRC measures are relevant to Utah County and evaluate their ability to produce reliable results from land use and transportation forecast data.

We will present our draft final RTP Work Plan to both the MPO TAC and MPO Board to gather feedback and validate our efforts early in the RTP process. Targeted feedback, from stakeholders and MAG staff, will be incorporated into a final RTP Work Plan and Plan Goals to guide our efforts for the duration of the RTP Update.

Task 2.3 Deliverables

- Finalized RTP Work Plan for consultant team
- Finalized set of goals and objectives to guide RTP development
- Presentation material for presentation to the MAG MPO TAC and Board, expected at early August 2025 meeting

Task 2.4 Stakeholder Meetings

To initiate stakeholder outreach we will develop and execute a plan to engage with MAG Board and other key stakeholders as part of the Task 2 work program activities. As detailed in Task 4, the engagement will be designed as either one-on-one or small group sessions and will be conducted within three months of project initiation. These meetings are designed to provide stakeholders with an overview of the RTP development process, goals and objectives and project schedule. The meeting will also be designed as listening sessions to better understand the stakeholder perspective on RTP plan development and how it supports local needs. Information from these sessions will be used throughout the process to better engage MAG stakeholders.

Task 2.4 Deliverables

- Nine stakeholder meeting plan and schedule
- Presentation materials, including a summary of all recent engagement opportunities and activities
- Notes from stakeholder meetings

Task 3 – RTP Transportation Project List Development

Developing the RTP project list is a critical juncture in the RTP process, and it will be achieved through the following activities:

- Collecting and creating a preliminary project list based on prior project considerations and from the existing RTP and TIP.
- Establishing screening criteria and process to best assess projects, consistent with the overall goals for the RTP update and addressing regional needs.
- Establishing additional performance measures that will further quantify project benefits and overall system performance.
- Analyzing the preliminary project list based on the performance measures.
- Conducting a series of stakeholder workshops to review analysis results and vet the project list.
- Developing and sorting the preliminary list into those that will and will not be advanced to project phasing, referred to as the Exploratory Concept List in MAG's RTP process.

All stakeholders need to be able to understand how projects are developed, selected, and prioritized. Our technical team members will collaborate with our graphic design and public engagement experts to create online maps, specialized graphics, and other collateral materials designed to bring everyone along through the planning process.

3.1 – Compile a Preliminary Project List

With the assistance of MAG staff, we will summarize all relevant Utah County transportation projects for including in our preliminary project list. Between Fehr & Peers and Horrocks, our team members have been actively engaged in all projects listed in the RFP and others currently underway including the Statewide MPO Grid Study. Specific attention will be paid to potential alignments, project cost estimates, and barriers to implementation. These projects will be integrated into our GIS project inventory along with a detailed account of all critical project considerations, final development, and management of which will be led by MAG.

Task 3.1 Deliverables

- GIS-based project database and associated critical project data.
- Identification and detailed documentation of all project studies

3.2 – Draft System Performance Report and Relevant Performance Measures

The RTP update will require development of a System Performance Report and identification of system performance measures to meet federal guidance. As part of the national goals and planning factors established to guide metropolitan plans, MAP-21 and the FAST Act provide performance measures for MPOs, state DOTs and transit agencies to track and monitor performance. These performance areas include:

- Safety performance (for roadway and transit systems)
- Infrastructure condition
- Traffic congestion, freight reliability, and air quality
- Transit asset management.

Reporting will be based on information and data from partner agencies (UDOT and UTA) and will include assessing specific agency targets against actual performance reported by the agencies. For some measures, a rolling average may be used to best capture current performance. We will use this knowledge and familiarity to develop a System Performance Report with greater efficiency and establish a baseline for current and future system function. The System Performance Report will be used to guide detailed performance measures for the RTP Update that will speak to higher-level goals and objectives identified in Task 2.3 and to the required metrics guide the System Performance Report.

The same performance measurement framework should be used as we progress into prioritization phases of plan development. Keeping the same performance measures in place will build familiarity with the measures and how they relate to RTP Update goals. It will also offer continuity in reporting the system performance to the federal partners. The outcome of this Task will be a comprehensive system performance report highlighting existing and future baseline performance, and a defined set of specific performance measures used to evaluate projects in the 2027 RTP Update.

Task 3.2 Deliverables

- Final regional performance measures associated with Wasatch Choice Vision Goals.
- System Performance Report used to guide future needs-based planning decisions.

3.3 – Develop Screening Criteria for the Exploratory and RTP 2055 Project Lists

The screening process will focus on addressing needs identified in the System Performance Report and a data-driven needs-based approach to RTP development. We will define screening measures that (1) improve overall system performance (defined by the performance measures); (2) address local needs (based on the existing and future congestion mapping effort); and (3) support [a](#) regional goals from the Wasatch Choice Vision. We propose following a straightforward process of matching defined needs to each project included in our project map.

While this is a simple approach, we believe that it succinctly completes the initial process and carries stakeholders and the MPO Board through the entire process in a coherent, comfortable way. We believe this is essential to building consensus and maintaining engagement at both a regional and local level. We've worked through similar processes in our roles supporting UDOT on the Statewide Long Range Plans, where we applied technical screening criteria of statewide needs (based on volume/capacity ratios, reliability, and congested travel time metrics) and facilitated conversations with UDOT regions on community and agency priorities in order to land on project lists that met the region's needs.

