

MPO BOARD MEETING

September 10, 2026 | 5:30 pm - 7:00 pm



AGENDA

A meeting of the MPO Board will be held on **Thursday, September 10, 2026, at 5:30 pm** at the new MAG Provo Offices, Provo, **282 River Bend Ln, Provo** and virtually via Zoom:

<https://us06web.zoom.us/j/83240110891>. [Directions to Provo MAG Office](#)

1. **Welcome and Introductions**

Chair, Mayor Bill Wright, 5 minutes

2. **Public Comment**

Chair, Mayor Bill Wright, 5 minutes

3. **Action: Minutes of the MPO Board Meeting meeting held [August 13, 2026](#)**

Chair, Mayor Bill Wright, 5 minutes

4. **Action: [2055 RTP: Project List Adoption](#)**

Kevin Feldt, Transportation Planner II, 20 minutes

5. **[Small Area Population Projections](#)**

Tim Hereth, Analytics Manager, 5 minutes

6. **[Summary of Informal Straw Poll: Regional Transportation Funding Opportunities](#)**

LaNiece Davenport, MPO Director, 5 minutes

7. **[MPO Director Report](#)**

LaNiece Davenport, MPO Director, 5 minutes

8. **Other Business and Adjournment**

Next meeting: October 8, 2026

The MPO Board 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 www.magutah.gov/mpoboard/ after committee approval.

MPO BOARD MEETING

August 13, 2026 | 5:30 pm - 7:00 pm



Board Member Attendees	Present	Alternates/ Others in Attendance
Mayor Carla Merrill, Alpine		Sierra Pierson, Pleasant Grove Alternate
Mayor Brad Frost, American Fork - Vice Chair	✓	Council Member Kasey Beck, Mapleton Alternate
Mayor Wyatt Cook, Cedar Fort	✓	
Mayor Denise Andersen, Cedar Hills	✓	Alice Beattie, High Street Consulting
Mayor Troy Walker, Draper		Jackie Larsen, State Representative
Mayor Jared R. Gray, Eagle Mountain	✓	Andrew Gruber, WFRC
Mayor Robert Haddock, Elk Ridge		Jeff Lewis, UDOT
Mayor Hollie McKinney, Fairfield	✓	Muriel Xochimitl, UTA
Mayor Neil Brown, Genola	✓	AJW
Mayor Steven Staheli, Goshen	✓	Ajspencer
Mayor Brittany Bills, Highland		Andy Spencer
Representative David Shallenberger, Legislator	✓	Cameron Diehl, ULCT
Senator Michael K. McKell, Legislator	✓	Curtis Blair, Utah Valley Chamber
Mayor Paul Binns, Lehi	✓	Boyd Humpherys, UDOT
Mayor Carolyn Lundberg, Lindon		Jim Evans, Utah Transit Commission
Mayor Therin Garrett, Mapleton		Rob Clayton, UDOT
Mayor Karen McCandless, Orem	✓	Andrew Gwynn, UDOT
Mayor Bill Wright, Payson - Chair		Ben Hout, UDOT
Mayor Eric Jensen, Pleasant Grove	✓	Brandon Heston, UDOT
Mayor Marsha Judkins, Provo	✓	Chandler Beutler, UTA
Mayor Cristy Simons, Salem	✓	Nichol Boudreaux, UTA
Mayor Daniel Olson, Santaquin	✓	Jaron Robertson, UTA
Mayor Chris Carn, Saratoga Springs	✓	Jeff Acerson, Utah Transit Commission
Mayor Mike Mendenhall, Spanish Fork	✓	JJ Hsn, American Fork City
Mayor Wade Menlove, Spring Lake		
Mayor Matt Packard, Springville	✓	
Mayor Zack Stratton, Vineyard		
Mayor Ben Hillyard, Woodland Hills	✓	
Commissioner Skyler Beltran, Utah County	✓	
Commissioner Brandon Gordon, Utah County	✓	
Commissioner Amelia Powers Gardner, Utah County	✓	
Bryce Bird, Utah Division of Air Quality	✓	
Carlos Bracerias, Utah Department of Transportation	✓	
Jay Fox, Utah Transit Authority	✓	
Mayor Natalie Hall, Bluffdale*		
Colonel Andy Owens, Camp Williams*		
Ivan Marrero, FHWA*		
Peter Hadley, FTA*		
Jered Johnson, MPO TAC Chair*	✓	
		MAG STAFF
		Andrew Wooley, IT Manager
		Bob Allen, Transportation Program Manager
		Cody Christensen, Transportation Planner II
		Dan Wayne, Comm. Planning & Econ. Dev. Mgr.
		Kendall Willardson, Transportation Planner II
		Kevin Feldt, Transportation Planning Manager
		Kimberly Brenneman, Executive Assistant
		LaNiece Davenport, MPO Director
		Michelle Carroll, Executive Director
		Tim Hereth, Analytics Manager

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:00)

Chair Mayor Bill Wright opened the meeting at 5:30 pm.

Executive Director Welcome (00:07:20)

Michelle Carroll formally welcomed everyone to the MAG's new building and noted it was the first MPO Board meeting at the new location, with only temporary AV in place. She asked for patience as they worked through AV "kinks" and stressed speaking directly and closely into the microphones and avoiding side conversations. She clarified that MAG staff had not yet moved offices to this building (that would happen at the end of October) and reminded attendees to check calendar invites for smaller meetings, which might still be at the Orem office. She promised a future open house once they were fully settled.

Introductions (00:09:09)

Public Comment (00:12:06)

Chair Mayor Bill Wright opened the meeting to the public.

Representative Jackie Larson spoke to place concerns in a public forum regarding the TIP funding approval later on the agenda. She specifically asked that the Loafer Mountain Parkway Phase Two line item not be included in this TIP action at that time. She clarified she was not asking that it be removed from the RTP or lose its longer-term earmark (around 2030), only that it not be in the current funding approval. She said she would remain available for questions.

Mayor Wright closed the public comment period.

Minutes - Action (00:13:50)

Mayor Brad Frost moved to approve the minutes from June 11, 2026.

Mayor Cris Carn seconded the motion, and the motion passed all in favor.

Statewide Transportation Funding (00:14:30)

Carlos Braceras (UDOT) gave an in-depth presentation on state transportation funding and prioritization. He walked the MPO Board through UDOT's online Strategic Direction pages and focused on several key funds:

- Transportation Fund (gas tax & diesel "special fuels") – how revenues were projected, split 70% to UDOT / 30% to cities & counties (the B&C formula), and used for maintenance, operations, and smaller construction projects.
- Highway Federal Funds – the last year of the IIJA federal bill, issues around continuing resolutions, required state match, and the share that flowed to MPOs (MAG received about 18% of local pass-through funds).

- Transportation Investment Fund (TIF) – funded by 27.68% of statewide sales tax, used for capacity projects over \$5M, with a portion servicing debt from past bonds and another portion going to transit capital (including FrontRunner) and Active Transportation (Utah Trail Network).
- Aeronautics Account – aviation fuel revenue used to match FAA funds at airports (e.g., past investments at Provo Airport).

Carlos Braceras explained fiscal constraint, the Unified Plan (combining MPO and UDOT long-range plans), and the ranking process that generated a prioritized list of projects using criteria such as safety, future employment growth, current & future congestion, and population growth. He noted that Utah County had successfully pushed for more weight on future growth, which changed rankings. He also showed the cash-flow chart for TIF through 2032, highlighting that debt service gradually declined but that available cash was already programmed far into the future, limiting immediate capacity for new large projects. MPO Board members asked questions about how commission decisions interacted with the ranked list, how specific corridors (e.g., SR-73) were positioned, the role of bonding, and emerging technologies like advanced air mobility, which he described as a niche complement rather than a replacement for roads and transit.

Regional Transportation Planning (00:52:42)

LaNiece Davenport presented the regional funding picture under MAG's Regional Transportation Plan (RTP). She emphasized fiscal constraint: the region could only include in the fiscally constrained plan those projects it reasonably expected to fund with projected federal, state, and local revenues over the planning horizon (2027–2055). LaNiece Davenport presented modeling that compared total needs vs. projected revenues and noted a very large statewide gap (~\$40B) and a substantial shortfall in the MAG region just for roadway projects (about \$42B need vs. \$22.1B projected revenue, implying a ~68% gap).

She then walked through about 10 potential revenue mechanisms:

- Sales tax increases or adjustments (legislative authority required).
- Vehicle registration fees, already used in Utah County's corridor preservation program.
- Fuel tax (with declining long-term viability as vehicles become more efficient and electrified).
- Federal formula funds & competitive grants (high potential but with federal constraints and national competition).
- Local option sales taxes (which Utah County was already using to the full extent currently authorized).
- B&C road funds (noted as politically difficult to change).
- Road usage charges (RUC) based on miles driven, with long-term promise but implementation complexity.
- Transportation utility fees (TUFs) recently given clearer legislative support and distinct from property tax.
- Bonding (which helped accelerate projects but increased total cost and faced low current political appetite).
- Tolling for large, discrete projects, requiring both state and federal approvals.

The purpose was to start a policy conversation about which options the county and cities might have had an appetite to pursue, with an emphasis on stable, sustainable funding rather than relying on one-time earmarks.

2027 TIP Adoption (01:13:36)

Bob Allen explained the Transportation Improvement Program (TIP) listed all regionally significant projects to be funded in roughly the next five years, had to be fiscally constrained, and had to draw projects from Phase 1 of the RTP. This cycle's TIP included about 225 projects totaling approximately \$3.8 billion in investment.

He outlined the selection process: a two-year programming cycle, concept development concluded in May, the MPO Board provided direction in June on how to allocate funds, and staff then programmed projects and released the draft TIP for a 30-day public comment period (July 10–August 8) plus a public open house (July 22). Only one public comment was received, relating to the Loafer Mountain Parkway Phase Two project, and that comment was being forwarded to the relevant study team but did not trigger any required change to the overall TIP. Air quality conformity had been verified and the TIP was confirmed as fiscally constrained.

During questions on the draft TIP, members discussed the Loafer Mountain Parkway Phase Two project and concerns raised in the public comment earlier in the meeting. Bob Allen confirmed that this project used county sales tax funds, which had more flexibility than some restricted sources. There was discussion related to where the priority is greatest for a road in the north west region and a road in the south region.

Bob Allen explained that MAG's contingency funds (typically around 10% of project costs) existed to handle inflation and unforeseen project issues. The Board had previously directed staff to maintain these contingency levels because without them, big overruns would have forced MAG to either cancel projects or push many projects back by years to rebalance cash flow. It was argued that projects already sitting on their own dedicated funding should get extra scoring credit and that maintaining large contingency reserves effectively penalized unfunded high-need corridors. Bob Allen acknowledged that could potentially change for future scoring criterion.

Mayor Jared Gray moved to adopt the TIP list that was before the Board, with direction that staff return later with an amendment to add the Wildflower Road project to the TIP.

Mayor Cris Carn seconded the motion, and the motion failed due to lack of support.

Commissioner Brandon Gordon moved to approve the 2027 Transportation Improvement Program as presented.

Mayor Christy Simmons seconded the motion, and the motion passed all in favor.

UTA Park and Ride Lots - Additional Funding (01:33:34)

Bob Allen presented the first TIP modification request from UTA concerning two park-and-ride lots in Eagle Mountain and Saratoga Springs. One of the sites had encountered environmental constraints and cost inflation, resulting in a need for about \$1.6M in additional funding. UTA also had leftover federal funds from a completed FrontRunner-related project that could be partially reallocated. The proposal was to add \$768,283 in federal contingency funds, and to reallocate the remaining leftover funds from the prior project into this park-and-ride project, making it whole.

Mayor Marsha Judkins moved to approve reallocating \$855,859 from the UVX station project and adding \$768,283 to the Park and Ride Lots project.

Carlos Braceras seconded the motion, and the motion passed all in favor.

American Fork 200 South 300 West Roundabout - Additional Funding (01:36:50)

Bob Allen presented the second TIP modification involving an intersection project in American Fork at 500 East near I-15, one of two primary routes to the FrontRunner station and a congested node. The project would construct a roundabout, but design work revealed the need to purchase an adjacent home to accommodate the geometry. The city of American Fork would purchase the home with its own funds, reconfigure the driveway and access, and then resell the home once construction was complete. The TIP modification request was for additional funding (from contingency) to cover construction-related modifications (but not the purchase price itself), reflecting inflation and the extra design complexity.

Mayor Densie Anderson moved to approve adding \$687,540 to the 200 South 300 West roundabout project.

Mayor Cris Carn seconded the motion, and the motion passed all in favor.

RTP Development Guidelines (01:40:30)

Kevin Feldt provided a brief update that MAG is working with a group of MPO Board and MPO TAC members to develop guidelines, with additional information being provided in the upcoming months.

2055 RTP: Process Development Update - Prioritization Criteria and Weighting Update (01:41:28)

Kevin Feldt presented an update on the UTPP (Utah Transportation Project Prioritization) system, which underpins how projects are scored and ranked for inclusion and phasing in the Regional Transportation Plan (RTP) and in funding programs. He explained that staff and a technical working group had reviewed the existing criteria and found some anomalies in how certain projects were scoring. To address this, they tested revised criteria and goal weights and brought forward a set of recommended changes. The goals were listed on the left of his slide, with mode-specific weights (for highways, transit, active transportation, etc.) on the right. The proposed adjustments modestly shifted emphasis toward traffic operations and transportation choices/multimodal access, while still preserving attention to safety, system preservation, and growth. Kevin Feldt stressed that these weights would be used to generate a new, test project ranking list that would inform Phase 1 RTP project selection and funding decisions. He outlined the schedule: staff would return to the September 10 MPO Board meeting with the test ranking results and seek direction, then move into a series of project workshops (one afternoon and one evening, currently planned for September 21 and September 23) to apply the system in the next RTP/TIP programming cycle. He invited board members to provide feedback on the proposed goal weights before they were finalized, since they effectively served as RTP development guidelines by determining which types of benefits and needs scored highest.

MPO Director Report (01:46:00)

LaNiece Davenport provided brief state and federal updates, noting that FrontRunner double-tracking had received an important federal capital grant (CIG) award, bringing in about \$1.28 billion in federal support. She

mentioned the PASS Act, co-sponsored by Rep. John Curtis, which aimed to improve federal formulas for fast-growing transit regions like Utah's. She also warned that the federal government might face a shutdown or continuing resolution around September 1, making passage of a timely transportation bill uncertain.

LaNiece Davenport referenced MAG's internal strategic goals (20+ goals) and noted the organization was on track with its implementation plan, offering to bring a more detailed progress report to a future board meeting.

Other Business and Adjournment (01:49:01)

Chair Mayor Bill Wright stated the next MPO Board meeting is scheduled for September 10, 2026.

Chair Mayor Bill Wright adjourned the meeting.

DRAFT

MPO BOARD MEETING

September 10, 2026 | 5:30 pm - 7:00pm



4 | 2055 RTP: Project List Adoption

Kevin Feldt, Transportation Planning Manager | 801-229-3841 | kfeldt@magutah.gov

BACKGROUND

In coordination with TAC, staff, MPO Board, and public comments, MAG is advancing the development of the 2055 Regional Transportation Plan (RTP) by adopting the 2055 RTP Project List. This includes all three modes: Roadway, Transit, and Active Transportation. This list is available in this report as well as [online](#). Several projects are at the stage where MAG staff will follow up with cities to narrow down the alternatives. No new projects are anticipated to be added unless deemed necessary with additional TAC and MPO Board approval.

Over the past few months, MAG staff with help from High Street and Fehr & Peers has developed a RTP prioritization process with direction from our committees and working group. This has been shared with the TAC for comment. This ranking will play a vital role in phasing projects using the assumptions and recommendations for weighting.

The next step will be the phasing process. During this process the following will be drawn upon: 1) Prioritization Rank, 2) Modeled Need, 3) Cost-Benefit ratios, 4) Project Readiness, (5) Project Feasibility and (6) Regional Consensus. This was discussed by the working group at their Tuesday September 1st meeting.

Projects will be assigned to Phase 1 (2027-2036), Phase 2 (2037-2046), Phase 3 (2047-2055), or designated as Exploratory (unphased, reserved for future study). The adoption schedule is as follows:

- September 10, 2026: Project List Adoption (MPO Board Action)
- September 21 or 23, 2026: Project Phasing Workshop (TAC Working Group Review)
- October 5, 2026: Draft Project Phasing List (Detailed Committee Discussion)
- November 2, 2026: Recommend MPO Board Draft Project Phasing List (Final Action)

STAFF RECOMMENDATION

Based on feedback received from TAC and MPO Board committee members and public comment, staff recommends moving forward with the RTP list as listed in the staff report.

SUGGESTED MOTION

I move to adopt the 2055 RTP list of projects as presented and direct staff to move forward to the 2055 RTP Project Phasing process.

ATTACHMENTS

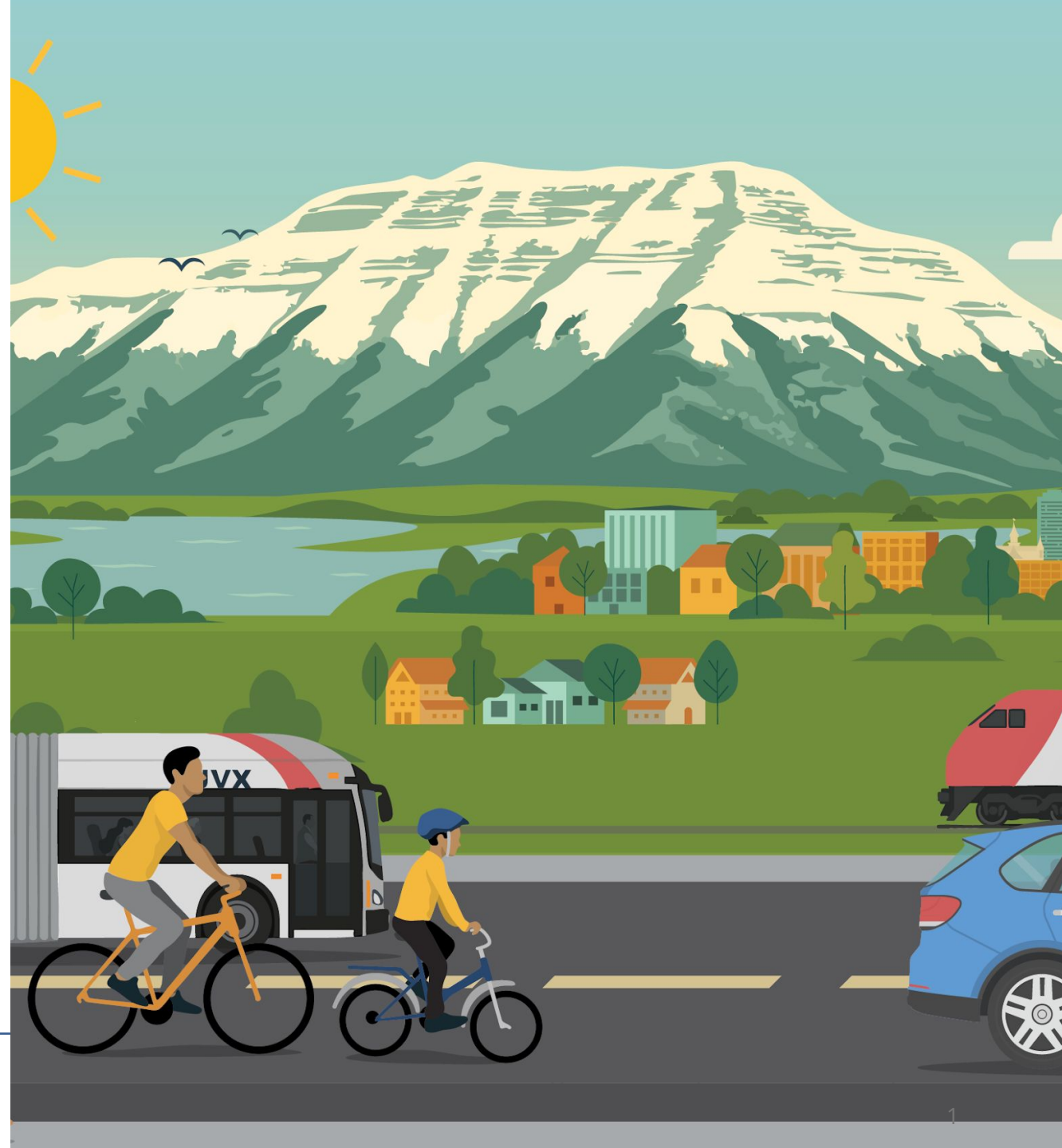
[Presentation](#)

[2055 RTP Project List](#)

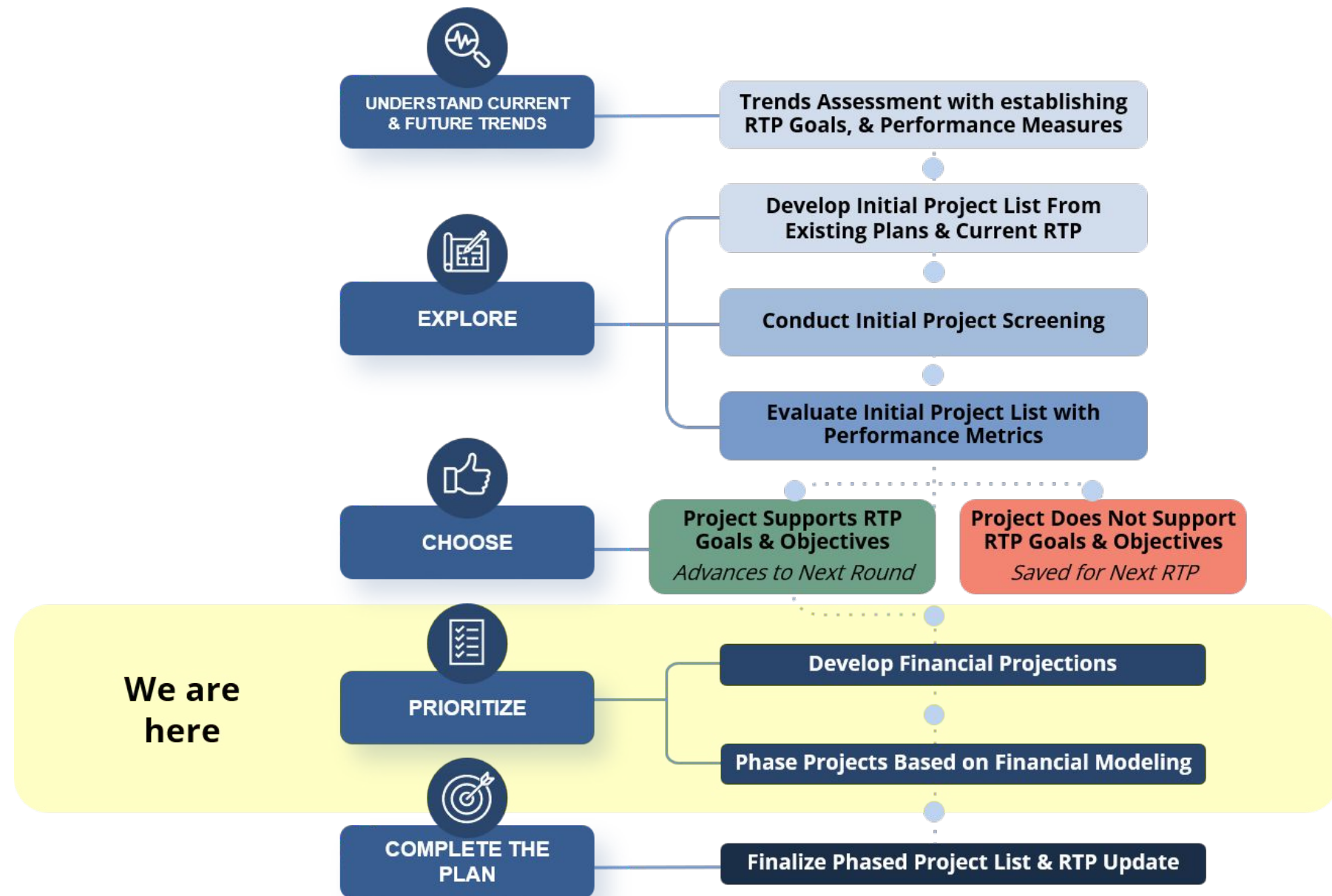
4. 2055 RTP: Project List Adoption

MPO Board

September 10, 2026



Process Overview



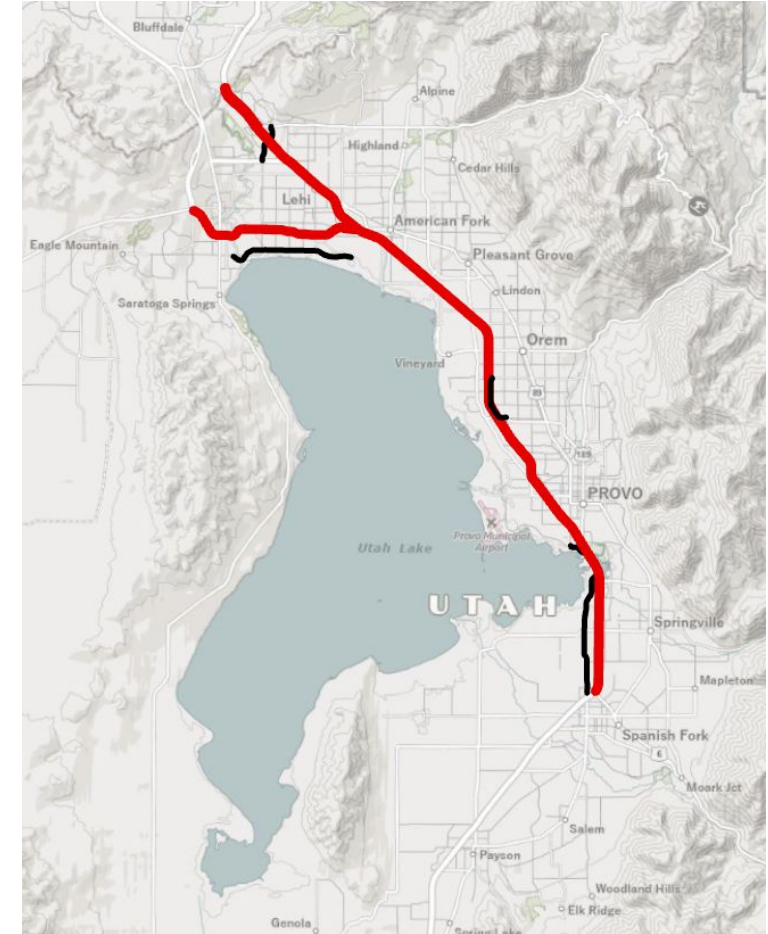
2055 RTP Project List

- 2055 Project list comprises the list of projects that will be considered in phasing
- Ranked in order using the goal area criteria and weights. **(Not being adopted today)**
- Ranks are used in assigning projects to phases along with other criteria and modeling

Goal Area	Active Transportation	Transit	Roadway
Access to Opportunities	40%	30%	20%
Transportation Choices	40%	30%	30%
Manageable and Reliable Traffic	--	30%	40%
Safety	20%	--	10%
Clean Air	--	10%	--

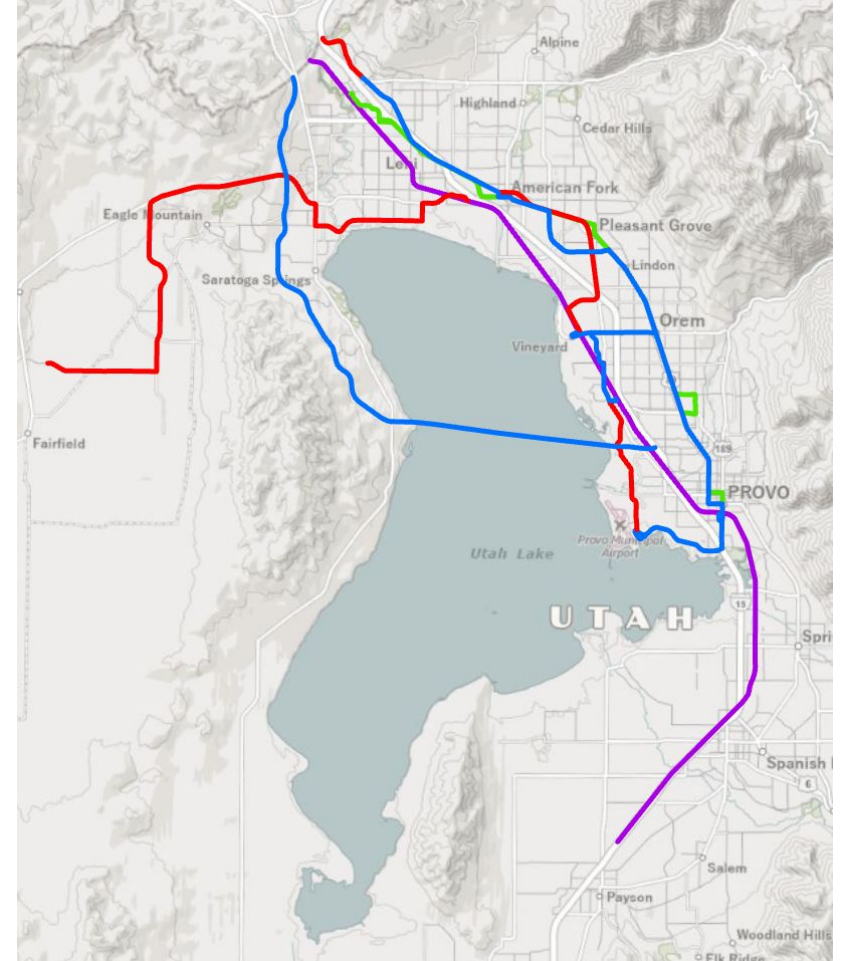
Top Roadway Projects Using Prioritization

Rank	Project	Normalized
1	I-15 Freeway – Managed Motorways	100.00
2	I-15 Capacity Improvements	86.38
3	I-15 Frontage Roads, SLC to SR 92	77.36
4	Pioneer Crossing Expressway	77.27
5	Triumph Blvd	74.77
6	I-15 Aux Lanes	72.27
7	Orem 1200 W – Widen from three to five lanes	70.81
8	I-15 Freeway Widening, Provo to SF	70.23
9	Pony Express Parkway, Widen to five	70.84
10	Spanish Fork 2600 W / Spanish Fork Main Street – New & widen to five lanes	70.76



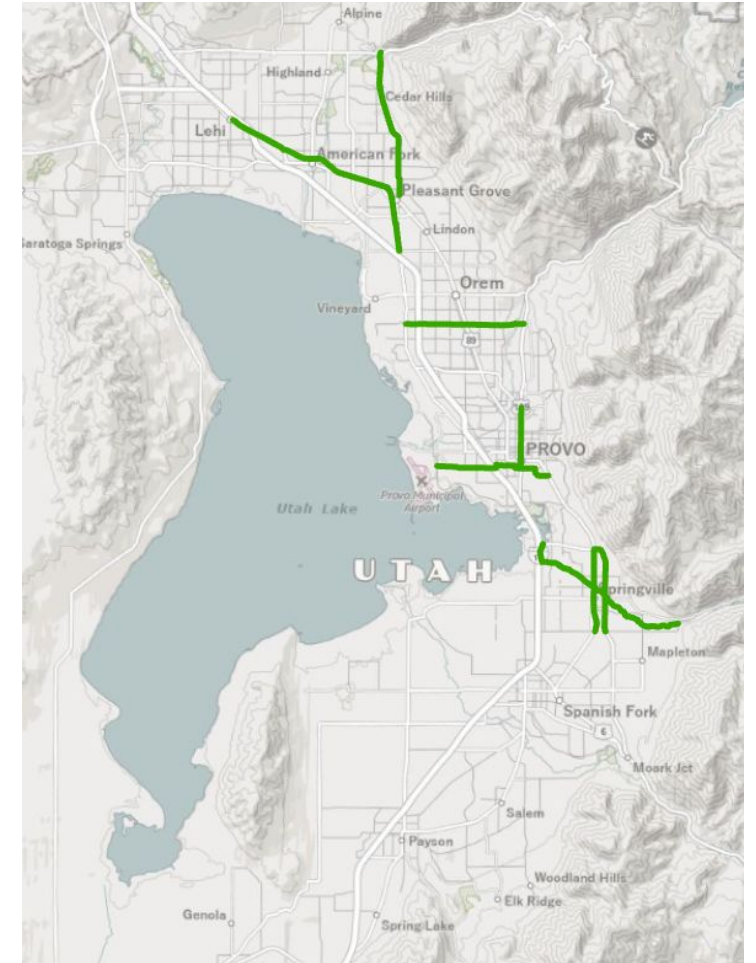
Top Transit Projects Using Prioritization

Rank	Project	Normalized
1	Central High Frequency Corridor, Light Rail	100.00
2	FrontRunner Fleet Upgrades	86.38
3	Central High Frequency Corridor, BRT	77.36
4	UVX Extension to Provo Airport	77.27
5	UVX Extension to Vineyard	74.77
6	Central Corridor State Street Enhanced Bus Route	72.27
7	Cedar Valley Enhanced Bus Route	70.81
8	Mountain View Corridor BRT	70.23
9	Utah County Connector- Pony	70.84
10	South Valley Commuter Rail	70.76

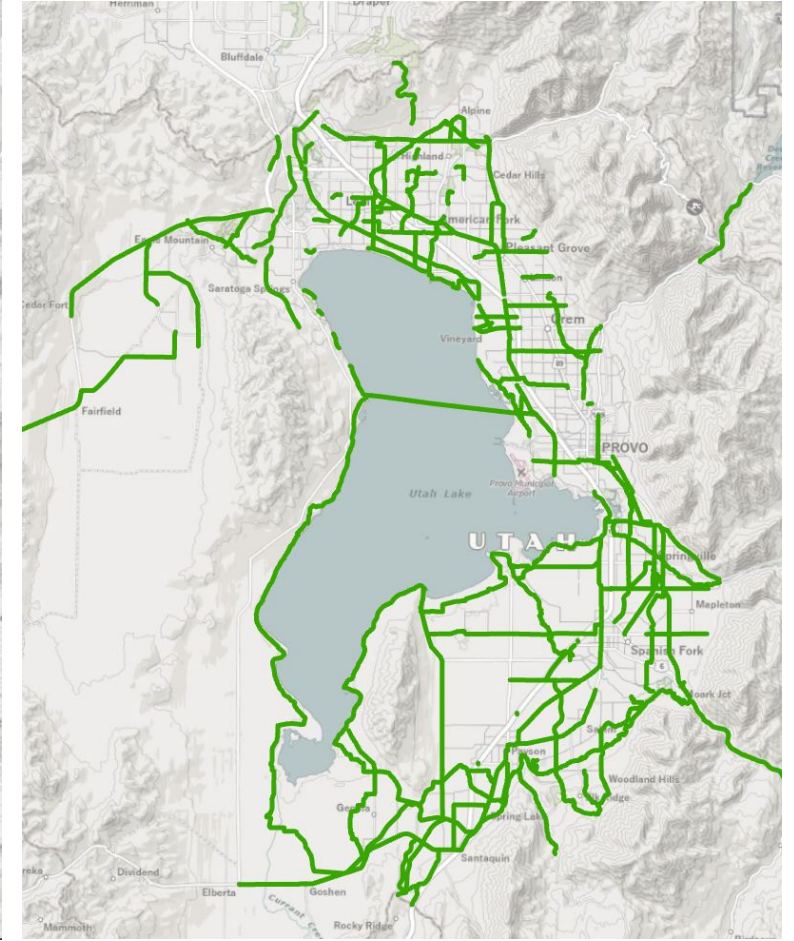
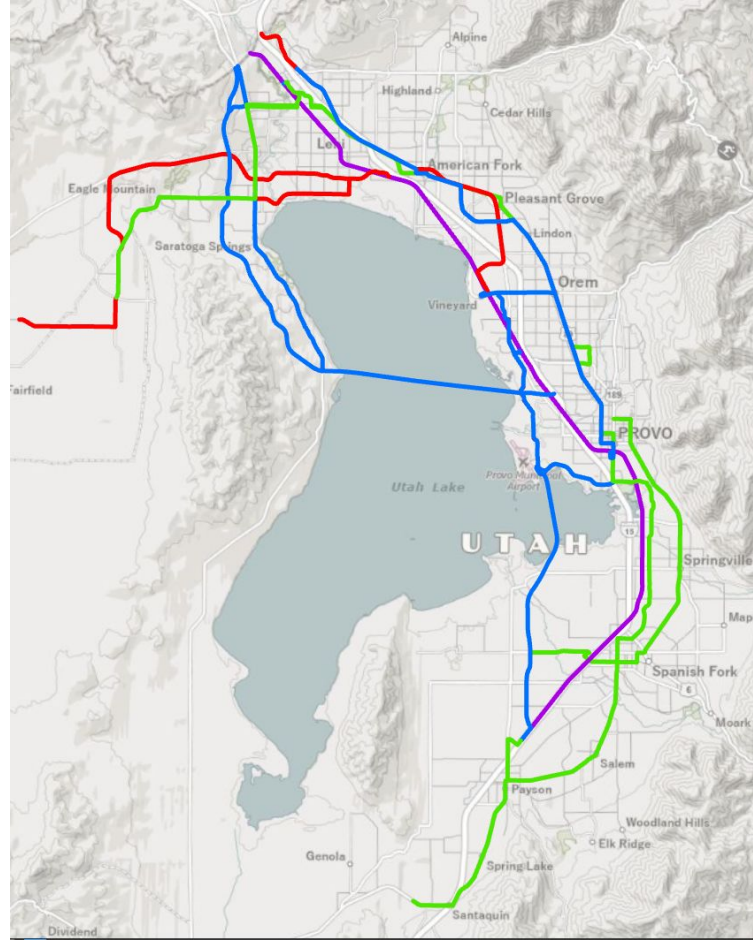
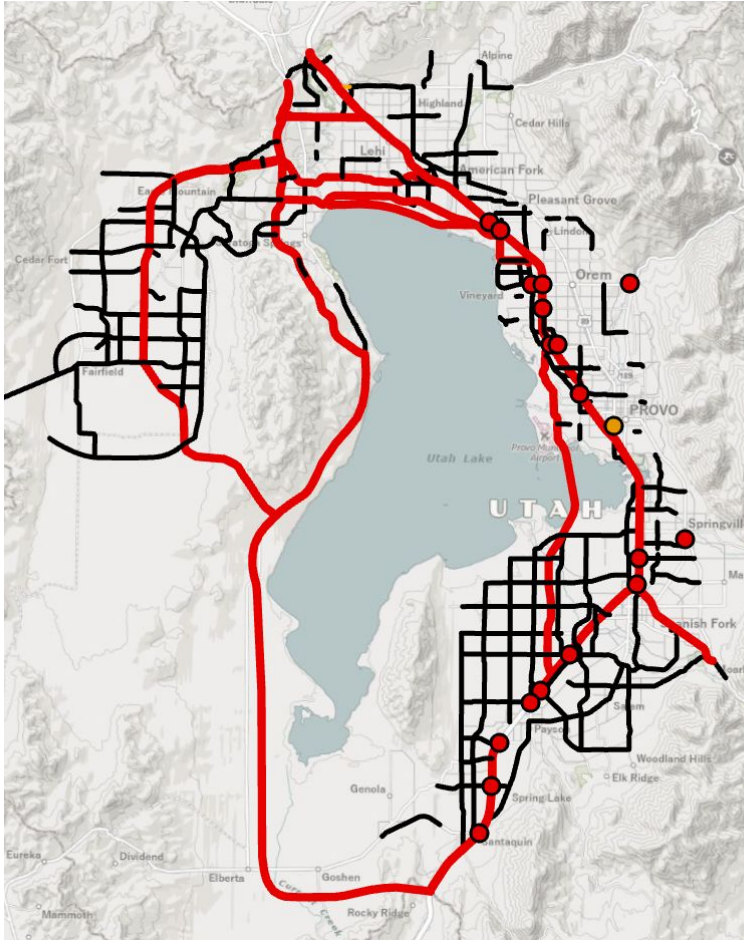