Task 3.3 Deliverables

- Development of RTP screening criteria based on a data-driven regional and local needs-based approach.
- Presentation of screening criteria to MPO TAC and Board

3.4 – Develop Local Partner Process Consensus

Developing a consensus among RTP partners regarding the RTP development process will require negotiating outcomes that do not leave all involved equally happy. A critical part of any negotiation is knowing the range of positive outcomes one is willing to accept prior to engaging in a negotiation. Having the ability to rely on a data driven process with transparency is a significant benefit to positive outcomes. Our entire approach to this work plan focuses on the ability to have a logical basis to enter RTP project discussions with the public, local government officials, legislators, and partner agencies. We intend to gain buy-in from stakeholders on the RTP Process itself, leading with partner agency support, to give our project selection and evaluation in subsequent phases of this effort more process-based legitimacy. We fully expect that stakeholders will not be universally satisfied with project selections for the RTP, but with broad support for the process, RTP outcomes are more clearly communicated and opportunities for inclusion in future updates is assured.

Horrocks staff will help lead this task in development of the engagement strategy and process with local governments and partner agencies and will support these discussions to ensure a maximum total benefit to all parties. The engagement strategy and process will be intentional throughout the RTP update process to guarantee full transparency and a successful conclusion to the RTP update.

Task 3.4 Deliverables

- Documented engagement process including timing and topic material to achieve a successful RTP update.
- Associated presentation materials and meeting minutes to facilitate consensus-focused discussions.
- Up to six key transportation partner small group listening sessions.

3.5 – Develop Regional Needs Assessment

As part of the RTP concept visioning stage, the consultant team will use the federal and regional performance measures along with assessment of the measures identified in Task 2.3 to create a comprehensive needs-based assessment of Utah County. We propose expanding the System Performance Report by including a transportation and land use assessment of existing and future land use and transportation conditions. The following steps will be used to create the needs-based assessment for both current and future baseline (no-build) conditions:

- Assess federal and regional performance measures.
- Develop maps and infographics depicting critical areas of congestion and poor system performance, utilizing the performance measures that align with the RTP goals and objectives.
- Map and summary land use and development included in the population and employment forecasts, including a summary of population and employment change.

This framework will illuminate transportation needs regionally using the plan performance measures and locally using the land use and transportation performance summaries and maps to depict local impacts and needs. We assume MAG staff will provide technical support using data and models associated with RTP development to develop and visualize the needs assessment. We have completed this kind of effort before on projects such as the Wasatch Front Central Corridor Study, using infographics to compare current to future baseline (and future scenario) conditions in an easy-to-understand way. We also propose developing this assessment for at least two forecast years to understand the potential timing of project initiation and implementation. This will be input and help validate the RTP scenario development prioritization process.

Task 3.5 deliverables

- Outline of needs-based process including data and proposed visualization techniques (infographics) to project future outcomes.
- Needs-based presentation development support
- Documentation of the needs-based assessment

3.6 – Stakeholder Workshops

We will host and facilitate three stakeholder dinner workshops for elected officials, stakeholders, and partner agencies to build consensus around the draft project lists. The workshops will highlight early results included in the System Performance Report and the regional and local needs assessment, and will achieve the following:

- Provide all involved with an update on the RTP process with an understanding of key decision points along the way.
- Present the System Performance Report and land use forecasts used in the RTP Update.
- Visualize existing and future infrastructure plans.
- Facilitate small group working sessions resulting in discussions on key system gaps and potential solutions, led by senior members of the consultant team.

These workshops will be educational for both participating stakeholders and the project team. For stakeholders, they will reinforce the RTP process and the performance and the needs-based assessment while allowing Utah County leaders to hear from one another. For project team members, they will be used to solicit input from the participants along with early identification of potential issues.

Task 3.6 Deliverables

- Three dinner workshops with small group facilitated exercises and documented outcomes.
- Workshop facilitation materials including presentations, maps, and detailed notes.

3.7 –Develop Exploratory and 2055 RTP Project Lists

As the final work element in Task 3, our team will apply all screening criteria and performance measures against the comprehensive project list to create the Exploratory Concept list and the 2055 RTP Project list. This activity represents the culmination of all Task 3 activity and contents from a finalized webmap, to be hosted on MAG's website and using MAG's Esri account, will be presented to the MPO Board for their review and approval.

Task 3.7 Deliverables

- Final webmap for both the Exploratory and 2055 LRTP Project Lists
- MPO Board presentation of both project lists

3.8 – Document Project List, Development Process and Feedback

At its end, Task 3 will result in a substantial amount of information that is essential to the RTP's ongoing development and adoption. We will document each step in this task as we build to the 2055 Project list, and we will use the RTP document outline to check process and progress to date with our planned final documentation, allowing us to efficiently confirm our direction and avoid revisiting earlier work later in the RTP process.

Task 3.8 Deliverables

Our team's deliverables for Task 3.7 will include:

- Preliminary project maps and GIS project database.
- 2027 RTP Goal setting and associated performance measures.
- Development of the System Performance Report, including both regional and federal performance criteria.
- Technical report on the regional needs assessment that can be included in the System Performance Report
- Documented process to engage stakeholders, and partner agencies in negotiating and developing support for the 2055 RTP Project list.
- Documented results of the three stakeholder workshops.
- All web based and other presentation material to the MAG Board and TAC used in developing list approval.
- Presentation and web-based material to support the public outreach program.

Task 4 – Public and Stakeholder Engagement Plan

The Horrocks Public Engagement Team will lead Task 4 of the RTP scope of work. The 2024 MAG Public Engagement Plan (MAG PEP) will be foundational to the engagement approach and the steps will be followed throughout the entirety of the planning process to ensure adherence to the federal process.

With the RTP Points of Engagement as guidance, Horrocks will develop the RTP-specific PEP, which will be tailored for this process, these audiences, and our local stakeholder needs through key messaging and strategies. Horrocks will focus on the education and empowerment of local elected officials, partner agencies, and stakeholders while also supporting updates at each phase of the RTP for the public.

Stakeholder and Public Engagement Approach:

STAKEHOLDER APPROACH

During project initiation, Horrocks will facilitate a handful of in-depth interviews (IDIs) and small group meetings with key MPO Board stakeholders. Additionally, a handful of small group meetings with MPO Board members, organized by geography, will be held at project onset. This will allow the study team to quickly understand concerns, opportunities, constraints, and the local transportation vision(s) within each community and region, while giving time to those areas and stakeholders experiences complexities with their long-range transportation needs. These meetings will also be used as an opportunity to educate local leaders on this new RTP approach using the RTP 101 two-pager Horrocks will develop. Goals include – learning transportation needs and vision from local leadership, obtaining credibility in the team and the transparent RTP approach, and securing buy in on the process.

Upon completion of the IDIs and small group meetings, an RTP Charter will be developed to legitimize the process as defined by MAG. This will function as a guiding document to memorialize the RTP goals and requirements and lay out the commitment from the MPO Board and other critical participants to follow the federal process and build consensus along the way. Having project partners agree on the process, whether the final outcomes are unanimously supported or not, will ensure success at the outset of the final recommendations. Horrocks will also support MAG and Fehr & Peers at MPO Board meetings throughout the RTP process.

Horrocks will prepare two legislative updates, for the 2026 and 2027 legislatures sessions, in the form of one pagers. This will ensure touchpoints with our state leadership so that upon completion of the RTP, all officials are apprised of the federal requirements, engaged in the process, and are current on the recommended project list upon completion.

PUBLIC APPROACH

Horrocks will work closely with MAG during each of the 8 phases of the RTP process to ensure updates are disseminated to the public through the authorized channels identified in the MAG PEP. This will include supporting collateral for public meetings and notices, newsletter content, media relations and press releases, open houses, and website updates. Transparent and thorough engagement with representatives from diverse communities will be integral. Per the MAG PEP, the Community Advisory Committee (CAC) will be engaged through all eight phases of the RTP process; Horrocks will support MAG in these updates by providing meeting presentation collateral.

Horrocks will develop collateral for three public open houses, one to solicit input during scenario development, one to solicit input during project ranking, and a final open house to share the draft RTP. Horrocks will develop these as virtual public open houses that will be accessible to all, and don't require a specific in-person attendance during a key date and time. This allows the public to obtain information when their own schedules allow. Electronic feedback will be collected, tabulated, and summarized for the study team.

Public Engagement Subtasks

- Develop RTP-specific PEP.

- Develop Stakeholder and Agency Engagement Strategy.
- Schedule and conduct up to six (6) in person IDIs with key MPO board stakeholders – *assume one Horrocks staff for each IDI.*
- Schedule and conduct up to four (4) in person small group meetings – *assume one Horrocks staff.*
- Develop RTP 101 collateral (one- or two-pager) that succinctly describes the RTP process, and that can be shared with the MPO Board members to reference.
- Develop and maintain a RTP Charter.
- Prepare for and participate in up to five (5) MPO Board meetings to update during the process – *assume one Horrocks staff attend.*
- Facilitate one (1) open house (assume virtual online self-guided approach using the MAG website?) at 1) scenario development, 2) project ranking, and 3) draft RTP milestones.
- Develop website updates for MAG to include online – *assume up to eight (8) updates, one for each of the eight steps of the RTP process.*
- Develop newsletter content for MAG to disseminate at each of the 8 steps of the RTP process.
- Develop content for three (3) press releases for the three key milestones/open houses.
- Develop collateral for legislative updates, with up to two (2) one-pagers to share updates during the 2026 and 2027 legislative sessions.

This approach assumes that MAG will provide the following:

- Translation services
- Dissemination of newsletters, social media posts, website updates
- Attendance, as determined necessary, at community events.
- Participation and updates at Community Advisory Committee meetings

Task 4 Deliverables:

- RTP PEP
- RTP 101 Collateral
- Charter
- Website collateral and updates
- Outreach Collateral
- Open House collateral and summary of feedback
- Press release content
- Newsletter content
- Social media post content
- Legislative one-pagers
- Summary of Engagement

Task 5: Needs-Based Project Phasing

Phasing projects based on system needs is a critical component of a successful long-range transportation plan. MAG MPO's needs-based phasing process ensures that regional investments are aligned with performance outcomes, reflect local priorities, and support implementation readiness.

5.1 – Develop the Methodology and Criteria for Prioritizing and Phasing Projects

We will begin by designing a structured, repeatable methodology for phasing the fiscally unconstrained 2055 RTP project list. This methodology will incorporate performance-based planning principles and leverage both quantitative metrics tied to the RTP goals identified in Task 2 as well as qualitative stakeholder input. Our approach will use a “needs-impact” framework, which considers both the urgency of system needs (e.g., safety risks, congestion hotspots, and connectivity gaps that will be identified in the Systems Performance Report) and the likely impact of proposed projects on regional performance goals. Key criteria are likely to include:

- Safety risk reduction, especially for vulnerable users
- Multimodal connectivity and access
- Project readiness (e.g., design status, funding alignment, environmental clearance)
- Geographic distribution and system redundancy
- Congestion relief and reliability improvement

To support this process, we will develop and test candidate metrics and thresholds using existing regional datasets and outputs from the WFRC/MAG travel demand model and crash data layers. Our team will also integrate congestion heatmaps, network redundancy metrics, and multimodal accessibility scores into a geospatial performance framework.