Top AT Projects Using Prioritization

Rank	Project	Normalized
1	US 189 SHARED USE PATH 1406 - College Connector Trail to Provo Frontrunner Gap	100.00
2	HISTORIC UTAH SOUTHERN RAIL TRAIL (LEHI TO PLEASANT GROVE) 574 - Lehi Rail Trail	86.38
3	OREM E-W Connector - Geneva Rd to Provo Pwky Trail	77.36
4	Orem 1600 N Trail	77.27
5	COLLEGE CONNECTOR TRAIL 120	74.77
6	Canyon Road Pathway	72.27
7	Hobble Creek Trail (South)	70.81
8	Springville 400 E Trail	70.23
9	Provo 600 South Trail	70.84
10	Springville Main Street Trail	70.76



All 2055 RTP Projects



2055 RTP Phasing

- Phasing uses the following periods:
 - **Phase 1:** 2027-2036
 - **Phase 2:** 2037-2046
 - **Phase 3:** 2047-2055
 - **Exploratory:** Not phased, can be reconsidered as circumstances change or with further study

Needs Phase	Rank	Project	Planned Phase
Phase 1 Need	1	Project Q	Phase 1 Plan
	2	Project W	
	3	Project E	
	4	Project R	
	5	Project T	Phase 2 Plan
	6	Project Y	
	7	Project U	
Phase 2 Need	8	Project I	
	9	Project O	Phase 3 Plan
	10	Project P	
	11	Project A	
	12	Project S	
Phase 3 Need	13	Project D	Planned with No Funding Assumed
	14	Project F	
	15	Project G	
	16	Project H	
	17	Project J	
	18	Project K	
Exploratory	19	Project L	Exploratory
	20	Project Z	

2055 RTP Phasing

- Following are considered in Phasing
 - Prioritization Rank
 - Modeled Need
 - Cost Benefit
 - Project Readiness
 - Project Feasibility
 - Regional Consensus
- To be vetted with working group

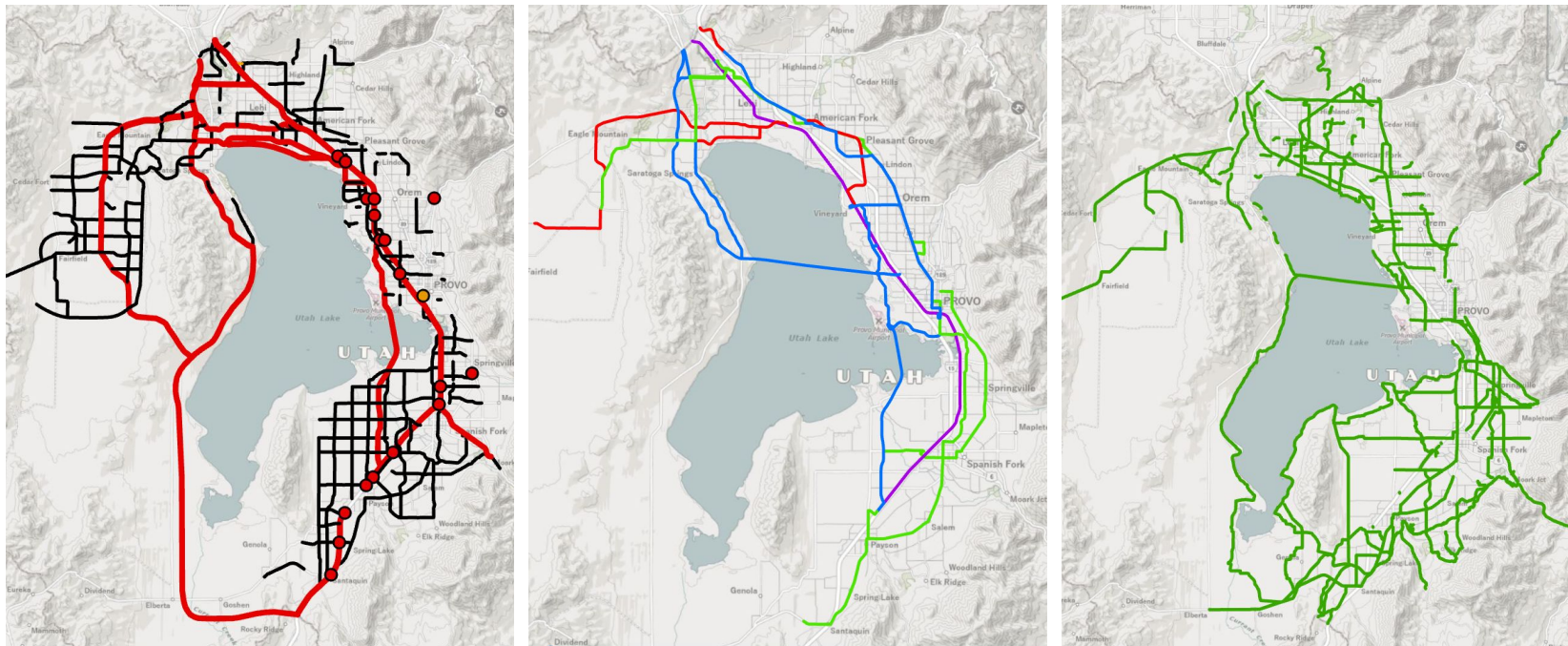
Needs Phase	Rank	Project	Planned Phase
Phase 1 Need	1	Project Q	Phase 1 Plan
	2	Project W	
	3	Project E	
	4	Project R	
	5	Project T	Phase 2 Plan
	6	Project Y	
	7	Project U	
Phase 2 Need	8	Project I	
	9	Project O	Phase 3 Plan
	10	Project P	
	11	Project A	
	12	Project S	
Phase 3 Need	13	Project D	Planned with No Funding Assumed
	14	Project F	
	15	Project G	
	16	Project H	
	17	Project J	
	18	Project K	
Exploratory	19	Project L	Exploratory
	20	Project Z	

Next Steps/Schedule

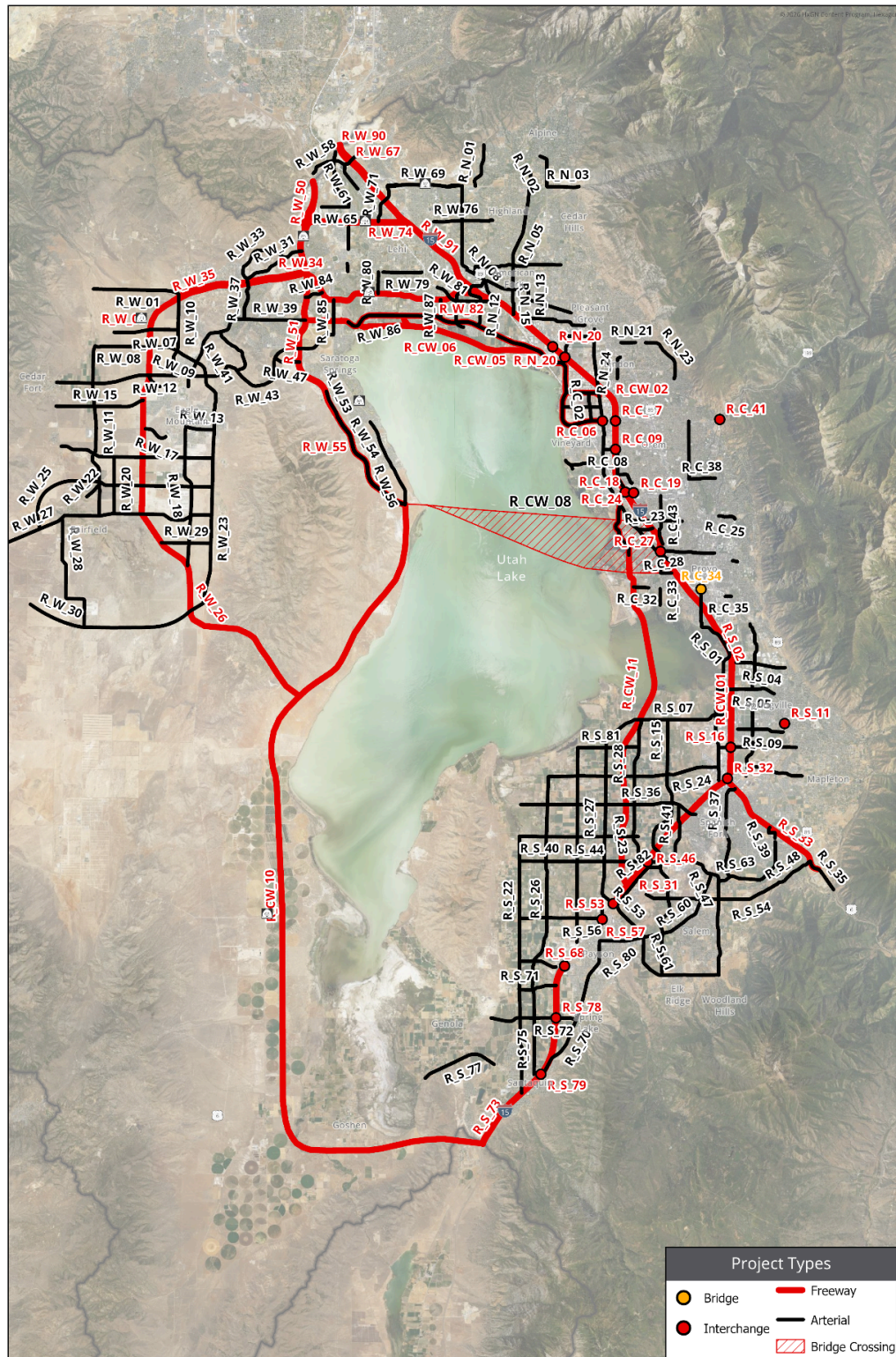
- September 10 – Project List Adoption (MPO Board Action)
- September 21 or 23 – Project Phasing Workshop
- October 5 – Draft Project Phasing List (Discussion)
- November 2 – Recommend to MPO Board Draft Project Phasing List (Action)
 - 2055 Draft RTP

Suggested Motion

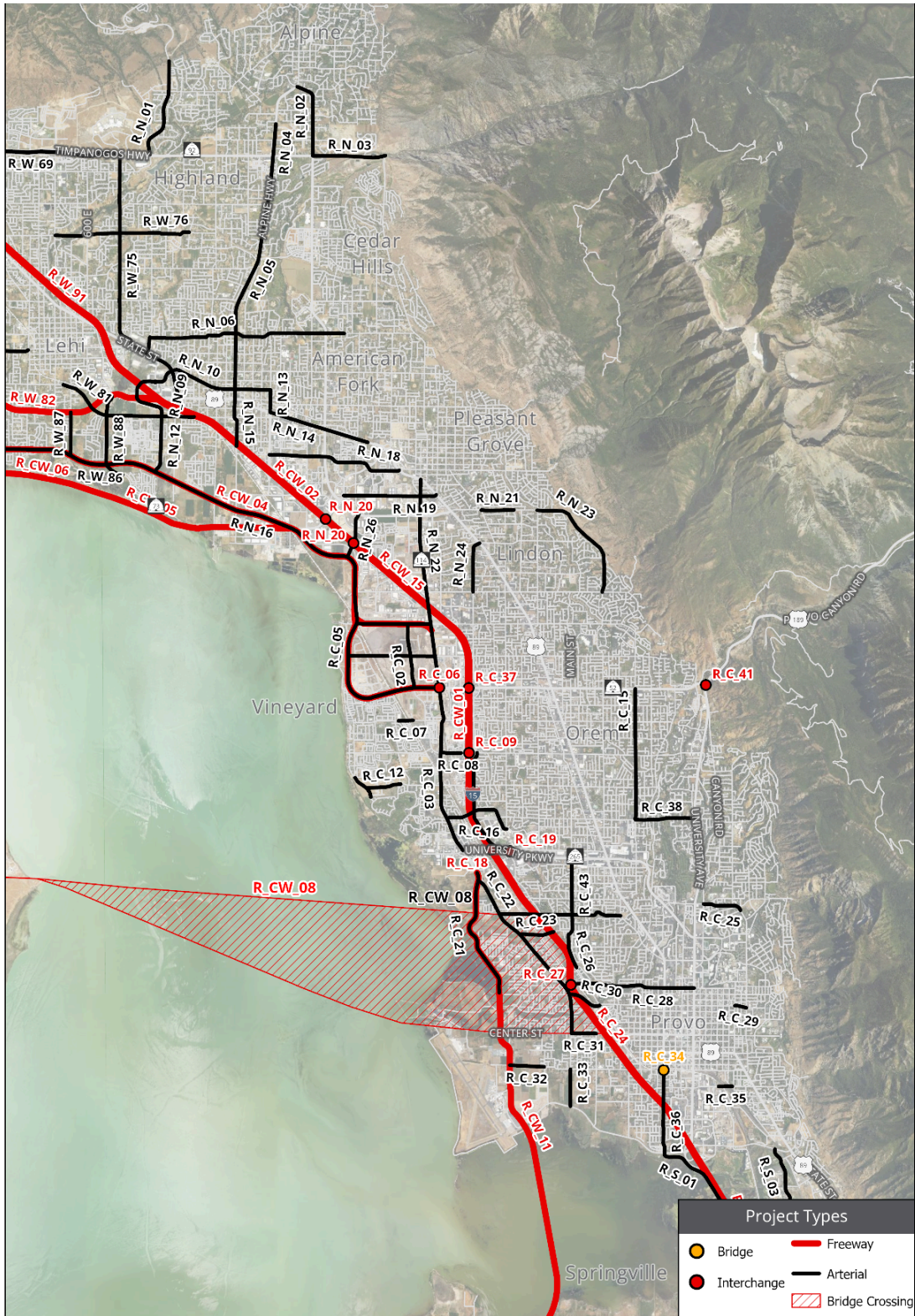
"I move to recommend to the MPO Board to adopt the MAG MPO 2055 RTP List"



Roadways



2055 RTP:
Road Projects, MAG Region



2055 RTP:
Road Projects, North and Central



2055 RTP Road List

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_C_01	Vineyard 1600 N	Arterial	Widen from 3 lane to 5 lane	1.16	RTP	Vineyard Connector	Geneva Road
R_C_02	Mill Road Extension	Arterial	Future Arterial	1.01	Planning	1600 N	Vineyard Connector
R_C_03	Geneva Expressway	Arterial	Widen from 5 to 7 Lanes	3.64	RTP	Orem 1600 N	University PKWY
R_C_04	Vineyard 1200 N	Arterial	New Road and Cross over RR bridge.	1.36	Planning	Vineyard Connector	Geneva Road
R_C_05	Vineyard Connector	Arterial	Widen from 3 to 5 Lanes	2.51	RTP	1600 N	Geneva Road
R_C_06	Orem 800 N/Geneva Road Interchange	Interchange	New grade sep interchange at intersection	0.00	Planning	Orem 800 N/Geneva Road	
R_C_07	Orem/Vineyard 400 N	Arterial	Connect 400N Orem into Vineyard over RR	0.23	Planning	Vineyard Loop Road	Mill Road
R_C_08	Orem Center Street	Arterial	Widen from 3 lanes to 5 Lanes over RR	0.32	TIP	Geneva Rd	I-15
R_C_09	I-15 / Orem Center Street Interchange	Interchange	Ramp Improvements	0.00	RTP	Orem Center St	
R_C_11	Vineyard 300 West	Arterial	30 W to 300 W connection, Tier 2	0.40	Planning	Lacewood Lane	Stillwater Street
R_C_12	Vineyard 400 South	Arterial	400 S extension, Tier 1	0.55	Planning	Vineyard 300 W	Geneva Road
R_C_15	Orem 800 E	Arterial	Widen from 3 to 5 Lanes	2.05	RTP	Orem 800 N	Orem 800 S
R_C_16	I-15 / Orem 800 S / Campus Drive	Arterial	New 5 Lane Road over 1-15	1.15	RTP	Geneva Rd	UVU Campus DR
R_C_18	I-15 / University Parkway Interchange	Interchange	Interchange Improvements	0.00	RTP	Orem University PKWY	
R_C_19	University Parkway / Sandhill Road Interchange	Interchange	New Connection from Sandhill Rd to 1-15	0.00	RTP	Orem University PKWY	Sandhill RD
R_C_21	Lakeview Parkway	Arterial	New Road and Widen Existing 3 lanes to 5 Lanes	2.07	TIP	Geneva RD	Provo 620 N

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_C_22	Geneva Road Safety Improvements	Arterial	Improve from 2 to 3 lane road, add sidewalks, AT facility	2.92	RTP	Lakeview Pkwy	Provo Center St
R_C_23	Provo 1730 N	Arterial	Proposed Minor Arterial over Freeway	0.54	Planning	Geneva RD	Sandhill RD
R_C_24	I-15 Freeway Widening Northbound	Freeway	Widen 1 Northbound Lane from University Pkwy to University Ave	5.70	RTP	University Pkwy	University Ave
R_C_25	Provo 2230 N	Arterial	Widen from 3 to 5 Lanes	0.61	RTP	Provo Canyon RD	Stadium AVE
R_C_26	Provo Independence Ave Connection	Arterial	Proposed Minor Arterial	0.62	Study	Provo 1700 N	Provo 1760 W
R_C_27	I-15 / Provo 820 N Interchange	Interchange	New Interchange	0.00	RTP	Provo 820 N	
R_C_28	Provo 820 N	Arterial	Widen from 3 to 5 Lanes	2.12	RTP	Geneva RD	University AVE
R_C_29	Provo 500 N	Arterial	Proposed Minor Arterial connecting to 900 E	0.18	Planning	Provo 700 E	Provo 900 E
R_C_30	Provo 620 N	Arterial	Connect freeway bridge between Provo 500 N and 620 N over I-15	0.53	Planning	Geneva RD	Independence Ave
R_C_31	Provo Center Street	Arterial	Widen to 5 Lanes	0.39	RTP	Geneva RD	Provo 1600 W
R_C_32	Provo 560 S	Arterial	560 S extension to Lakeview Pkwy, Tier 2	0.54	Planning	Lakeview Pkwy	Provo 2470 W
R_C_33	Provo 2050 W	Arterial	Proposed Minor Arterial	0.58	Planning	Provo 600 S	Lakeview Pkwy
R_C_34	Provo 500 W / 600 S Bridge	Bridge	New Bridge	0.00	RTP	Provo 600 S RR Crossing	
R_C_35	Provo 900 S Railroad Crossing	Arterial	900 S RR crossing, Tier 2	0.22	Planning	Provo 350 E	Provo 700 E
R_C_36	Provo 500 W	Arterial	Widen to 5 Lanes	1.36	RTP	Provo 500 S	Lakeview PKWY
R_C_37	I-15 / Orem 800 N Interchange	Interchange	NB Entrance Ramp Widening	0.00	Planning	Orem 800 N	
R_C_38	Orem 800 S/ Provo 3700 N	Arterial	Widen to 5 lanes 800 E to University Ave	0.95	Planning	Orem 800 E	University Ave