The project team will lead structured workshops and listening sessions with MAG MPO staff, UDOT, UTA, and local jurisdictions to vet and refine the proposed criteria. This step will ensure the methodology reflects local priorities and aligns with statewide and federal performance goals. Following a round of QA/QC, we will deliver expert recommendations on incorporating federal performance measure requirements under 23 CFR 450 and other applicable rules. Our methodology will be documented and presented to MPO TAC and Board for feedback and formal adoption. Supporting materials will include summary slides, draft scoring matrices, and case examples from prior applications.

Task 5.1 Deliverables:

- Prioritization methodology documentation
- Presentation of Needs-Based Phasing Methodology and Criteria to MPO TAC and Board

5.2 – Apply Adopted Criteria to Develop Needs-Based Phases

Following adoption of the phasing methodology, we will apply the final criteria to the 2055 RTP Project List to produce a prioritized and phased list. The output will be organized into phased implementation periods, reflecting relative urgency and impact, as well as practical constraints such as project readiness and sequencing logic.

We will lead the scoring and ranking process using the finalized methodology, supported by geospatial overlays and available data on safety, congestion, connectivity, and environmental sensitivity. The project team’s work will result in a set of preliminary phase groupings that will be reviewed and refined through an iterative process involving MAG MPO staff and regional stakeholders.

We will facilitate review sessions with UDOT, UTA, local jurisdictions, and MAG MPO committees to assess the draft phase groupings, explore tradeoffs, and gather feedback on alignment with funding expectations and local priorities. These sessions will ensure that each phase of investment, whether short-, medium-, or long-term, includes a logical mix of high-need, high-impact, and ready-to-implement projects.

To support transparent review, our team will develop an interactive GIS-based webmap that displays the full phased project list. This tool will allow MAG MPO and partners to filter, explore, and validate project groupings across different dimensions—such as by phase, mode, performance area, or geography.

Task 5.2 Deliverables:

- Webmap displaying Needs-Based Phased Project List
- Presentation of Draft Phased Project List to MPO TAC and Board

5.3 – Needs-Based Project List Documentation

Once the phased list has been finalized through stakeholder validation and MPO Board review, we will prepare comprehensive documentation of the methodology, results, and feedback process. This report will detail the full phasing approach, including:

- Criteria development and rationale
- Data sources and assumptions
- Stakeholder input and refinements
- Final phasing groupings
- Integration with broader RTP planning processes

We will develop the report with an eye toward clarity, transparency, and alignment with the overall RTP narrative. This report will be supported by technical appendices summarizing the performance analysis and GIS layers. Each step in this process will include a round of review for federal compliance and provide language and references that demonstrate consistency with planning regulations and MAG MPO's performance-based planning framework. This documentation will serve as a key reference for future plan updates, agency partner coordination, and communication with elected officials and the public.

Task 5.3 Deliverables:

- Report documenting the Needs-Based Phasing Process and Final RTP Phased Project List

Task 6: Planned Revenue Fiscally Constrained Project List Development

The fiscal constraint process is a critical bridge between vision and implementation. It ensures that the region's most essential transportation investments are not only prioritized based on performance but also aligned with realistic funding expectations. Building on the Needs-Based Phased Project List,

this task will apply MAG MPO's Unified Transportation Plan (UTP) financial model (currently being developed by High Street) to develop a fiscally constrained set of project phases that reflect the most strategic use of limited federal, state, and local resources.

6.1 – Apply Financial Information Provided by MAG MPO to Fiscally Constrain Phases

Our team will apply MAG MPO's UTP revenue forecasts and cost estimates to the phased project list to create a realistic, fiscally constrained set of investment phases. We will develop an allocation framework that aligns available funding with the highest-performing projects in each phase, while also preserving geographic equity and modal balance.

High Street will lead the technical integration of financial data with the prioritized project list. This includes incorporating project costs, revenue allocations, and funding eligibility constraints into a financial allocation model that reflects anticipated investment windows. The model will apply techniques such as Simple Multi-Attribute Rating Techniques (SMART) and Technique for Order Preference by Similarity to Ideal Solution (TOPSIS) to help balance performance with funding fit. Alongside High Street, Fehr & Peers will guide the application of MAG MPO's financial data and validate funding assumptions, making sure constrained project selections reflect real-world planning and policy decisions. We will coordinate with MAG MPO and UDOT financial staff to ensure alignment with UTP estimates and constraints. A final review of this deliverable will check the assumptions and outputs and confirm compliance with federal requirements outlined in 23 CFR 450.324. The result will be a draft fiscally constrained project list that aligns with MAG MPO's performance objectives and financial forecast.

Task 6.1 Deliverables:

- GIS-based webmap displaying the fiscally constrained phased project list.

6.2 – Stakeholder Workshops

To validate assumptions and refine the fiscally constrained list, our team will lead a series of targeted stakeholder workshops. These sessions will engage local jurisdictions, UDOT, UTA, and MAG MPO committee members in discussions about funding assumptions, regional trade-offs, and project programming strategies.

We will facilitate the workshops, using a structured agenda to walk participants through the draft constrained project phases, review cost and funding assumptions, and gather input on potential refinements. This task will also include synthesizing input to inform adjustments to the financial model and project phasing. Feedback collected during these workshops will be used to fine-tune the constrained list and ensure that the final product reflects a regionally supported investment strategy.