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_C_39	Orem 2000 S /Provo 2000 N	Arterial	Widen to 3 lanes Geneva Rd to Sandhill Rd	1.94	Planning	Geneva RD	Sandhill RD
R_C_41	Orem 800 N /Provo University Ave Interchange	Interchange	Fully Grade Seperate	0.00	Planning	800 N/ University Ave	
R_C_42	Orem 1200 W	Arterial	Widen from 3 to 5 lanes	1.84	RTP	Orem Center ST	Sandhill RD
R_C_43	Orem Main Street	Arterial	Improve from 2 to 3 lane road	1.14	Planning	University Pkwy	Provo 1730 N
R_CW_01	I-15 Freeway - Managed Motorways	Freeway	Spot Improvements to System including Entry Ramps	28.20	RTP	SL County Boundary	US 6
R_CW_02	I-15 Capacity Improvements	Freeway	Capacity Improvements which can include Collector / Distributor or Frontage Roads	13.20	RTP	Lehi 2100 N	University Parkway
R_CW_04	Lehi South Expressway (alternative)	Freeway	New Freeway	12.04	Study	Foothill FWY	Geneva RD
R_CW_05	Lehi South Expressway (alternative)	Freeway	New Freeway	5.14	Study	Lehi 1100 W	Vineyard Connector
R_CW_06	Lehi South Expressway (alternative)	Freeway	New Freeway	6.53	Study	Saratoga Road	Vineyard Connector
R_CW_08	Utah Lake Bridge	Freeway	New Freeway Bridge	8.81	Study	Redwood RD	I-15
R_CW_09	Utah Lake Bridge (alternative)	Freeway	New Freeway Bridge	10.03	Study	Redwood RD	I-15
R_CW_10	Westlake Freeway	Freeway	Vision Project, Saratoga Springs to Santaquin	31.19	Planning	Utah Lake Crossing	South Utah County Boundary
R_CW_11	Lakeview Freeway	Freeway	New Expressway	14.31	RTP	Utah Lake Bridge	I-15 Payson
R_CW_15	I-15 Aux Lanes: AF Main St-500 E, PG Blvd-Orem 1600 N	Freeway	Would construct NB/SB auxiliary lanes.	4.62	Planning	American Fork Main St	Orem 1600 N
R_N_01	Suncrest Drive	Arterial	North Half from 11800 N is currently proposed collector, From 3 lane to 5 Lane Arterial Proposed	1.58	Planning	Highland City Boundary	SR 92

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_N_02	Canyon Crest Road / UC 4800 W	Arterial	Widen from 3 to 5 Lanes and improve SR-92 Intersection	1.23	TIP	Alpine Main ST	SR 92
R_N_03	SR-92	Arterial	SR-92 from North County Blvd to Canyon Rd widen from 3 to 4 or 5 lanes	1.14	Planning	4800 W	Canyon Rd
R_N_04	Alpine Highway/ 5300 W	Arterial	From 3 lane to 5-Lane Arterial - Proposed	2.29	Planning	Woodland DR	9600 N
R_N_05	AF Alpine Highway/ 200 E	Arterial	Widen from 3 lanes to Legacy Principal Arterial (7 Lanes)	2.09	Planning	9600 N	American Fork Main St
R_N_06	American Fork 700 N	Arterial	Widen from 2 lanes to Legacy Arterial (5 Lanes) and connect gaps	3.35	Planning	State Street	North County Blvd
R_N_08	State Street	Arterial	Widen from 4 and 5 to 6 Lanes	2.12	RTP	Lehi Main ST	American Fork Main ST
R_N_09	Meadows Crossing	Arterial	New Arterial connection, 5 Lanes	1.42	Study	State ST	American Fork 200 S
R_N_10	AF Pacific Drive/100 N	Arterial	Widen from 3 lanes to Legacy Arterial (5 Lanes)	1.61	Planning	State ST	American Fork 500 E
R_N_11	American Fork 200 S	Arterial	Widen from 2 lanes to TOD Business Arterial (6 Lanes)	1.37	Planning	Mill Pond RD	I-15 Underpass
R_N_12	American Fork 700 W	Arterial	TOD Major Arterial (4 Lanes)	0.90	Planning	American Fork 200 S	Vineyard Connector
R_N_13	American Fork 500 E	Arterial	Legacy Arterial (5 Lanes)	0.35	Planning	American Fork 100 N	State ST
R_N_14	State Street	Arterial	Widen to 7 Lanes	1.60	TIP	American Fork 500 E	Pleasant Grove 1300 W
R_N_15	American Fork 100 E	Arterial	Widen from to Arterial (5 Lanes)	0.75	Planning	American Fork Main ST	Frontage RD
R_N_16	Vineyard Connector / Pleasant Grove Boulevard Connector	Arterial	New and Widen to 5 Lanes	4.67	RTP	American Fork 900 W	Orem 1600 N
R_N_18	American Fork 620 S	Arterial	Add connection to North County Blvd, Arterial (5 Lanes)	2.12	Planning	American Fork 500 E	State ST
R_N_19	700 S	Arterial	From 2 lane to 3 lane Industrial Arterial	1.45	Planning	PG BLVD	State ST
R_N_20	1-15 / PG Blvd/2000 W Interchange	Interchange	Interchange Improvements	0.00	RTP	Pleasant Grove BLVD	

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_N_21	Pleasant Grove 1000 S	Arterial	New 3 lane arterial connection	0.51	Planning	Locust AVE	PG 1150 E
R_N_22	Geneva Road	Arterial	Widen Geneva to 7 lanes, 1600 N to State St	2.27	Planning	State ST	Orem 1600 N
R_N_23	Teton Dr	Arterial	Teton Drive Extension to 1000S, Tier 2	1.94	Planning	PG 1500 E	Lindon 200 S
R_N_24	Lindon 400 W	Arterial	New and Widen to 3 Lanes	0.81	RTP	State ST	Orem 2000 N
R_N_26	Lindon 2000 W	Arterial	Improve to 3 lanes with freeway connection	0.71	Planning	Lindon 700 N	Lindon 400 N
R_S_01	Springville 2600 W / Spanish Fork Main Street	Arterial	New and Widen to 5 Lanes	6.19	RTP	Lakeview Drive	Spanish Fork 1400 N
R_S_02	I-15 Freeway Widening	Freeway	Widen, 1 Lane Northbound and Southbound	5.70	RTP	University Ave	US 6
R_S_03	Springville 1200 W / Canyon Creek Parkway	Arterial	New and Widen to 5 Lanes	4.82	TIP	Lakeshore Pkwy	Spanish Fork PKWY
R_S_04	Springville 1400 N (SR 75)	Arterial	Widen to 5 Lanes	1.76	RTP	I-15	State ST
R_S_05	Springville 500 N	Arterial	New and Widen to 3 Lanes	2.06	RTP	Springville 2600 W	Springville 400 W
R_S_07	Springville 400 S	Arterial	Widen to Major Arterial	4.59	Planning	Lindon 700 N	Vineyard Connector
R_S_09	Springville 900 S	Arterial	900 S West Connector from 1750 to 1200 W, Tier 2	1.64	Planning	Springville 1750 W	SR-51
R_S_11	Springville Main Street / US 89 Interchange	Interchange	Reconstruction	0.00	RTP	Springville Main ST	
R_S_15	Loafer Mountain Parkway	Arterial	New 5 Lane Road	3.01	RTP	UC 4000 S	UC 6400 S
R_S_20	Maple Street	Arterial	Maple Street to State Street, Tier 2	2.02	Planning	Canyon Creek Pkwy	Mapleton 1600 W
R_S_22	UC 5600 W	Arterial	North/South connection from Spanish Fork to Santaquin through 5600W, Tier 2	9.12	Planning	UC 7300 S	I-15
R_S_23	UC 2400 W	Arterial	Southern Utah County Grid, Tier 2	5.14	Planning	UC 4000 S	UC 8000 S
R_S_24	UC 5600 S / Spanish Fork 1900 N	Arterial	New and Widen to 3 Lanes	6.08	RTP	UC 5600 W	SF Main ST
R_S_26	UC 4800 W	Arterial	Southern Utah County Grid, Tier 2	8.73	Planning	UC 5600 S	UC 12400 S

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_S_27	UC 4000 W	Arterial	Southern Utah County Grid, Tier 2	6.90	Planning	UC 4800 S	Utah Ave
R_S_28	UC 3200 W	Arterial	Southern Utah County Grid, Tier 1	6.37	Planning	UC 4400 S	UC 9600 S
R_S_31	I-15 Widening South	Freeway	Widen, 1 Lane Northbound and Southbound	6.04	RTP	US 6	Nebo Belt Rd
R_S_32	I-15 / US 6 Interchange	Interchange	Interchange Improvements	0.00	RTP	Spanish Fork US-6	
R_S_33	US 6 Freeway	Freeway	Convert to Freeway	4.74	RTP	I-15	US 89
R_S_35	US 6	Arterial	Widen to 5 Lanes	1.34	RTP	Powerhouse RD	Up canyon
R_S_36	Spanish Fork Center Street / UC 6400 S and I-15 Interchange	Arterial	New 5 Lane Road	6.51	Study	UC 5600 W	Spanish Fork 920 W
R_S_37	Spanish Fork 300 E	Arterial	New and Widen to 3 Lanes	3.45	RTP	US 6	Nebo Belt RD
R_S_39	Spanish Fork 2000 E / 2300 E	Arterial	New 5 Lane Road	0.62	TIP	US-6	Canyon RD SR 198
R_S_40	UC 7300 S	Arterial	Arterial	4.23	Planning	UC 5600 W	UC 2200 W
R_S_41	Spanish Fork 1550 W	Arterial	New and Widen to 5 Lanes	2.09	RTP	UC 6400 S	UC 8000 S
R_S_43	Loafer Mountain Parkway / Elk Ridge Drive	Arterial	New and Widen to 5 Lanes	6.76	RTP	UC 6400 S	UC 11200 S
R_S_44	UC 8000 S	Arterial	New 3 Lane Road	3.01	RTP	UC 5600 W	UC 3200 W
R_S_45	UC 8000 S	Arterial	Widen to 5 Lanes	3.12	RTP	UC 3200 W	Arrowhead Trail
R_S_46	I-15 / UC 8000 S Interchange	Interchange	Reconstruction	0.00	Study	UC 8000 S	
R_S_47	UC 8000 S / Woodland Hills Drive	Arterial	New and Widen to 5 Lanes	1.33	RTP	Arrowhead Trail	Nebo Belt RD
R_S_48	Powerhouse Rd	Arterial	Widen Powerhouse bridge and road	1.85	Planning	Salem City Boundary	US-89
R_S_53	Payson Parkway & I-15 Interchange	Arterial	New Bridge, 3 Lane Road, Northbound Ramps	2.03	TIP	Payson Main ST	SR 198
R_S_54	Salem 750 N	Arterial	New and Widen to 3 Lanes	4.47	RTP	Arrowhead Trail	Powerhouse RD

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_S_56	UC 9600 S	Arterial	Widen 9600 S in Payson	3.02	Planning	UC 5600 W	Payson Main ST
R_S_57	I-15 / Payson Main Street / Nebo Belt Road Interchange	Interchange	Braided Ramps, Payson Main Street Interchange Reconfiguration, Southbound Nebo Belt Road Ramps	0.00	Study	Payson Main ST	
R_S_60	SR 198	Arterial	Widen to 5 Lanes	4.42	Planning	Woodland Hills DR	Payson 800 E
R_S_61	Payson Parkway	Arterial	New 3 Lane Road	1.72	Study	SR 198	Elk Ridge Dr
R_S_62	UC 11200 S	Arterial	Widen to 5 Lanes	2.06	Study	Elk Ridge DR	Woodland Hills DR
R_S_63	Spanish Fork 2300 E / Nebo Belt Road	Arterial	New 5 Lane Road	6.44	Study	Spanish Fork Canyon Road	11200 S
R_S_67	Payson 800 S	Arterial	New 3 Lane Road	1.35	RTP	UC 5600 W	Payson 1700 W
R_S_68	I-15 / Payson 800 S Interchange	Interchange	Reconstruction	0.00	Study	Payson 800 S	
R_S_70	SR 198	Arterial	Widen to 5 Lanes	4.35	RTP	Payson 800 S	Santaquin Main St
R_S_71	UC 11600 S	Arterial	Southern Utah County Grid, Tier 2	1.36	Planning	UC 5600 W	Payson 1700 W
R_S_72	UC 12400 S	Arterial	New and Widen to 5 Lanes	3.08	RTP	West Mountain RD	SR 198
R_S_73	I-15 Freeway	Freeway	Widen to 6 Lanes	7.30	TIP	Payson 800 S	Utah County Line
R_S_75	Santaquin 400 E	Arterial	Widen Santaquin 400 E	2.00	Planning	UC 12400 S	Santaquin Main St
R_S_77	US 6 Westbound Climbing Lane	Arterial	Climbing Lane	2.76	Study	SR-141, Genola	UPRR Bridge, Santaquin
R_S_78	I-15 / UC 12400 S Interchange	Interchange	New Interchange	0.00	RTP	UC 12400 S	
R_S_79	I-15 / Santaquin Main Street Interchange	Interchange	Reconstruction	0.00	TIP	Santaquin Main ST	
R_S_80	SR 198	Arterial	Widen SR-198 through Payson	1.69	Planning	Payson 800 E	Payson 800 S
R_S_81	UC 4800 S	Arterial	3 Lane Arterial	2.18	Planning	UC 5600 W	UC 2300 W

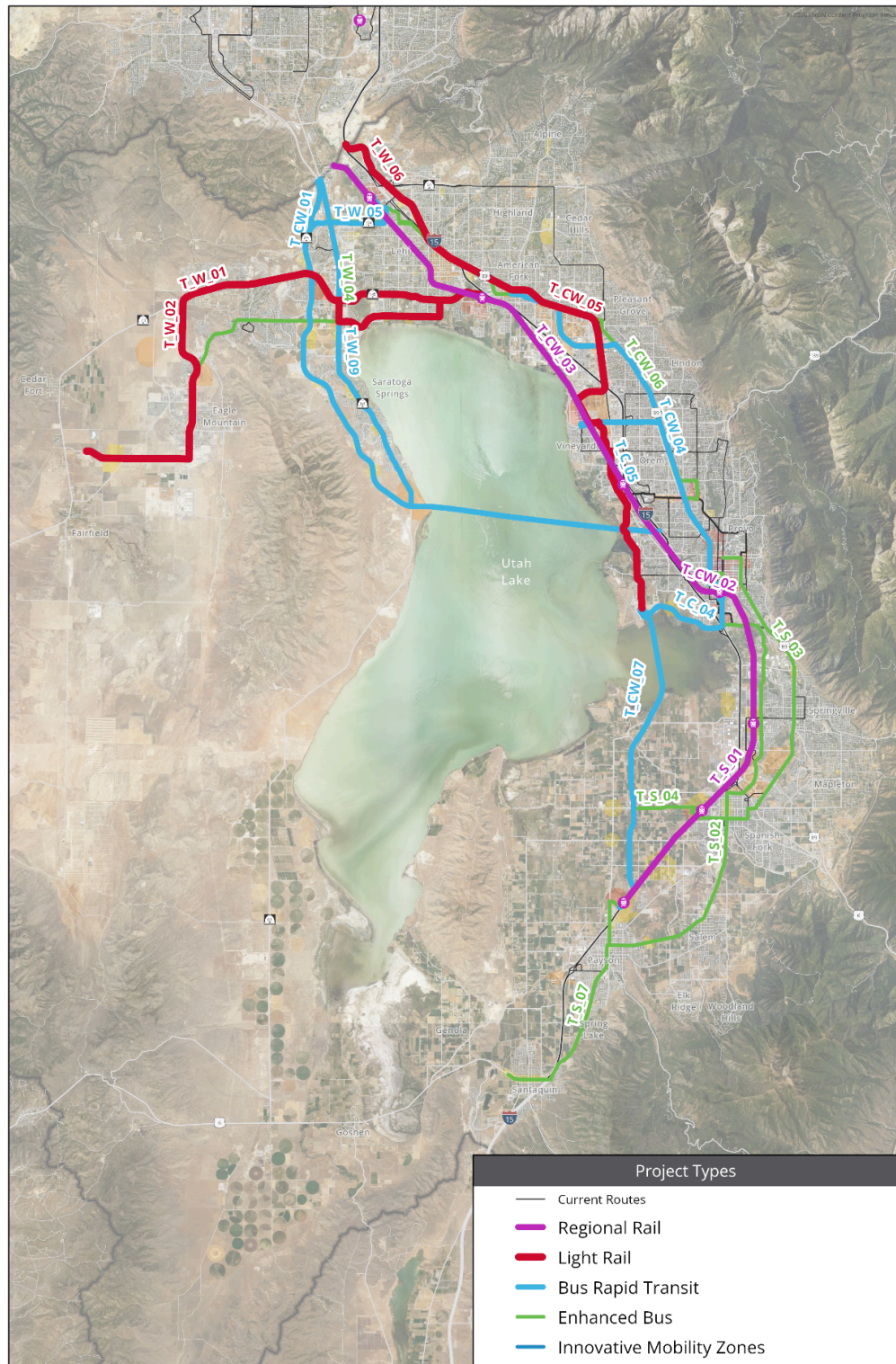
Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_S_82	Beer Creek Rd	Arterial	3 Lane Arterial	2.22	Planning	Loafer Mtn PKWY	Nebo Belt RD
R_W_01	UC 8000 N	Arterial	New 3 Lane Road (Listed as Collector in Eagle Mountain TMP)	3.18	RTP	UC 17600 W	SR 73
R_W_03	Cedar Valley Freeway	Freeway	New Freeway	6.05	Study	Eagle Mtn BLVD	Data DR
R_W_07	Eagle Mountain Lone Tree Pkwy	Arterial	Extend from Airport Rd to Cedar Fort Rd, Tier 2	2.29	Planning	SR 73	Airport RD
R_W_08	East Expressway	Arterial	SR- 73 to Eagle Mountain Blvd, Tier 1	1.94	Planning	SR 73	Eagle Mtn BLVD
R_W_09	East Expressway	Arterial	New 5 Lane Road Major Arterial	5.53	RTP	Eagle Mtn BLVD	Pole Canyon RD
R_W_10	Old Airport Road	Arterial	New and Widen to 5 Lanes	2.80	TIP	SR 73	Mid Valley RD
R_W_11	17600W	Arterial	17600W Extension from SR-73 to Fairfield, Tier 1	6.20	Planning	SR 73	Fairfield Main ST
R_W_12	Mid Valley Road	Arterial	New 3 Lane Road Minor Arterial	4.32	RTP	Cedar Fort 100 N	Airport RD
R_W_13	Eagle Mountain Boulevard	Arterial	Widen to 5 Lanes	1.66	RTP	SR 73	East Expressway
R_W_15	Eagle Mountain Aviator Ave	Arterial	Extension as Future development moves toward Cedar Fort, Tier 2	3.14	Planning	SR 73	Flintstone DR
R_W_17	Fairfield Rd Connector	Arterial	Connect into IRA Hodges Scenic Pkwy, Tier 1	0.86	Planning	Lehi Fairfield RD	IRA Hodges Scenic PKWY
R_W_18	Pony Express Pkwy	Arterial	Extension from Eagle Mtn Blvd to UC 1000 N Minor Arterial	5.02	Planning	Eagle Mtn BLVD	Cedar Valley FWY
R_W_19	Pole Canyon RD	Arterial	Widen Pole Canyon to 5 Lane Road Major Arterial	2.98	Planning	SR 73	Cedar Valley FWY
R_W_20	East Fairfield Connector	Arterial	Extension From Pole Canyon to Fairfield 50 N, Tier 2	2.01	Planning	Pole Canyon Blvd	Fairfield 50 N
R_W_21	Pole Canyon RD	Arterial	Widen Pole Canyon RD to Minor Arterial	2.50	Planning	UC 16000 W	East Expressway
R_W_22	Lehi/Fairfield Rd	Arterial	Widen from 2 lane to Minor Arterial	0.72	Planning	UC 17540 W	Eagle Mtn BLVD
R_W_23	East Expressway	Arterial	Extend Expressway Vision Project	5.68	Planning	Pole Canyon Blvd	Cedar Valley FWY
R_W_24	UC 2500 N	Arterial	From SR 73 to East Expressway arterial, Tier 2	5.03	Planning	SR 73	East Expressway