Task 6.2 Deliverables

- Presentation materials and meeting minutes/summaries for each stakeholder workshop

Task 6.3 – Finalize Fiscally Constrained Project Phases

After refining the draft list based on workshop input, the team will finalize the fiscally constrained phases for inclusion in the RTP. Each constrained phase will be reviewed to confirm:

- Adherence to MAG MPO’s fiscal constraint requirements
- Logical sequencing and geographic coverage
- Investment balance across transportation modes

We will finalize the constrained project list in coordination with MAG MPO staff and will update the financial model outputs and GIS webmap to reflect final inputs. Our leadership team will oversee the presentation of the final constrained phases to the MPO TAC and Board, facilitating discussions to ensure decision-makers are comfortable with our approach and phasing logic. High Street staff will verify the methodological integrity of the final constrained list and confirm that it adheres to FHWA/FTA expectations for documentation.

Task 6.3 Deliverables:

- Presentation of finalized fiscally constrained project phases and financial modeling methodology to MPO TAC and Board

6.4 – Fiscally Constrained Project List Documentation

Finally, our team will develop a comprehensive report documenting the fiscal constraint process, including assumptions, methodologies, and stakeholder input. This report will serve as an important reference for plan adoption and future RTP updates.

The Fehr & Peers team will guide the documentation strategy and ensure the report tells a clear and credible story of how funding availability informed project selection. We will compile data summaries, maps, and visuals to illustrate the impact of financial constraint on the phased project list, and will organize key themes and decisions from stakeholder engagement activities. Our QA/QC process will ensure the report is consistent with federal guidance and incorporates recommended language to demonstrate that MAG MPO’s approach meets regulatory requirements and industry best practices.

Task 6.4 Deliverables:

- Report documenting the fiscal constraint process and the final fiscally constrained project list.

Task 7 – RTP Document Development and Plan Adoption

For this Task, we consolidated all Task activities into a final documentation step. Fehr & Peers will lead the RTP Update documentation and be responsible for creating the draft and final RTP document set. All documentation and GIS products and associated databases will be provided to MAG. All deliverables for this Task are listed below.

Task 7 Deliverables:

- Finalization of all technical reports for all phases of the RTP.
- Draft and final for public and federal partner review. Both documents will be created with a companion story map, which will summarize the RTP in a reader-friendly way.
- Development and finalization of the RTP website including HTML and printable PDFs of the final RTP and associated reports. The website will include a story map summarizing the RTP activity including the preferred scenario. Links will be provided to all documents associated with the RTP development. As part of the federal check list developed in Task 2.1, the consultant will verify that all federal requirements have been addressed.
- Supporting the formal RTP documentation, an Executive Summary will be provided and include all critical work program activities, decision point and RTP outcomes. The Executive Summary will be developed in a highly graphical, concise format to make it immediately consumable for a broad audience.
- Final presentations for MAG MPO TAC and Board

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MPO TAC Meeting

September 22, 2025 | 1:30 pm - 3:00 pm



10 | Road Functional Classification Progress Update

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. UDOT is working with MAG to update this system in Utah County.

UDOT and MAG have reviewed your feedback about network updates - 270 comments from TAC and 370 comments from MAG. Where necessary, UDOT has reached out to local communities to resolve differences in proposed types.

UDOT is almost ready to share a final draft with local communities and transportation leadership. At the next TAC meeting, we will ask for your recommendation for the MPO Board to 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.

ATTACHMENT

[Presentation](#)