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_W_25	Fairfield Expressway	Arterial	Alternative Scenario Expressway Loop around Fairfield to avoid environmental constraints	4.78	Planning	SR 73	SR 73
R_W_26	Cedar Valley Freeway Extension	Expressway	Proposed Expressway to South Lakeshore Crossing	10.35	Planning	Data Dr	Redwood RD
R_W_27	Fairfield SR 73 West Connector	Arterial	Vision East West Connector through Fairfield	10.16	Planning	Utah County Line	East Expressway
R_W_28	Allens Ranch Road	Arterial	From 2 lane road to Principal Arterial	4.51	Planning	SR 73	Fairfield Town Boundary
R_W_29	South Eagle Mountain Connector	Arterial	From Cedar Valley Freeway to East Expressway, Minor Arterial	1.76	Planning	Cedar Valley Freeway	East Expressway
R_W_30	Fairfield Expressway	Expressway	Preferred Scenario Expressway Loop South of Fairfield Town	6.03	Planning	UC 19200 W	Cedar Valley Freeway
R_W_31	R_W_31	Wild Blossom Alternative 1	Arterial	5 Lane Arterial	3.58	Planning	SR 73
R_W_33	Wild Blossom Alternative 2	Arterial	5 Lane Arterial	3.16	Planning	SR 73	Mountain View Corridor
R_W_34	Cory Wride Freeway	Freeway	New Freeway, Frontage Roads	2.12	TIP	Ranches PKWY	Mountain View Corridor
R_W_35	Cory Wride Freeway	Freeway	New Freeway	2.54	Study	Eagle Mtn BLVD	Ranches PKWY
R_W_36	Mt Saratoga Blvd/ SR-73 Intersection	Arterial	Upgrade intersection at SR-73 to minor arterial cross section	0.34	Planning	SR 73	
R_W_37	Ranches Pkwy	Arterial	Widen from 4 lanes to 7 lanes arterial	2.64	Planning	SR 73	Pony Express Parkway
R_W_39	Pony Express Pkwy	Arterial	Upgrade from 5 lanes to Principal Arterial (7 Lanes)	5.73	Planning	Desert Willow DR	Mountain View Corridor
R_W_41	Hidden Valley Pkwy	Arterial	From 2 lane to Minor Arterial connecting from SR-73 to Mid Valley	1.95	Planning	Pony Express Pkwy	Mid Valley RD
R_W_43	Lake Mountain Corridor	Arterial	New 5 Lane Road Minor Arterial	6.59	Study	Pony Express	Redwood RD
R_W_47	Ensign Drive	Arterial	Minor Arterial from Mid Valley to MVC	0.94	Planning	Lake Mountain Corridor	Mountain View Corridor
R_W_50	Mountain View Freeway	Freeway	Widen, 2 Lane Northbound and Southbound	6.82	RTP	Salt Lake County Line	Cory Wride HWY

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_W_51	Mountain View South Freeway	Freeway	New Freeway	5.70	Study	SR 73	Stillwater DR
R_W_53	Foothill Boulevard	Arterial	New 3 Lane Road	0.97	RTP	Lariat Blvd	Stillwater DR
R_W_54	Foothill Boulevard	Arterial	New 4 Lane Road	4.20	Study	Stillwater DR	Redwood RD
R_W_55	Mountain View South Freeway	Freeway	Convert to Freeway	4.20	Study	Stillwater DR	Redwood RD
R_W_56	Redwood Road	Arterial	5 Lane Road Major Arterial	3.24	Planning	Village PKWY	Mountain View Corridor
R_W_58	Point of the Mountain Connector Freeway	Expressway	New Freeway	1.45	Study	Redwood RD	Traverse Mtn Blvd
R_W_59	Traverse Mountain Boulevard and I-15 Interchange	Arterial	New 5 Lane Road Lehi's TMP is Slightly Different	1.29	RTP	Lehi Traverse Mtn BLVD	
R_W_60	Point of the Mountain Connector Road	Arterial	New 5 Lane Road to SLC County	1.98	RTP	SLCounty	Lehi 2600 N
R_W_61	West Point of Mtn Connector	Arterial	Porter Rockwell Blvd to Utah County, Tier 2	1.04	Planning	Traverse Mtn BLVD	Clubhouse DR
R_W_65	Lehi 2700 N	Arterial	2 to 5 Lanes, Major Arterial	0.96	Planning	Redwood RD	3600 W
R_W_67	I-15 Frontage Roads	Freeway	New Frontage Roads	3.82	RTP	Salt Lake County Line	SR-92
R_W_69	Timpanogos Highway Express Lanes	Arterial	Widen to from 1 lane NB and SB to 2 lanes in each direction	5.09	RTP	Triumph BLVD	Lehi 1200 E
R_W_70	Timpanogos Highway Express Lanes	Expressway	New Connection to I-15	0.90	RTP	I-15	Triumph BLVD
R_W_71	Triumph Blvd	Arterial	Widen to 7, TIP Project in 2028?114' BL-NP	1.41	TIP	SR-92	2100 N
R_W_74	Lehi 2100 N Freeway (SR 194)	Freeway	New Freeway	4.50	TIP	Mountain View Corridor	I-15
R_W_75	Lehi 1200 E	Arterial	Widen from 3 to 4 lanes	3.07	Planning	SR 92	State ST
R_W_76	Lehi 2100 N /UC 10050 N	Arterial	Center St to 6000W connection, Tier 2	2.11	Planning	Lehi Center ST	Mountain View DR

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
R_W_77	Lehi 3600 W	Arterial	New and Widen to 5 Lanes	0.64	RTP	Lehi 2100 N	Crossroads Blvd
R_W_79	Lehi Main Street	Arterial	Widen from 3 to 5 Lanes	1.39	RTP	Lehi 2300 W	Lehi 500 W
R_W_80	Lehi 2300 W	Arterial	New and Widen to 5 Lanes	0.77	TIP	2100 N	Lehi 1900 S
R_W_81	Lehi 700 S	Arterial	700 S extension to 675 S, Tier 2	0.86	Planning	Lehi 700 S	Mill Pond RD
R_W_82	Pioneer Crossing Expressway	Freeway	New Freeway	7.06	RTP	Foothill FWY	I-15
R_W_84	Saratoga Springs Market S	Arterial	New Minor Arterial	0.66	Planning	Mountain View Corridor	Pioneer Crossing
R_W_85	Redwood Road	Arterial	Widen from 5 to 7 Lanes Principal Arterial	1.24	Planning	Pioneer Crossing	Mid Valley RD
R_W_86	Pony Express Parkway	Arterial	Widen to 5 Lanes	4.64	RTP	Riverside DR	American Fork 900 W
R_W_87	Lehi 300 E	Arterial	Widen to 80' Major Arterial	0.68	Planning	Pioneer Crossing	Pony Express PKWY
R_W_88	Mill Pond Road	Arterial	New and Widen to 3 Lanes, Lehi TMP has as Collector	1.42	RTP	Pioneer Crossing	Lake Shore DR
R_W_90	I-15 Aux Lanes	Freeway	Would construct new auxiliary lanes between these two existing interchanges in this segment of I-15	2.48	Planning	14600 S	SR 92
R_W_91	I-15 Aux Lanes	Freeway	Would construct new auxiliary lanes between these two existing interchanges in this segment of I-15.	3.39	Planning	Lehi 2100 N	Main St
R_W_93	Mountain View Freeway	Freeway	Extend Mountain View Freeway to SR 73 Crossing	5.10	TIP	2100 N Freeway	SR 73

Transit



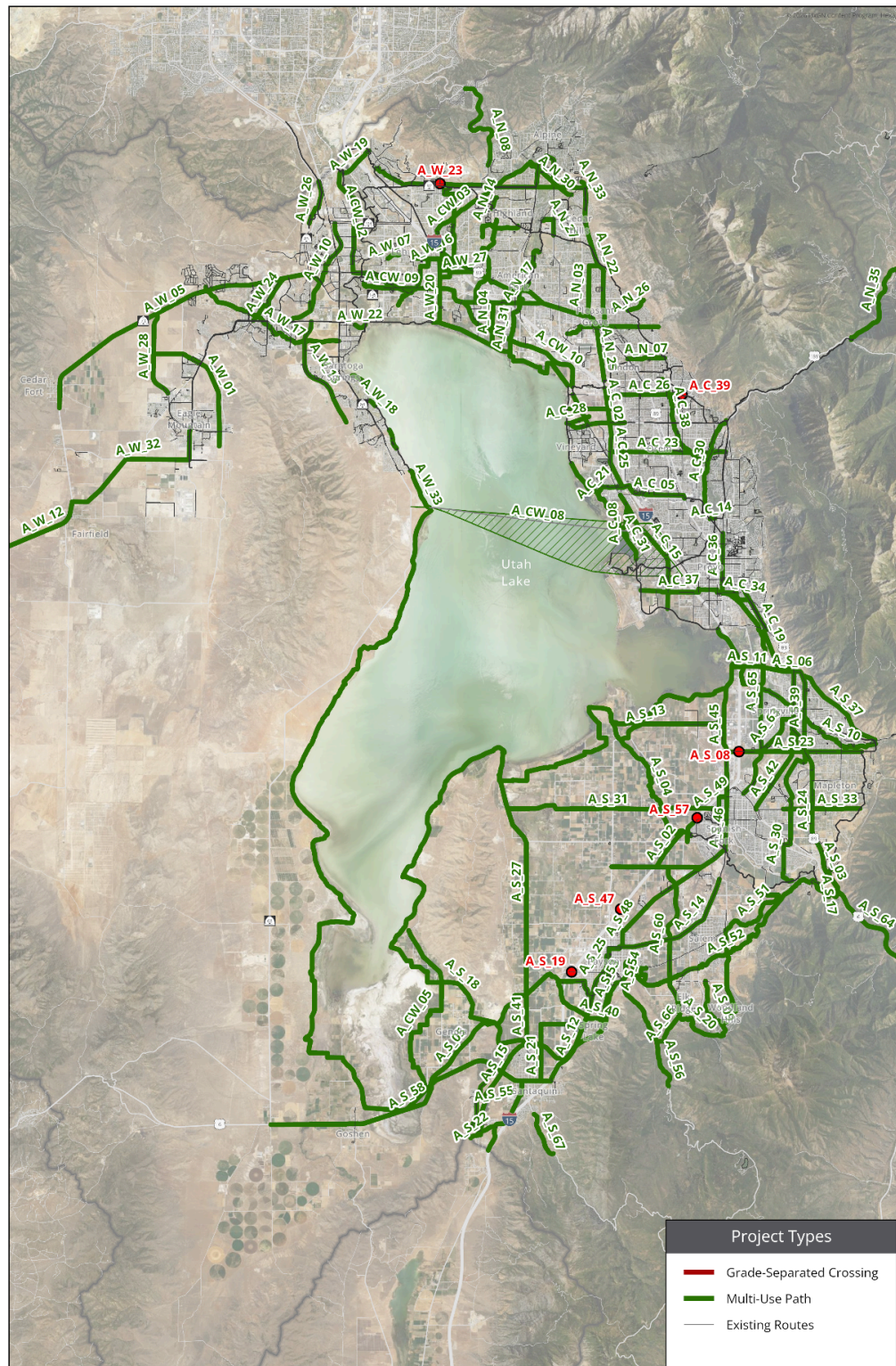
2055 RTP:
Project Screening Transit Projects, MAG Region

2055 RTP Transit List

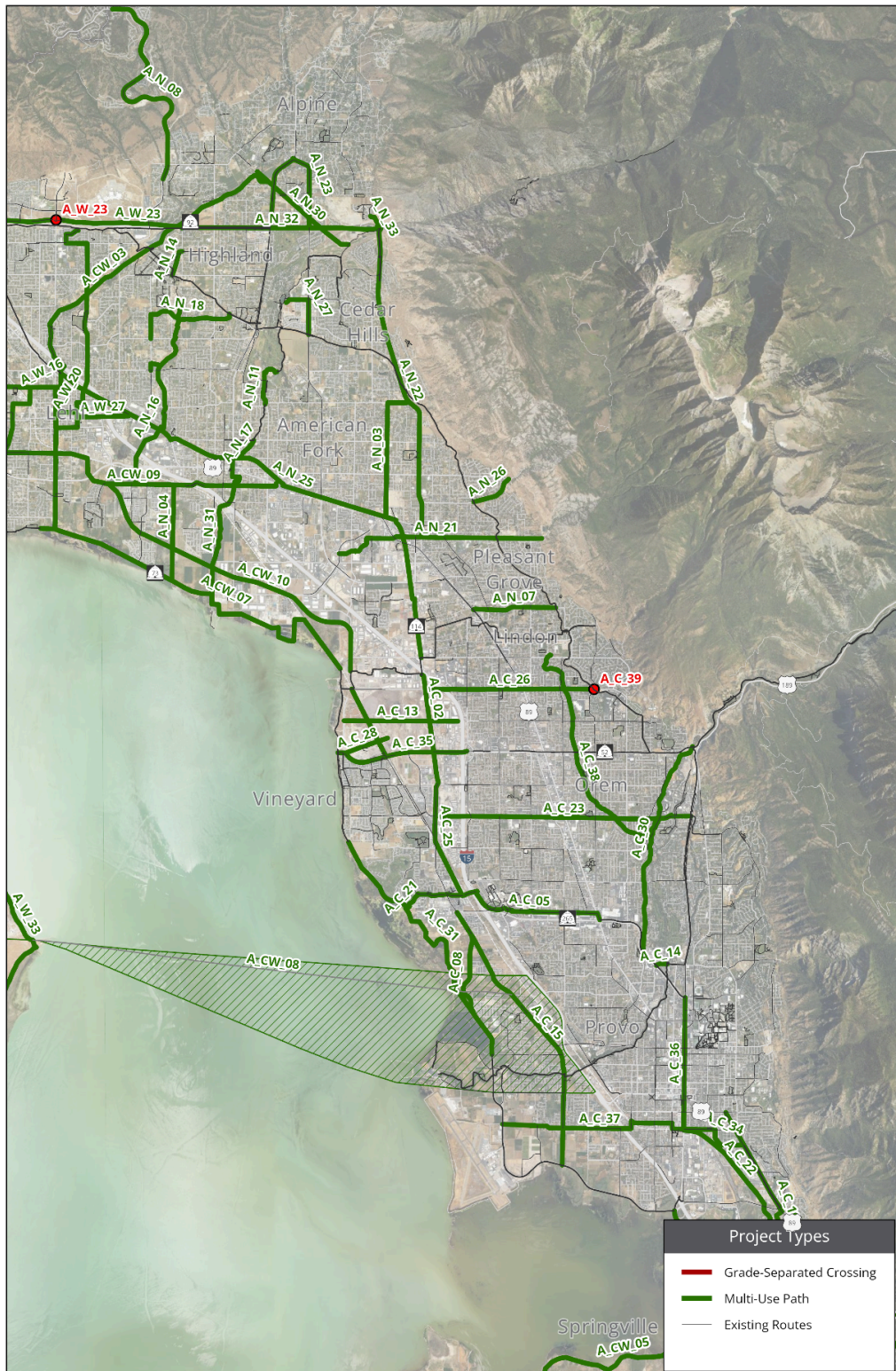
Project ID	Project Name	Type	Description	Miles	Status	Begin	End
T_C_04	UVX Extension to Provo Airport	Bus Rapid Transit	Bus Rapid Transit Extension	5.19	RTP	Provo Airport	Provo Frontrunner Station
T_C_05	UVX Extension to Vineyard	Bus Rapid Transit	Bus Rapid Transit Extension	3.67	RTP	Vineyard FrontRunner Station	Orem FrontRunner Station
T_CW_01	Mountain View Corridor BRT	Bus Rapid Transit	New BRT Service	22.06	Planning	Salt Lake County Line	Orem/Provo FrontRunner Station
T_CW_02	FrontRunner 2X	Regional Rail	Double Track, New Service, Other Improvements	10.83	TIP	SL County Line	Provo Frontrunner Station
T_CW_03	FrontRunner Fleet Upgrades	Regional Rail	Rail Propulsion Upgrades	21.17	Study	SL County Line	Provo Frontrunner Station
T_CW_04	Central High Frequency Corridor, Bus Rapid Transit	Bus Rapid Transit	New Bus Rapid Transit Service High Frequency Corridor Option	24.67	Study	Lehi Triumph Blvd	Provo Frontrunner Station
T_CW_05	Central High Frequency Corridor, Light Rail	Light Rail	New Light Rail Service High Frequency Corridor Option	23.71	Study	Lehi Triumph Blvd	Provo Airport
T_CW_06	Central Corridor State Street Enhanced Bus Route	Enhanced Bus	Service Improvements	23.15	Study	Lehi FrontRunner Station	Provo Frontrunner Station
T_CW_07	Lakeview Express High Frequency Corridor	Bus Rapid Transit	High frequency corridor Lakeview Expressway, Provo to Payson	16.17	Planning	Orem FrontRunner Station	Payson FrontRunner Station
T_S_01	South Valley Commuter Rail	Regional Rail	New Rail Service from Provo to Payson	13.14	RTP	Provo FrontRunner Station	Payson
T_S_02	Nebo Enhanced Bus Route	Enhanced Bus	New High Frequency Bus Service from Provo to Payson via 1-15	19.71	RTP	Provo FrontRunner Station	Payson FrontRunner Station
T_S_03	Maple Enhanced Bus Route	Enhanced Bus	New High Frequency Bus Service from Provo to Spanish Fork via State Street	13.46	RTP	BYU	Spanish Fork FrontRunner Station

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
T_S_04	Lakeview Expressway Connector	Enhanced Bus	Connect Maple core route to lakeview expressway, Spanish Fork	2.25	Planning	Lakeview Connector	Spanish Fork FrontRunner Station
T_S_07	Payson to Santaquin Service	Enhanced Bus	New Enhanced Bus Service	9.11	Planning	Payson FrontRunner Station	Santaquin
T_W_01	Utah County Connector- Pioneer	Light Rail	New Light Rail Service	21.02	Planning	Firefly Development	American Fork FrontRunner Station
T_W_02	Utah County Connector- Pony	Light Rail	New Light Rail Service	22.42	Planning	Firefly Development	American Fork
T_W_04	Cedar Valley Enhanced Bus Route	Enhanced Bus	New High Frequency Bus Service	19.39	RTP	Eagle Mountain	Lehi FrontRunner Station
T_W_05	2100 N Enhanced Bus Route	Enhanced Bus	New Enhanced Service connection to FrontRunner	4.06	Planning	Mountain View Corridor	Lehi FrontRunner Station
T_W_06	Point of the Mountain Light Rail	Light Rail	New Light Rail Service	3.03	Study	SL County Line	Lehi Triumph Blvd
T_W_09	Redwood Road BRT	Enhanced Bus	New BRT Service	12.36	Planning	SL County Line	Utah Lake Crossing