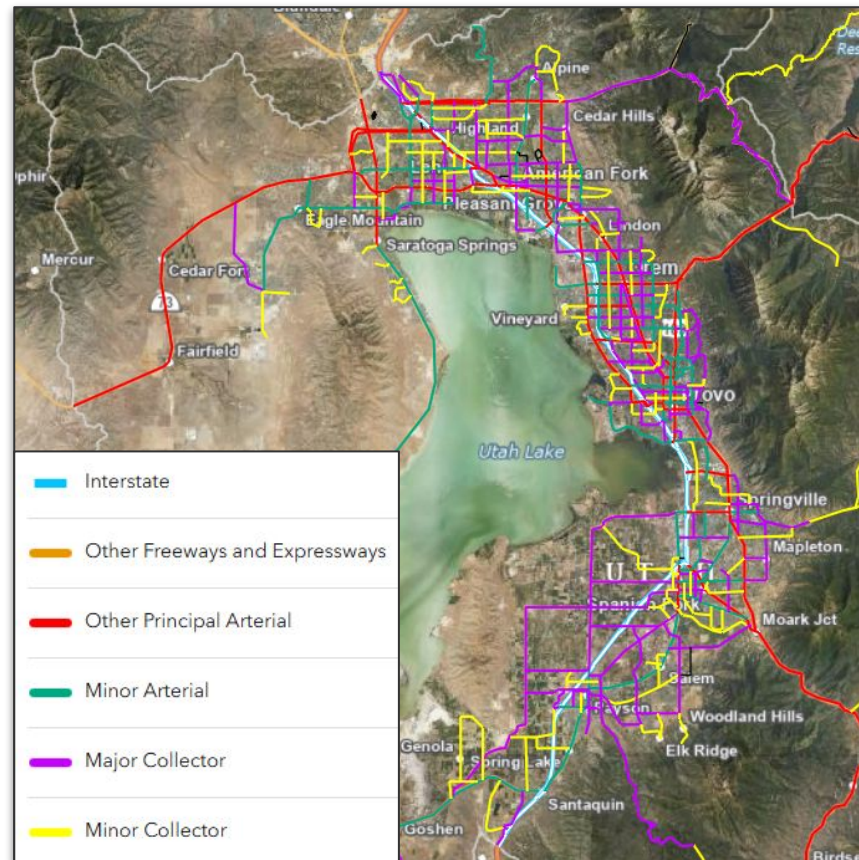


ROAD FUNCTIONAL CLASSIFICATION PROGRESS UPDATE

September 22, 2025

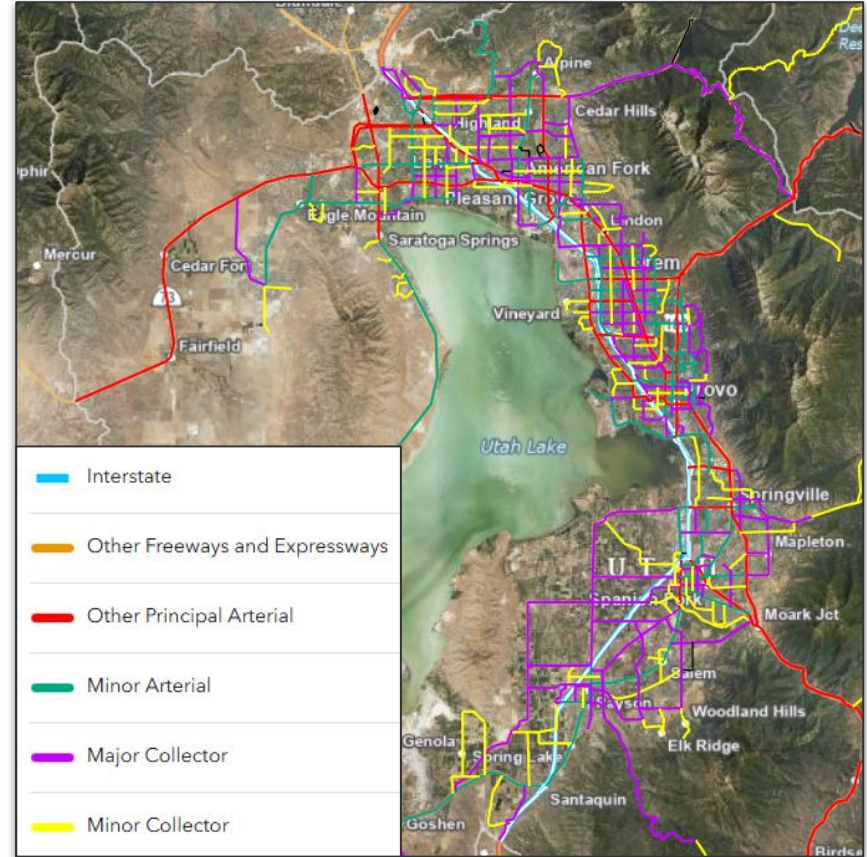
OVERVIEW

- Functional Classification System
 - Existing Arterials & Collectors
 - Funded Future Arterials & Collectors
- Updated by UDOT every ~10 years
- In March/April, invited MPO TAC & MPO Board to provide feedback



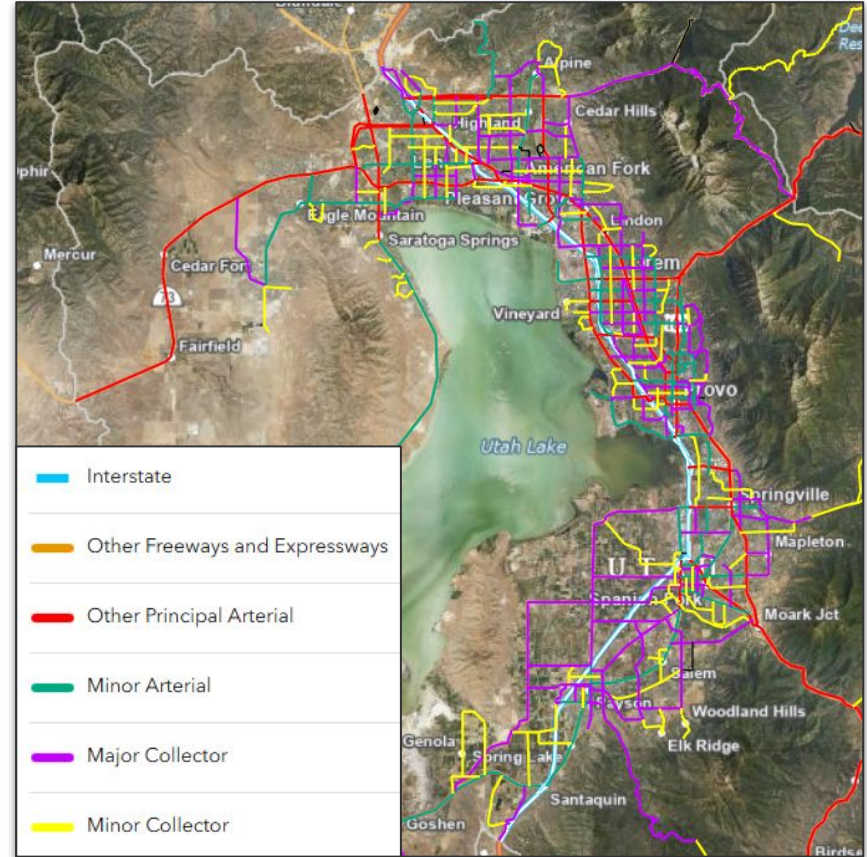
PROGRESS UPDATE

- 270 comments from TAC
- UDOT & MAG have reviewed all comments
- Reached out to local communities (where applicable) to resolve category differences



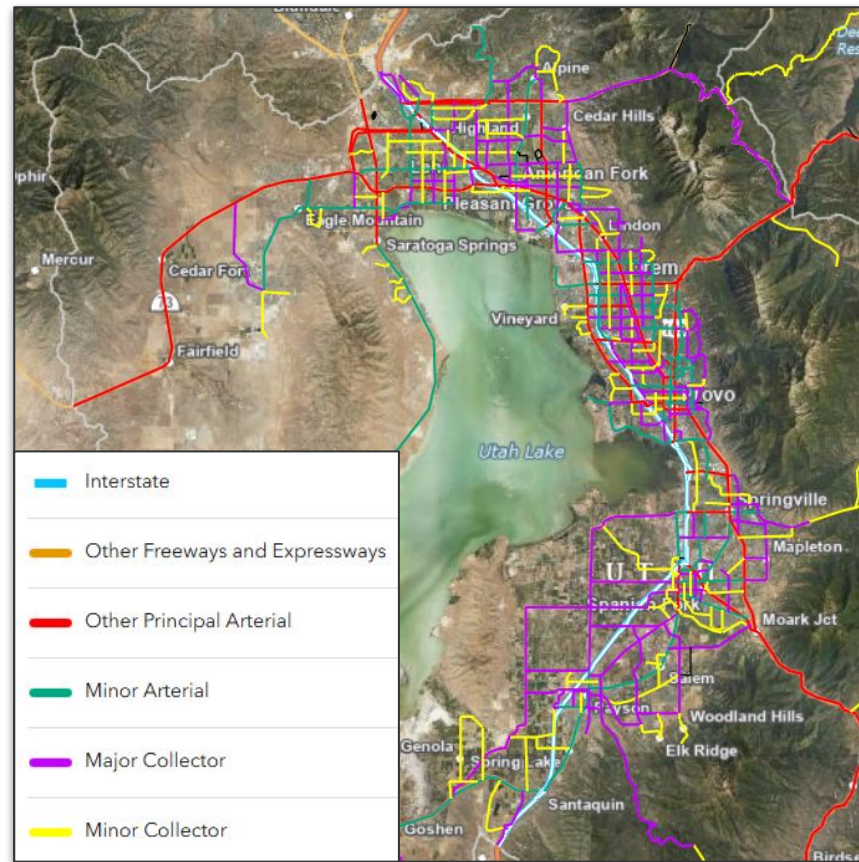
PROGRESS UPDATE

- Much of your feedback was approved
- Many comments reflected future conditions & unfunded projects
- UDOT is validating lines for system balance and their LRS



NEXT STEPS

- Final draft almost ready
- Opportunity to review
- **October TAC:** Ask for your recommendation for MPO Board to adopt in their **November** meeting
- FHWA Submittal: **December 29, 2025**



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

11 | Grid Study Update

Tim Hereth, Analytics Manager | 801-229-3843 | thereth@magutah.gov

BACKGROUND

The Statewide MPO Grid Study was initiated by legislative directive in 2023 through SB2 and is a joint effort between the four MPOs in Utah. Fehr & Peers is the lead consultant on this study and is charged with designing an optimal, prioritized, and feasible grid network for each MPO region, with projects to ultimately be considered for the RTP.

The study team has been working on the list of ranked grid projects in preparation for your review and feedback. We will discuss the next steps of the study.

ATTACHMENTS

[Presentation](#)

Grid Study Updates

- Thanks for your input this spring! Concepts have been added, removed, and refined based on TAC feedback
- Tested concept feasibility and evaluated performance using travel model
- Currently preparing ranked project lists and vetting with MPO staff

Your Feedback

- Stay tuned for an opportunity to provide feedback on draft prioritized concepts
- “Tier 1” concepts will be forwarded to the RTP process
- Lower tier concepts may be appropriate for RTP unfunded phases and/or local planning and implementation

Next Steps

- **October**
 - Draft concepts for review
- **November/December**
 - Final prioritized concept lists
 - SB195 resources for local planning
- **Early 2026**
 - Final project deliverables

MPO TAC Meeting

September 22, 2025 | 1:30 pm - 3:00 pm



12 | TIP Selection Process Draft

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

BACKGROUND

Every two years, MAG selects projects for funding, utilizing approximately \$110 million in local and federal funds. Before initiating this biennial selection process, modifications to the process, calendar, and selection criteria are deliberated and adopted by the MPO Board.

MAG staff has commenced discussions with a volunteer working group, which has thus far concentrated on selection criteria. This agenda item serves to present initial potential modifications and solicit feedback from the TAC. Once the final process is agreed upon, the 2026 selection process will commence at the end of the year.

ATTACHMENTS

[Presentation](#)

[Draft Criteria](#)



MAG

TIP Selection Process Draft Discussion

September 22, 2025

Agenda

1. History of the Process and Changes Made
2. Other Selection Processes Review
3. Draft Scoring Criteria Discussion
4. Next Steps
5. Other



Background

1

Projects for MAG Funding

Process for selecting projects using MAG funds. Smaller projects due to revenue. MPOB approves projects and funding. \$110M every 2 years

3

RTP Project Selection

Planning document that includes all regional projects. No actual funding. MPOB approved.