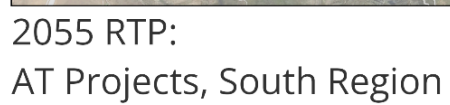
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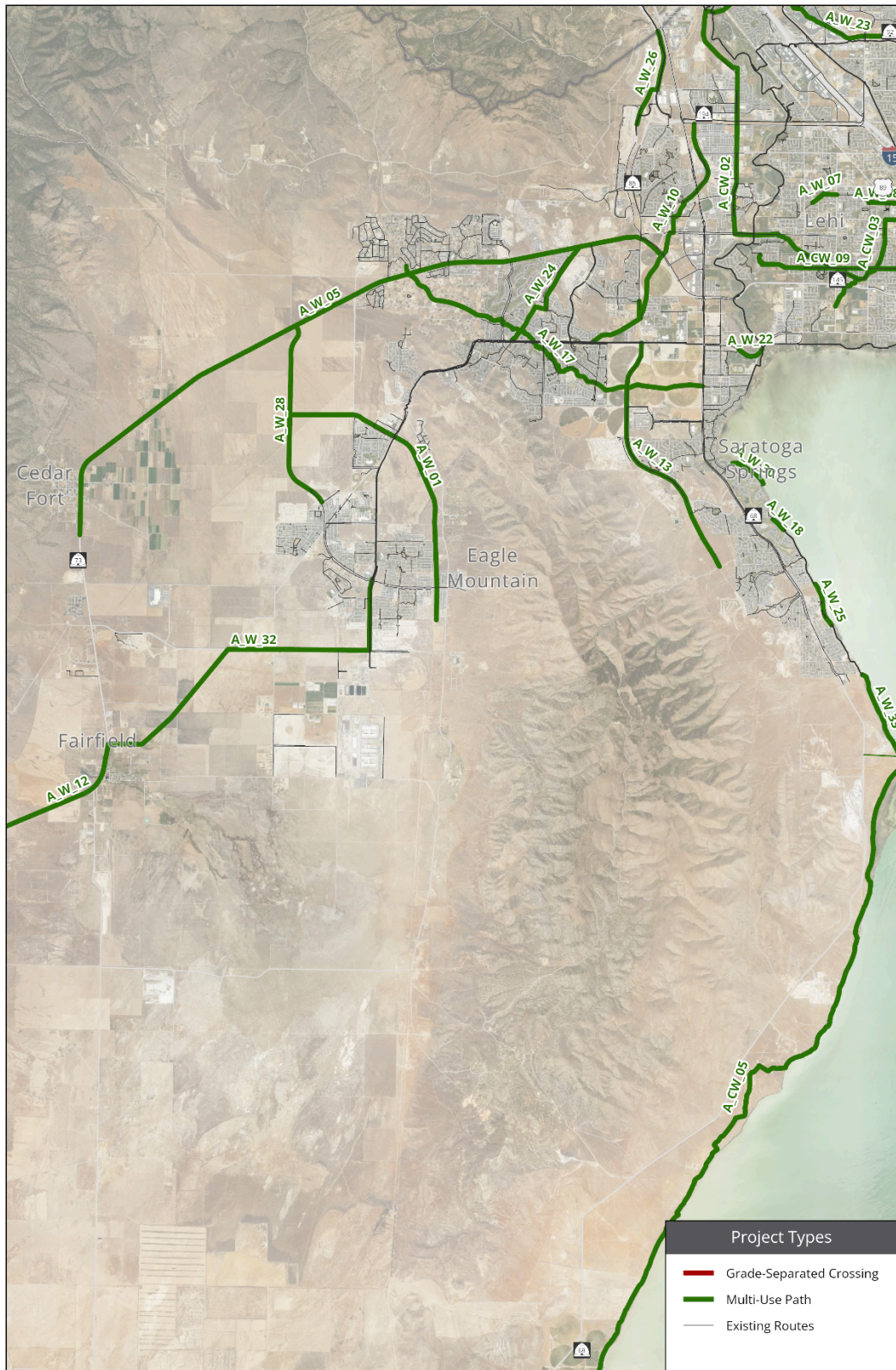


2055 RTP:
AT Projects, MAG Region



2055 RTP:
AT Projects, North and Central Region





2055 RTP:
AT Projects, West Region

2055 RTP AT List

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
A_C_02	Geneva Road Multi-Use Path	Off-Street, Trail	New Pathway	1.25	RTP	Lindon	Orem
A_C_05	COLLEGE CONNECTOR TRAIL 120	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	2.51	Planning	Orem Geneva RD	Orem State Street
A_C_08	Lakeview Parkway Trail	Off-Street, Trail	New Pathway	1.32	TIP	Orem	Provo
A_C_13	Vineyard 1200 N Trail	Off-Street, Trail	Connect 1200 N into Vineyard	1.80	Planning	Vineyard Connector	Orem 1380 W
A_C_14	Provo 2230 N Trail	Off-Street, Trail	New Pathway	0.18	RTP	Provo	
A_C_15	Provo Geneva Road Trail	Off-Street, Trail	New Pathway	4.59	RTP	University Parkway	Provo River Trail
A_C_16	Utah Lakeshore Trail to UVU Pedestrian Bridge Gap	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	0.72	RTP	Orem	
A_C_19	US 89 / State Street Trail	Off-Street, Trail	New Pathway	3.78	RTP	Provo	Springville
A_C_20	HISTORIC UTAH SOUTHERN RAIL TRAIL (LEHI TO PLEASANT GROVE) 351	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	1.20	Planning	Vineyard 1600 N	Vineyard Connector
A_C_21	UTAH LAKESHORE TRAIL 1437 EASTERN BASE	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	0.34	Planning	Utah Lakeshore Trail	Orem 1000 S
A_C_22	PROVO STATION 923 - Provo Frontrunner Rail Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	1.85	Planning	University Ave	Lakeview Pkwy
A_C_23	OREM E-W Connector - Geneva Road to Provo River Pkwy Trail Gap	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	4.08	Planning	Orem	
A_C_25	GENEVA ROAD MULTI-USE PATH	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	2.39	RTP	Lindon	Orem
A_C_26	Orem 1600 N Trail	Off-Street, Trail	Off street trail	2.68	Planning	Geneva RD	Murdock Canal Trail

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
A_C_28	Vineyard Promenade	Off-Street, Trail	New Pathway to Lake and Pedestrian Bridge at FrontRunner Station	0.83	RTP	Vineyard	
A_C_30	Carterville Trail	Off-Street, Trail	New Pathway	3.55	RTP	Orem	Provo
A_C_31	UTAH LAKESHORE TRAIL 1437 EASTERN Central BASE - Utah Lakeshore Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	4.55	Planning	Vineyard	Provo
A_C_34	Provo 600 South Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	1.14	RTP	Provo	
A_C_35	VINEYARD CONNECTOR / 800 N TRAIL - Vineyard Connector Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	2.12	Planning	Vineyard Utah Lakeshore Trail	Orem 600 West
A_C_36	US 189 SHARED USE PATH 1406 - College Connector Trail to Provo Fronrunner Gap	Off-Street, Trail	UTN, Exact alignment has not been determined Gap Closure Proposed, Multi Use Facility	4.15	Planning	Provo	
A_C_37	Provo 600 South Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	3.10	RTP	Provo	
A_C_38	North Union Canal Trail	Off-Street, Trail	New trail using Union Canal and Provo Bench canal ROW	4.13	Study	Orem 2000 N	Carterville Trail
A_C_39	Orem 1600 N / 400 E Grade Separated Crossing	Crossings – Grade Separated	A grade separated crossing for Murdock Canal	0.00	TIP	Orem 1600 N / 400 E	
A_N_03	Pleasant Grove Northern Corridor	Off-Street, Trail	New Pathway	2.14	RTP	Pleasant Grove	
A_N_04	American Fork 570 W Trail	Off-Street, Trail	New Pathway	12.58	RTP	American Fork	
A_N_07	Lindon 400 N Connection	Off-Street, Trail	New Pathway Connection	8.32	RTP	State St	Murdock Canal Trail
A_N_08	Suncrest AT Facility	Off-Street, Trail	Suncrest Dr above Highland to Draper, AT Project, Some Separation	61.32	Planning	Draper Hadington Rd	Bull River Rd
A_N_11	AMERICAN FORK North / SOUTH SHARED USE PATH GAP North	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	6.22	Planning	Art Dye Park	AF 700 N

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
A_N_12	AMERICAN FORK North / SOUTH SHARED USE PATH GAP SOUTH	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	7.65	Planning	AF 100 N	AF 100 S
A_N_14	Mitchell Hollow Extension	Off-Street, Trail	Extend Mitchell Hollow Trail to built trail on 10400 N	5.14	Planning	Highland 6400 W	10400 N
A_N_16	American Fork FrontRunner to Highland Trail	Off-Street, Trail	New Pathway	2.15	RTP	American Fork	Highland
A_N_17	AMERICAN FORK North / SOUTH SHARED USE PATH GAP Central - Art Dye / Highland Glen Trail Gap	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	1.54	Planning	AF 300 N	AF 100 N
A_N_18	Lehi to Murdock Canal Trail Alternative to UC 9600 N	Off-Street, Trail	New Bike Lane and Multi-Use Pathway	1.32	RTP	Highland	Lehi
A_N_21	Pleasant Grove 200 S Path	Off-Street, Trail	New Pathway	4.08	RTP	Pleasant Grove	
A_N_22	Canyon Road Pathway	Off-Street, Trail	New Pathway	0.78	RTP	Pleasant Grove	Cedar Hill
A_N_23	Highland / Alpine Trail	Off-Street, Trail	New Pathway	0.42	RTP	Highland	Alpine
A_N_25	HISTORIC UTAH SOUTHERN RAIL TRAIL (LEHI TO PLEASANT GROVE) 574 - Lehi Rail Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	0.43	RTP	Lehi	Pleasant Grove
A_N_26	Grove Creek Drive Trail	Off-Street, Trail	New Pathway	3.63	RTP	Pleasant Grove	
A_N_27	Main City Trail	Off-Street, Trail		0.36	Planning	Willowbank Dr	American Fork 1520 N
A_N_30	Main City Trail (The Metro)	Off-Street, Trail	New Pathway	1.75	RTP	Highland	Alpine
A_N_31	AMERICAN FORK North / SOUTH SHARED USE PATH BASE PROPOSED North - Art Dye / Highland Glen Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	3.40	RTP	American Fork	

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
A_N_32	HIGHLAND PKWY TRAIL - Timpanogos Highway Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	5.07	RTP	Highland	
A_N_33	HIGHLAND PKWY TRAIL - Timpanogos Highway Trail - Main City Trail	Off-Street, Trail		2.39	Planning	Shoreline Dr	SR-92
A_N_35	PROVO RIVER PARKWAY TRAIL	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	8.24	Planning	South Fork Rd	Deer Creek
A_CW_01	UTAH LAKESHORE TRAIL 1437 EASTERN SOUTHERN BASE	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	0.71	RTP	Provo	Springville
A_CW_02	3600 W/400 E and Powerline Trail	Off-Street, Trail	New Pathway	0.93	RTP	Point of the Mountain	American Fork
A_CW_03	Regional Connection to Dry Creek Trail	Off-Street, Trail	New Pathway Connection	1.88	RTP	Lehi	Highland
A_CW_05	Utah Lakeshore South Trail	Off-Street, Trail	New Multi Use Pathway around Southern Shore of Utah Lake	2.07	Planning	Saratoga Springs	Springville
A_CW_07	UTAH LAKESHORE TRAIL 1437 Western BASE	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	3.14	RTP	North Lake Park	Vineyard
A_CW_08	Utah Lake Lake AT Crossing	Off-Street, Trail	An AT component to the crossing over Utah Lake	0.27	Planning	Saratoga Springs	Provo
A_CW_09	Lehi and American Fork East / West Cycle Track	Off-Street, Trail	New Bike Lanes and Cycle Track	4.52	RTP	Jordan River Trail	State Street
A_CW_10	Vineyard Connector Trail	Off-Street, Trail	Trail along Vineyard Connector	5.66	RTP	Pioneer Crossing	Vineyard 1600 N
A_S_01	Springville Main Street Trail	Off-Street, Trail	New Pathway	2.84	RTP	Springville	
A_S_02	1-15 Parallel AT Facility	Off-Street, Trail	1-15 Parallel AT Facility 7300 S to 8000s	1.56	Planning	Spanish Fork River Trail	8000 S
A_S_04	Spanish Fork River Trail	Off-Street, Trail	New Pathway	5.89	RTP	Spanish Fork	Benjamin
A_S_05	PAYSON South TRAIL VISIONARY	Off-Street, Trail	UTN Vision Corridor Proposed, Multi Use Facility	9.41	Planning	Goshen	Highline Canal Trail
A_S_06	SR 75 Trail & Bridge	Off-Street, Trail	New Pathway	1.33	RTP	Springville	
A_S_08	Springville 1600 S Trail Crossing	Crossings – Grade Separated	New Grade-Separated Crossing	0.20	RTP	I-15 Springville 1600 S	

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
A_S_09	Woodland Hills Trail	Off-Street, Trail	New Pathway	1.89	RTP	Woodland Hills	
A_S_10	Hobble Creek Trail (South)	Off-Street, Trail	New Pathway	6.44	RTP	Springville	
A_S_11	SR-75; Springville 1400 N Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	0.67	Planning	Springville	
A_S_12	SR-198 Trail Extension	Off-Street, Trail	UDOT Priority Active Transportation Route	3.40	Planning	Payson 1550 S	Santaquin Main St
A_S_13	UC 4000 S Trail	Off-Street, Trail	New Pathway or Bike Facility	5.70	RTP	Spanish Fork River Trail	2600 W
A_S_14	SR 198 Trail	Off-Street, Trail	New Pathway	4.63	Planning	Payson 600 E	Woodland Hills Dr
A_S_15	Santaquin Rail Trail to Payson	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	3.82	RTP	Santaquin	
A_S_16	Payson Trail	Off-Street, Trail	New Pathway	1.85	RTP	Payson	
A_S_17	Mapleton Lateral Canal Trail	Off-Street, Trail	New Pathway Connection under US 6 and Railroad, UTN Base Network Proposed, Multi Use Facility	2.15	TIP	Springville	Spanish Fork
A_S_18	Genola Hill Side Trail	Off-Street, Trail	Trail from 5600 W through Genola	5.01	Planning	Utah Lake	Highline Canal Trail
A_S_19	Payson 800 S Grade-Separated Crossing	Crossings – Grade Separated	New Grade-Separated Crossing	0.20	Planning	1-15 Payson 800 S	
A_S_20	HIGHLINE CANAL TRAIL GAP	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	8.67	Planning	Gooseneast Dr	Salem Canal Rd
A_S_21	Santaquin 400 E Trail	Off-Street, Trail	New Pathway	3.57	RTP	Santaquin	
A_S_22	Santaquin to Rocky Ridge Gap	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	0.53	Planning	Summit Ridge	
A_S_23	Springville 1600 S / Mapleton 1600 N Trail	Off-Street, Trail	New Pathway and Grade-Separated Crossing, UTN Base Network Proposed, Multi Use Facility	4.77	Planning	Springville	Mapleton
A_S_24	Mapleton US 89 / 1600 W Trail	Off-Street, Trail	New Pathway	5.54	RTP	Mapleton	Spanish Fork
A_S_25	SR-198; Payson Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	2.44	Planning	Payson 600 E	Payson 1550 S

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
A_S_27	5600 W Trail	Off-Street, Trail	Trail along 5600 W through west mountain	8.88	Planning	Utah Lake	11450 S
A_S_28	SF 1550 W Trail	Off-Street, Trail		0.74	Planning	Spanish Fork 100 S	7300 S
A_S_30	Springville / Spanish Fork 400 East / Spanish Fork Parkway Trail Gap	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	7.18	Planning	Springville/ Spanish Fork	
A_S_31	6400 S Trail	Off-Street, Trail	Trail along 6400 S lakeshore	7.28	Planning	5600 W	Spanish Fork 630 W
A_S_33	SPANISH FORK 400 N TRAIL 1089	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	3.04	Planning	Slant Rd	Mapleton Lateral Canal
A_S_36	Payson Main Street Trail	Off-Street, Trail	New Pathway	2.76	RTP	Payson	
A_S_37	Springville Foothills Trail	Off-Street, Trail	New Springville Trail along foothills	3.57	Planning	Millpond Dr	Canyon Rd
A_S_39	Springville 400 E Trail	Off-Street, Trail	New Pathway	3.10	RTP	Springville	
A_S_40	Highline Trail Connector	Off-Street, Trail	New Pathway Connection	0.82	RTP	SR-198	Highline Canal Trail
A_S_41	Goshen Valley Rail Trail	Off-Street, Trail	New Pathway	1.63	RTP	Goshen	
A_S_42	SR 51 Trail	Off-Street, Trail	New Pathway	3.37	RTP	Springville 600 S	SF 400 N
A_S_45	Spanish Fork Main Street Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	4.50	Planning	Spanish Fork	
A_S_46	SPANISH FORK MAIN STREET TRAIL 1091 GAP - Proposed Bicycle Network - Regional Recommendations	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	2.21	Planning	Spanish Fork	
A_S_47	Payson Parkway Grade-Separated Crossing	Crossings - Grade Separated	New Grade-Separated Crossing	0.00	Planning	1-15 Payson Parkway	
A_S_48	Arrowhead Trail Road	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	4.13	Planning	Salem	Payson
A_S_49	SPANISH FORK HIGH SCHOOL TRAIL - Spanish Fork Main Street to Spanish	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	0.99	Planning	Spanish Fork	

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
	Fork High School Trail Gap						
A_S_51	SALEM CANAL TRAIL NORTH UTN BASE PROPOSED	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	3.48	Planning	Spanish Fork River Trail	9800 S
A_S_52	Highline Canal Trail Phase 1	Off-Street, Trail	New Pathway	8.17	RTP	Genola	Spanish Fork
A_S_53	Highline Canal Trail Phase 2	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	8.71	RTP	Genola	Spanish Fork
A_S_54	Salem Canal Road Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	0.87	RTP	Salem	
A_S_55	Santaquin Belt Loop Trail	Off-Street, Trail	New Pathway	5.33	RTP	Santaquin	
A_S_56	Payson Canyon Trail	Off-Street, Trail	New Pathway	4.34	RTP	Payson	
A_S_57	Spanish Fork Center Street Grade-Separated Crossing	Crossings - Grade Separated	New Grade-Separated Crossing	0.20	Planning	1-15 SF Center Street	
A_S_58	Goshen Rail Trail / US 6 Trail	Off-Street, Trail	New Pathway	10.87	RTP	Redwood Road	Santaquin 400 E
A_S_59	SANTAQUIN RAIL TRAIL TO PAYSON	Off-Street, Trail	UTN Vision Corridor Proposed, Multi Use Facility	0.90	Planning	Santaquin	
A_S_60	Salem Loop - Loafer Mountain Parkway	Off-Street, Trail	New Buffered Bike Lanes and Multi-Use Pathway	4.27	RTP	Salem	Spanish Fork
A_S_61	PAYSON South TRAIL BASE PROPOSED - Payson South Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	1.99	RTP	Payson	
A_S_62	UC 8000 S / SR 164 1345 - SR-164; Spanish Fork to Benjamin Trail	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	4.22	RTP	Salem	Spanish Fork
A_S_63	Springville Tintic Rails Trail	Off-Street, Trail	New Pathway	1.84	RTP	Springville	
A_S_64	RAIL TO TRAIL MOAB TO SLC 926 - US-6; Spanish Fork to Helper Trail	Off-Street, Trail	UTN Vision Corridor Proposed, Multi Use Facility	25.25	Planning	Spanish Fork	
A_S_65	Springville 1200 W Corridor	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	6.21	RTP	Springville	Spanish Fork

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
A_S_66	Elk Ridge to Payson Canyon Trail	Off-Street, Trail	New Pathway	1.32	Study	Payson Canyon Trail	Highline Canal Gap
A_S_67	Santaquin Canyon	Off-Street, Trail	New Pathway	1.69	Planning	Santaquin 950 S	Prospector View Park
A_W_01	East Expressway Trail	Off-Street, Trail	New Pathway	4.86	RTP	Eagle Mountain	
A_W_05	SR 73 Trail	Off-Street, Trail	New Pathway	10.91	RTP	Eagle Mountain	Cedar Fort
A_W_06	600 East / Center Street to Murdock Canal Trail Gap - CLUBVIEW LANE GAP	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	0.35	Planning	3200 N	Murdock Canal Rd
A_W_07	LEHI WASTE DITCH TRAIL West BASE PROPOSED	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	0.45	Planning	Lehi	
A_W_08	LEHI WASTE DITCH TRAIL West BASE PROPOSED	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	0.54	RTP	Lehi	
A_W_10	Saratoga Lehi Canal	Off-Street, Trail	New Pathway and Two Grade-Separated Crossings	4.09	RTP	Lehi 2700 N	Pony Express Pkwy
A_W_12	SR-73; Fairfield to Stockton Trail	Off-Street, Trail	UTN Vision Corridor Proposed, Multi Use Facility	5.43	Planning	Fairfield	
A_W_13	Foothill Boulevard Trail	Off-Street, Trail	New Pathway	4.19	RTP	Saratoga Springs	
A_W_16	LEHI WASTE DITCH TRAIL	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	0.70	Planning	Lehi	
A_W_17	Tickville Trail	Off-Street, Trail	New Pathway and Connection Across SR 73 to Redwood	5.90	RTP	SR 73	Redwood RD
A_W_18	UTAH LAKESHORE TRAIL 1437 SARATOGA SPRINGS NORTH CENTRAL BASE	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	0.24	RTP	Saratoga Springs	Springville
A_W_19	Traverse Mountain Connection	Off-Street, Trail	New Pathway and Two Grade-Separated Crossings	1.35	RTP	Lehi	
A_W_20	LEHI 600 EAST / CENTER STREET NORTH / South CONNECTION 699	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	5.31	RTP	Lehi	

Project ID	Project Name	Type	Description	Miles	Status	Begin	End
A_W_22	Pony Express Parkway Trail Gap	Off-Street, Trail	UTN, Exact Alignment Has Not Been Determined, Gap Closure Proposed, Multi Use Facility	0.38	Planning	Tallulah Lane	Jordan River Trail
A_W_23	Lehi North 92 Trail	Off-Street, Trail	New Pathway and Five Grade-Separated Crossings	4.38	RTP	Lehi	
A_W_24	Ranches Corridor Trail	Off-Street, Trail	New Pathway	1.86	RTP	Eagle Mountain	
A_W_25	UTAH LAKESHORE TRAIL 1437 SARATOGA SPRINGS SOUTH CENTRAL BASE	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	0.73	RTP	Saratoga Springs	Springville
A_W_26	Mountain View Corridor Trail & Buffered Bike Lanes	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	2.77	Planning	Lehi	
A_W_27	Lehi Center Street Connection	Off-Street, Trail	New Pathway Crossing under I-15	2.08	RTP	Lehi	
A_W_28	Eagle Mountain Boulevard	Off-Street, Trail	New Pathway	3.06	RTP	SR-73	Desert Willow Dr
A_W_30	UTAH LAKESHORE TRAIL 1437 SARATOGA SPRINGS NORTH BASE	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	0.63	RTP	Saratoga Springs	Springville
A_W_32	PONY EXPRESS PKWY TRAIL	Off-Street, Trail	UTN Vision Corridor Proposed, Multi Use Facility	5.93	Planning	Fairfield	Eagle Mountain
A_W_33	UTAH LAKESHORE TRAIL 1437 SARATOGA SPRINGS SOUTH BASE	Off-Street, Trail	UTN Base Network Proposed, Multi Use Facility	1.50	RTP	Saratoga Springs	Springville

MPO BOARD MEETING

September 10, 2026 | 5:30 pm - 7:00 pm



5 | Small Area Population Projections

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

BACKGROUND

Every four years, MAG staff update housing, population, and job data and project it into the future to aid in the development of the Regional Transportation Plan.

The housing data has now been updated to the current year, 2026, and housing, population, and jobs have been projected to 2055 using the Real Estate Market Model with the planned land use and densities from each city's general plan and the Wasatch Choice Vision centers. MAG staff will review the forecasting process and show the 2055 forecast. This forecast will be used for official travel demand modeling of the Regional Transportation Plan and its air quality conformity analysis.

ATTACHMENT

[Presentation](#)

RESOURCE

[DRAFT Estimates and Projections Feedback Map](#)



MAG

Small Area Population Projections

2023 - 2055

1. Forecasting Process Overview

2. Reveal Draft 2055 Socioeconomic Forecast

Forecasting Process

A Brief Overview

MAG Requirements

As per [federal code](#), MAG RTP and models use "the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity."



State and County Population Estimates for Utah: 2025

Authored by Emily Harris, Senior Demographer

Summary

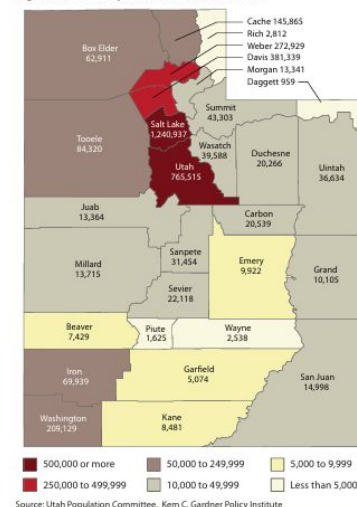
Estimates produced by the Utah Population Committee indicate a total Utah population of 3,551,150 on July 1, 2025, adding 44,351 residents to the state since July 1, 2024. These estimates reflect a continuing moderation of growth since 2023.

- **Growth Rate** - Population growth slowed to 1.3% in 2025, down from 1.5% in 2024.
- **Components of Change** - Net migration played a smaller role in growth than in the past 4 years, contributing 43% to statewide population change. Natural change contributed 57% of new residents.
- **Natural Change** - Natural change was the primary source of population growth, resulting from increases in both births and deaths. Natural change increased for the first time in over a decade outside of changes around COVID-19 trends in 2023.
- **County Growth** - Twenty-four counties grew in 2025, with over half of those counties' growth driven by net migration.
- **Fastest Growing Counties** - Tooele and Iron counties experienced the fastest population growth (3.0%). Washington, Utah, Grand, and Wasatch counties grew by 2.0% or more.
- **Most Growth** - Utah County added the most population, totaling 15,914 new residents, accounting for approximately 36% of the state's population growth.

State-level Results

In 2025, Utah experienced a deceleration in population growth for the second year in a row, from 1.5% in 2024 to 1.3% in 2025. Natural change was the main driver of population growth statewide in 2025. This is a departure from the last four years, where net migration drove the majority of growth. Of the estimated 44,351 new residents added between 2024 and 2025, 57% came from natural change and 43% from net migration. These shifts resulted in a population of 3,551,150 as of July 1, 2025. Utah's recent shift back to natural change as the primary source of growth represents a return to patterns seen before COVID-19.

Figure 1: Utah Population Estimates, 2025



The Utah Population Committee (UPC), chaired and staffed by the Kem C. Gardner Policy Institute, produced Utah's state and county population estimates for July 1, 2025. The 2025 estimates incorporate the most recent 2020 decennial census data, released in August 2021. This postcensal series will extend from July 1, 2020, until the next decennial census in 2030.

The UPC continues to investigate the data and refine the estimates process to accurately reflect the period between July 1, 2020, and July 1, 2025. UPC will continue to monitor the state's data and conditions into the future.

Agency Roles in the Process

City/County Staff

- Provide general plan land use data.
- Identify new developments.
- Give direction on unplanned areas.
- Review data and give feedback.

Gardner Policy Institute

- Provide current county-level population and jobs.
- Provide county-level population and job projections.

Wasatch Front Regional Council

- Lead the development and maintenance of the Real Estate Market Model.

MAG

- Regional coordination.
- Data collection, analysis, and integration.
- Modeling and forecasting population and jobs.

The Process: Data for Today

- Utah County parcel residential units and non-residential buildings
- Observations from the Nearmap aerial imagery
- Department of Workforce Services job data



These are the most accurate on-the-ground data for housing and jobs.
MAG staff investigates multi-family parcels to verify the number of units.

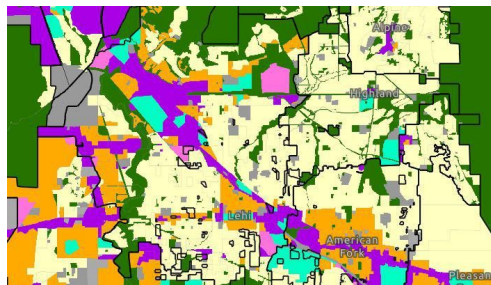
The Process: Data for the Near-Future

- Observations from the Nearmap aerial imagery
- Developments
- Building Permits



This data improves accuracy in the first several years of model forecasting.

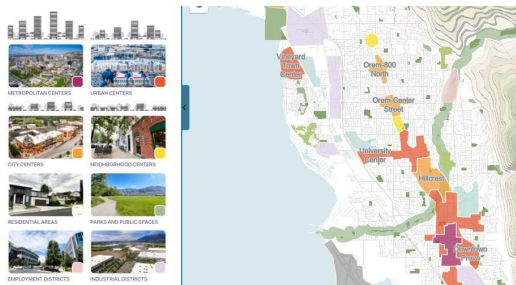
The Process: Capacities for the Future



GENERALIZED FUTURE LAND USE

Collected from the general plan of each city/county.

The model uses the maximum density allowed.



WASATCH CHOICE VISION CENTERS

The Centers update the capacities of the general plan in a future year.



STATION AREA PLANS

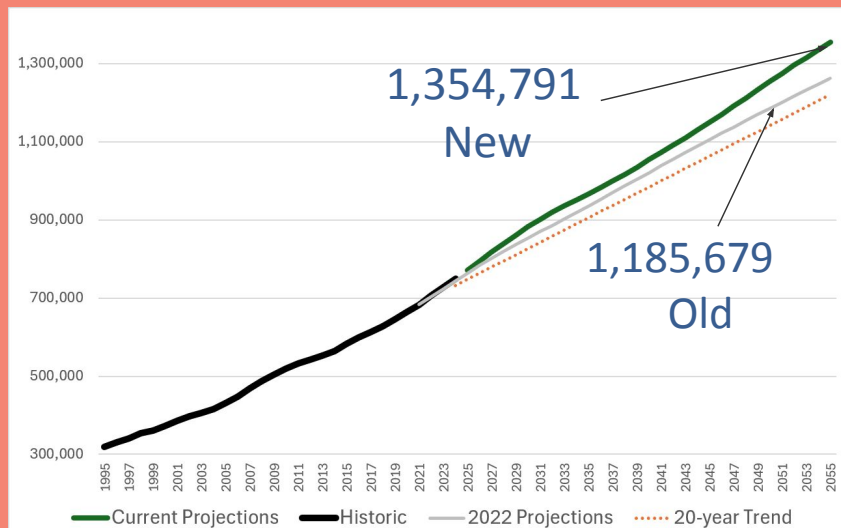
If not already incorporated in general plans, adopted Station Area Plans will update the capacities of the general plan.

The Process: County Totals

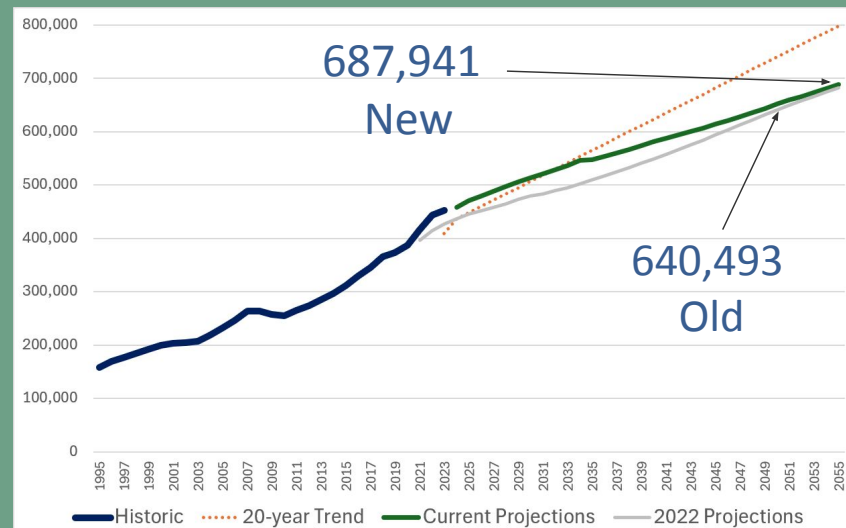


- Gardner Policy Institute

Population



Jobs



Why Use the Real Estate Market Model?

Allows transportation and land use interaction

- Does building a road encourage growth?

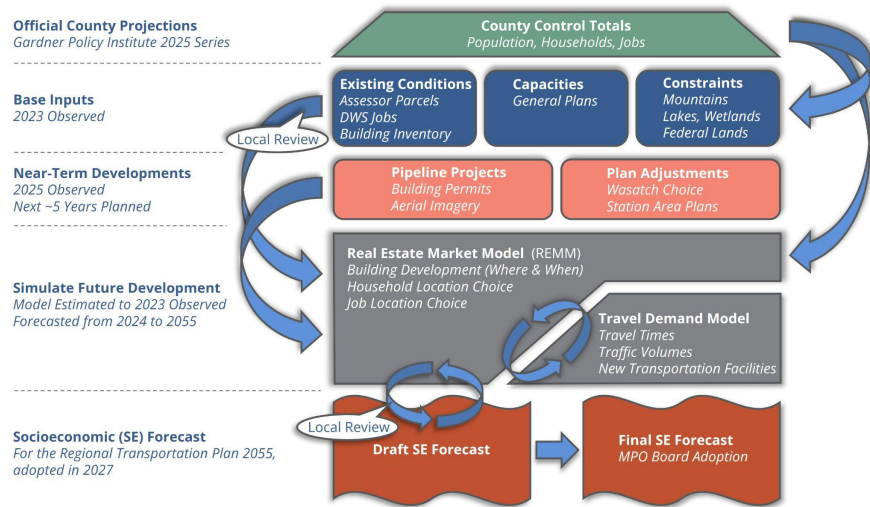
Uses statistically significant data to locate the people and jobs

- Why do people and jobs currently locate where they do?

Includes profitability model for new development and redevelopment.

- As we urbanize, will we redevelop more?

MAG Socioeconomic Forecast Process

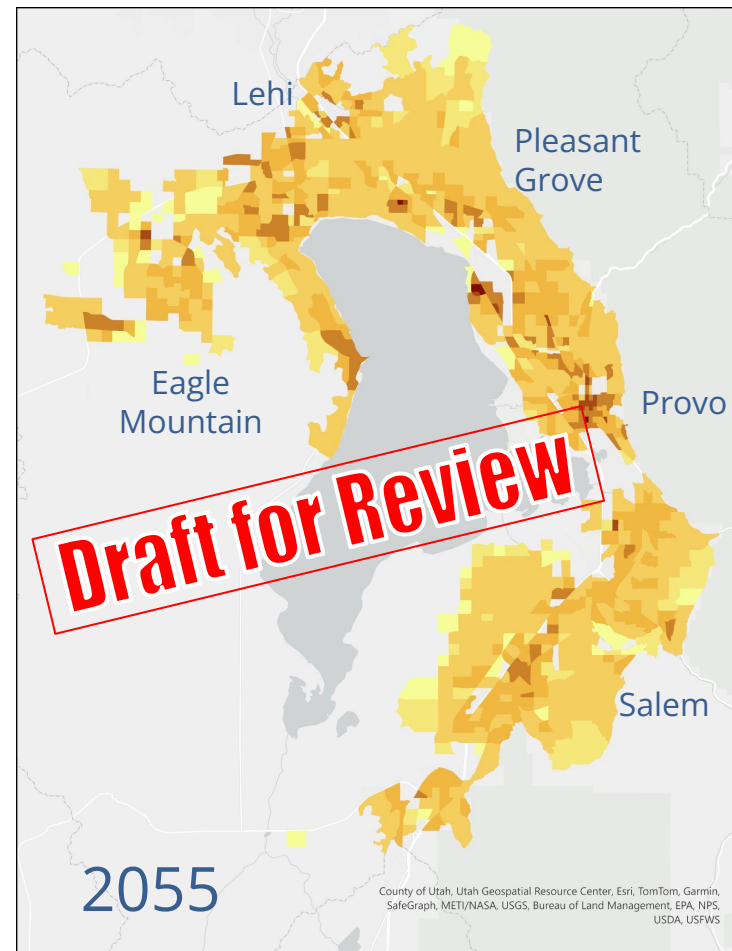


How the Forecast is Used

- Traffic forecasting
- Regional Transportation Plan (RTP)
- Air quality modeling
- Modeling in traffic studies