2

TIF, TTIF, ATIF etc. through UDOT

UDOT uses a separate process to fund major projects that are approved by the Transportation Commission. \$1B each year

4

TIP vs RTP

Projects funded by MAG or UDOT must be listed or supported in the RTP



MAG Selection Process Milestones

	Project Idea	Staff Technical Score	TAC Vote	Board Approval
2014	TAC Vote	Information Only	100%	
2016	TAC Vote	Information Only	100%	TAC Scores Private
2018	TAC Vote	Information Only	100%	
2020	TAC Vote	25%	75%	TAC Vote Made Public, Add Airports
2022	Staff Recommendations (High, Medium, Low)	50%	50%	Project idea changed due to concerns with \$
2024	Staff Recommendations (High, Medium, Low)	50%	50%	Mode-Specific Criteria for Technical Score



M A G

Technical Criteria

Observations from Other Processes

- Most processes are focusing on the same themes. They may measure it in different ways.
- Not all formulas or criteria will work in every process or situation.
 - Model data and scale of projects
- Each process has criteria where professional judgement is required
 - UDOT safety index
 - Numbers are normalized
- Criteria can benefit some projects but harm others

Common TIP Selection Focus Areas

- Congestion
- Safety
- Environment
- Other





Draft TIP Selection Criteria

Current Measures

Congestion

Provides additional capacity that corrects an identified congested problem.

Reduces congestion by adding to highway grid and dispersing vehicles.

Increases the efficiency of system through traffic management measures.

Provides an improvement on a larger, regional facility.

Adds improvements to a congested intersection.

Benefits multiple transportation systems.

Proposed Measures

Congestion

Travel Time Index

[CMP Dashboard](#)

% Congested

[CMP Dashboard](#)

Truck Travel Time Index

[CMP Dashboard](#)

Reduces congestion by adding to highway grid and dispersing vehicles.

[UDOT Functional Class Map](#)

Adds improvements to a congested intersection.

of elements

Benefits multiple transportation systems.

trail, transit



Next Steps

- Present to TAC and Board for Initial Feedback
- Discuss Weighting
- Other Modifications

Questions?

Updated TIP Scoring Draft

	Points		Methodologies	Points
Congestion	30	Congestion		0
Provides additional capacity that corrects an identified congested problem.	5	Travel Time Index	CMP Dashboard	
Reduces congestion by adding to highway grid and dispersing vehicles.	5	% Congested	CMP Dashboard	
Increases the efficiency of system through traffic management measures.	5	Truck Travel Time Index	CMP Dashboard	
Provides an improvement on a larger, regional facility.	5	Reduces congestion by adding to highway grid and dispersing vehicles.	Scaled to facility classification	
Adds improvements to a congested intersection.	5	Adds improvements to a congested intersection.	# of elements	
Benefits multiple transportation systems.	5	Benefits multiple transportation systems.	trail, transit	
Transit	30	Transit		0
Increases Ridership on the transit system.	5	Projected Ridership	Transit STOPS model	
Manages or reduces SOV trips in the peak hour.	5	Transit Propensity	% Low income	
Adds capacity to non-highway facilities.	5	Opportunity Cost	Cost/Ridership	
Adds amenities and elements to attract users.	5	Adds amenities and elements to improve safety and attract users.	Add a menu of items we are looking for	
Aids to complete the regional transit, system.	5	Percent System Ridership	Projected Boardings/System Average Boardings	
Makes improvements to multiple transportation systems.	5	Future Pop and Employment	Pop and Employment with TAZ 1/2 mile	
		Makes improvements to multiple transportation systems.	FMLM or Improve Traffic Conditions	
Active Transportation	30	Active Transportation		0
Separates active transportation from adjacent facilities.	5	Separates active transportation from adjacent facilities.		
Reduces the number and or intensity of conflicts. (Crossings, driveways, etc.)	5	Reduces the number and or intensity of conflicts. (Crossings, driveways, etc.)		
Adds new connections to the system.	5	Adds new connections to the system.	Stratify total length connected	
Proximity to trip generators.(Schools, employment centers, housing.)	5	Proximity to trip generators.(Schools, employment centers, housing.)		
Provides improvements to a regional facility.	5	Provides improvements to a regional facility.		
Makes improvements to multiple transportation systems.	5	Makes improvements to multiple transportation systems.		
		UTN		
Environment	15	Environment		0
Receives high air quality score based on CM/AQ review.	5	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.	5	Project incorporates mitigation strategies including wetland bank, sound walls, natural environment avoidance, significantly reduces pollution.	Environmental issues impacted	
Project incorporates mitigation strategies including built environment avoidance.	5	Project incorporates mitigation strategies including built environment avoidance.	Total Properties impacted	
Safety	20	Safety		15
Corrects/improves a verified or potential safety or accident problem.	5	Project is along or directly addresses High Injury Network	Safety Action Plan	5
Improves information/communications for traffic operations and emergency responders.	5	# of Crashes within 1/8 mile of the project	Numetric Data	5
Reduces severity of crashes.	5	Incorporates elements of FHWA Proven Safety Countermeasures	FHWA Guidebook	5
Enhances safe movement of pedestrian, bicycle traffic.	5			
Other	20	Other		20
Project is cost effective for the benefit being proposed.	5	Project is cost effective for the benefit being proposed.	Cost(MAG Funds)/ Future AADT	5
Additional funding above required match is pledged toward project (including any soft match, excluding betterments).	5	Additional funding above required match is pledged toward project (including any soft match, excluding betterments).	Match	5
Project traverses between major regional centers.	5	Wasatch Choice Centers	WC Map	5
Project is numbered project within the current RTP.	5	Future Growth	?	5