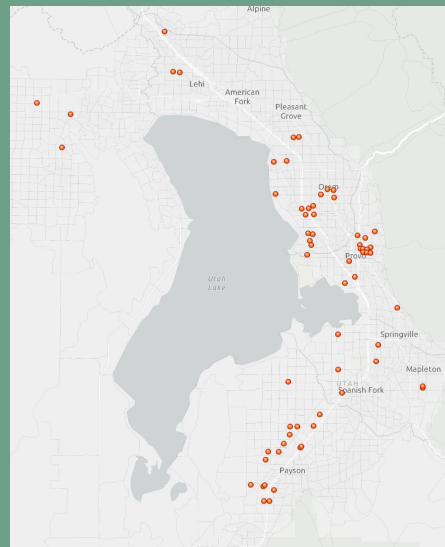
DRAFT FORECAST FOR LOCAL REVIEW

*Comment Period:
Jul 30 through Aug 12*



→ 67+ comments

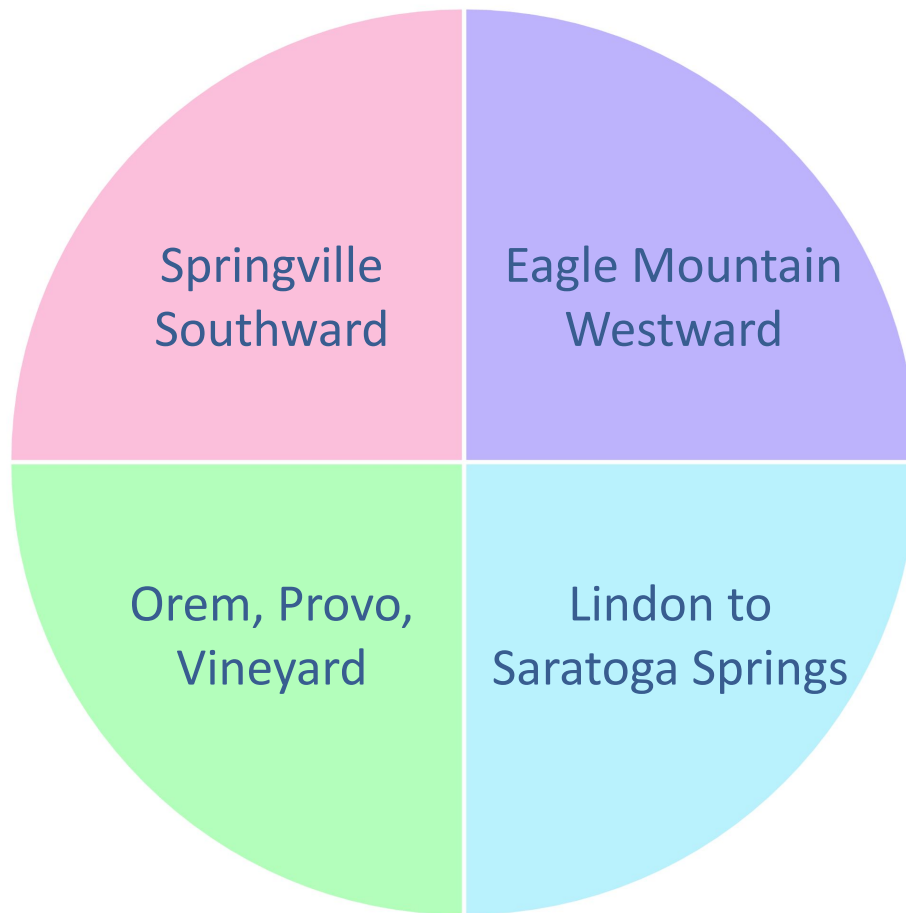
→ 10 cities



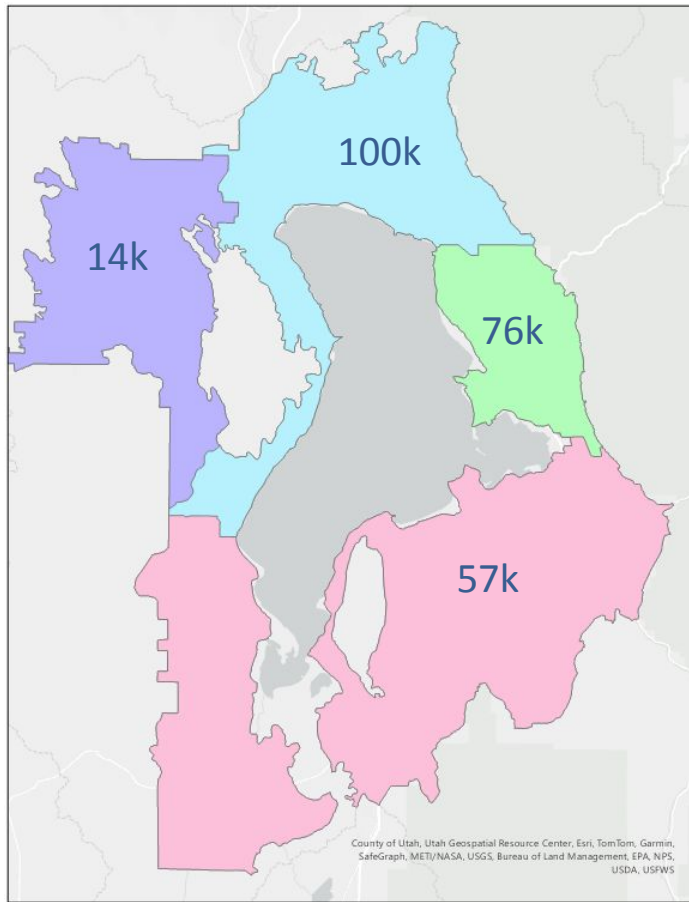
FEEDBACK
RECEIVED

Draft 2055 Forecast

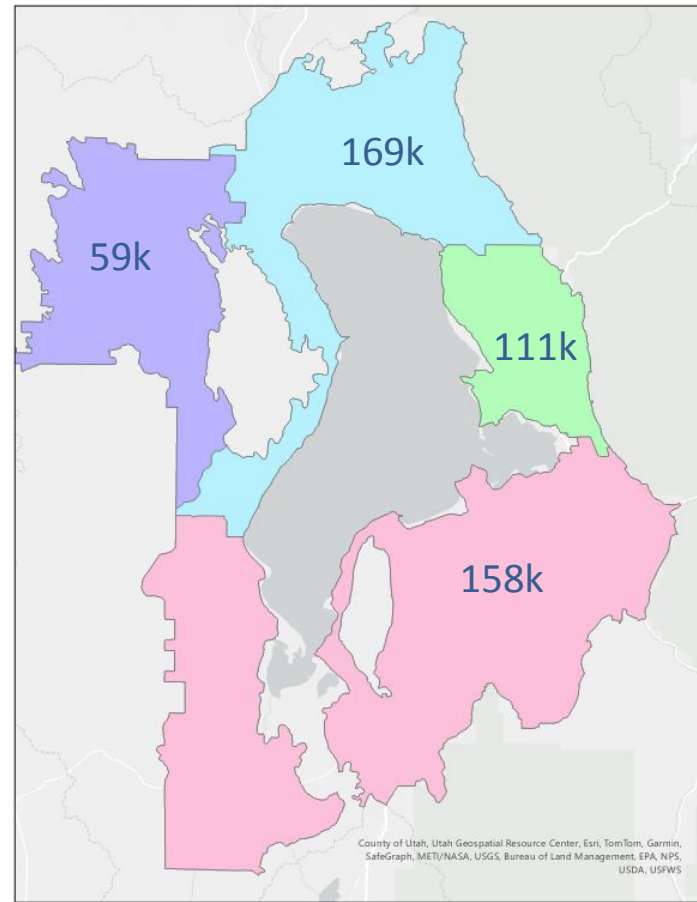
Adjustments Made after the Comment Received



2026

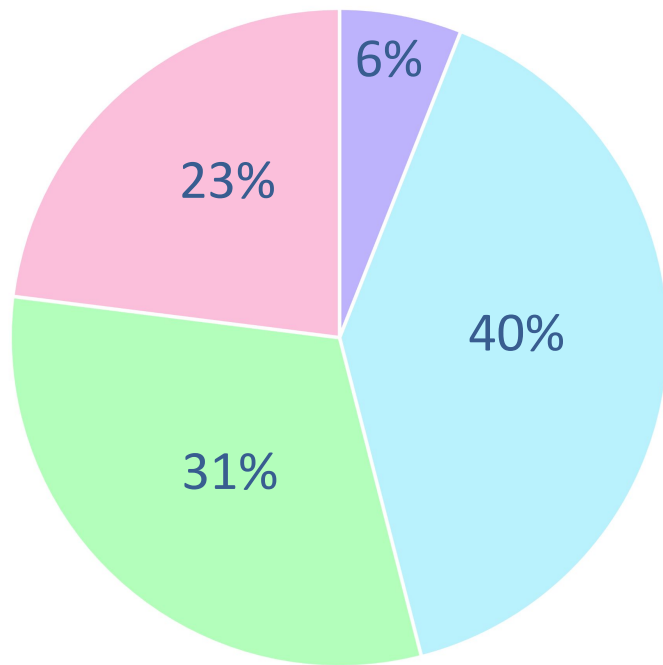


2055



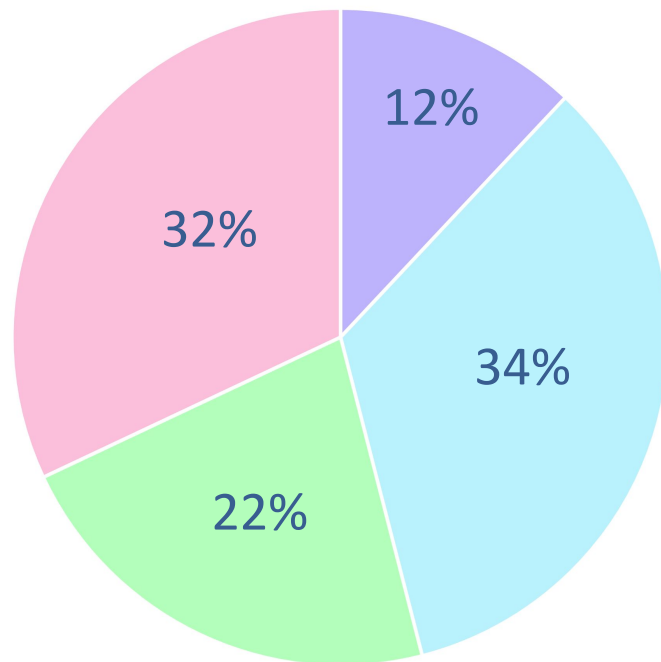
Sub-county Household Totals

2026

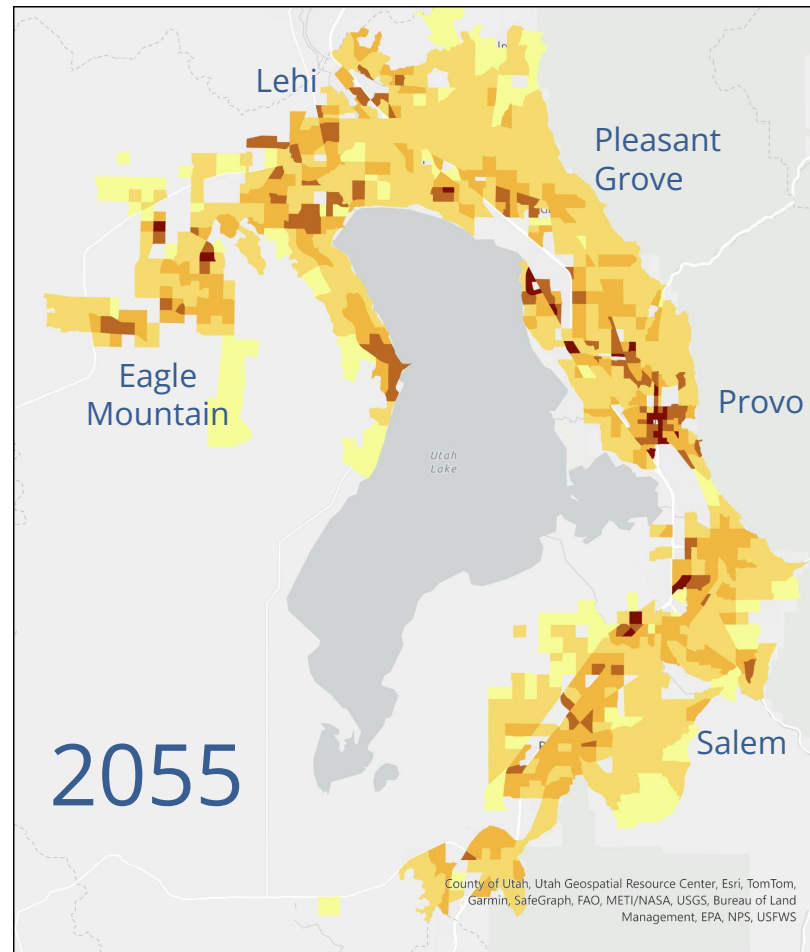
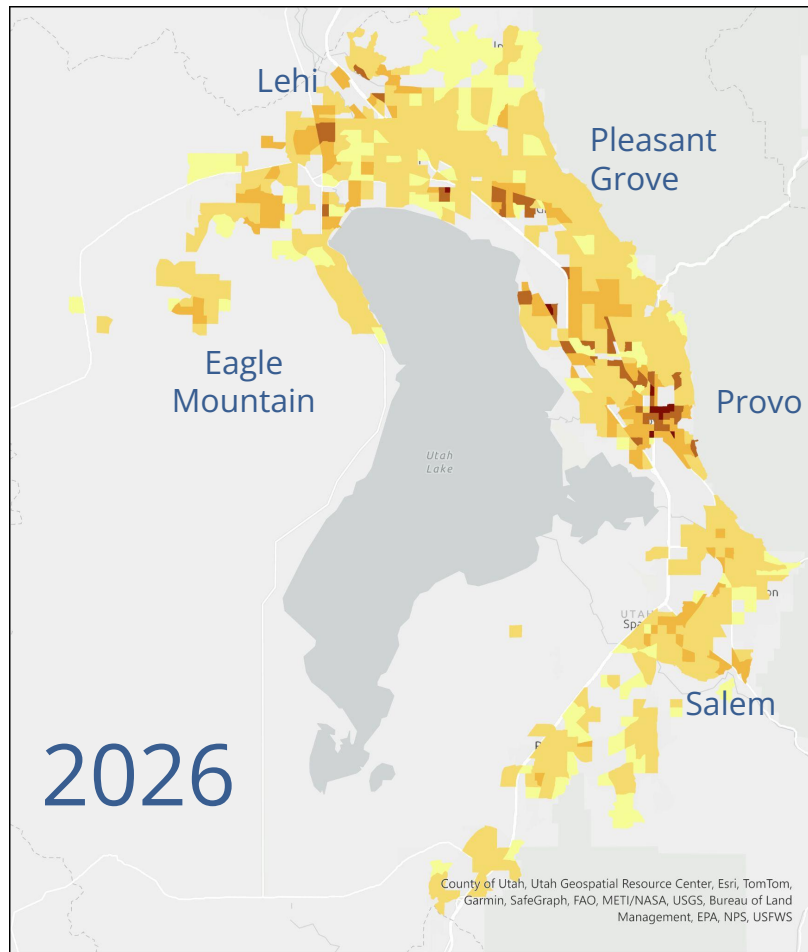


West North Central South

2055

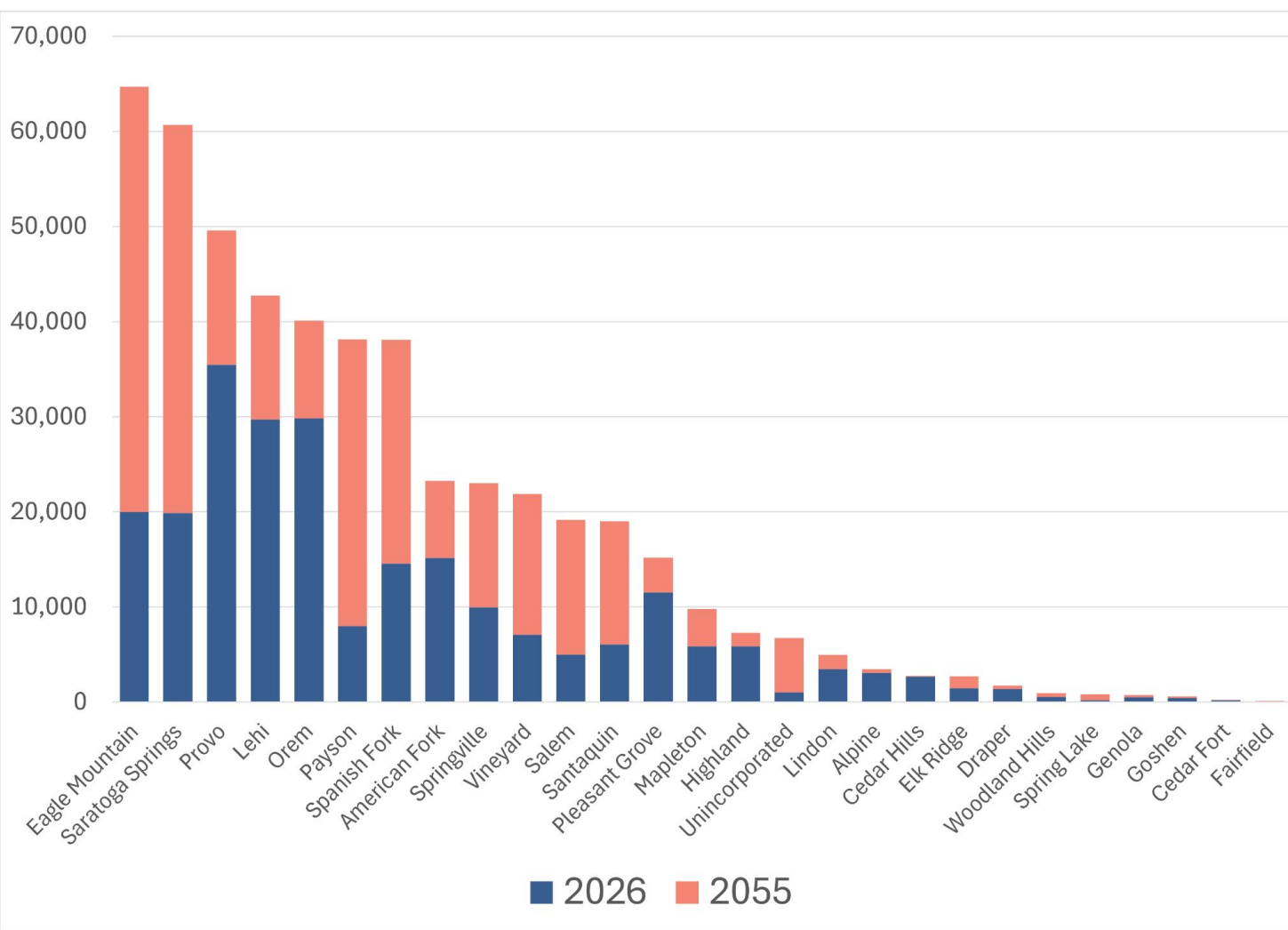


West North Central South



Household Density

Household Growth by City

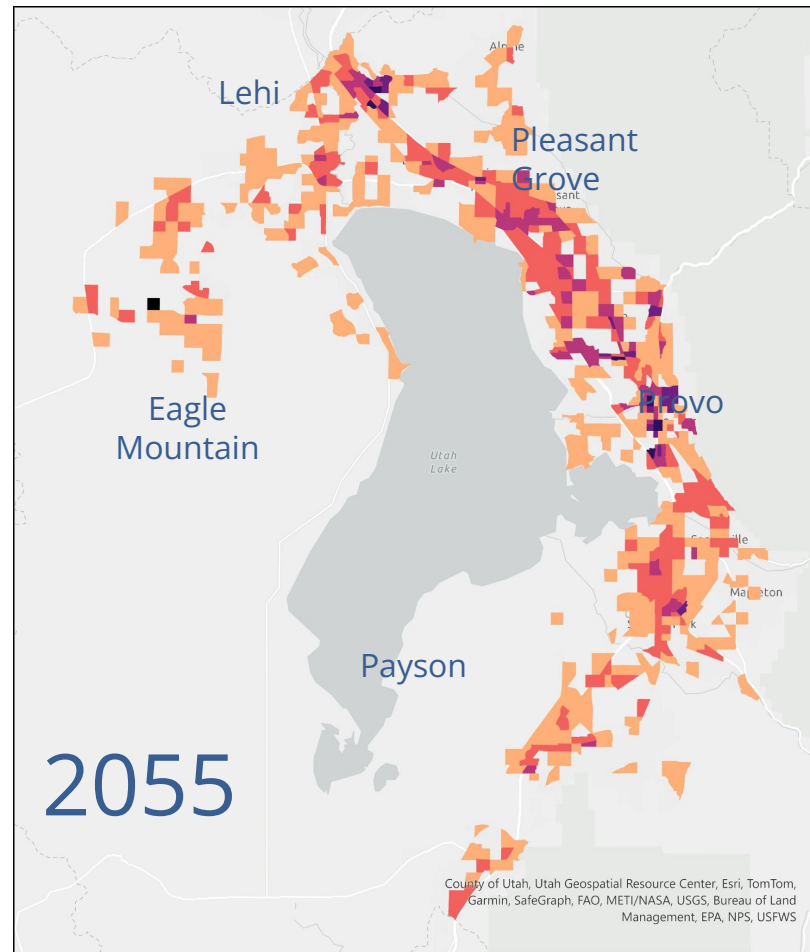
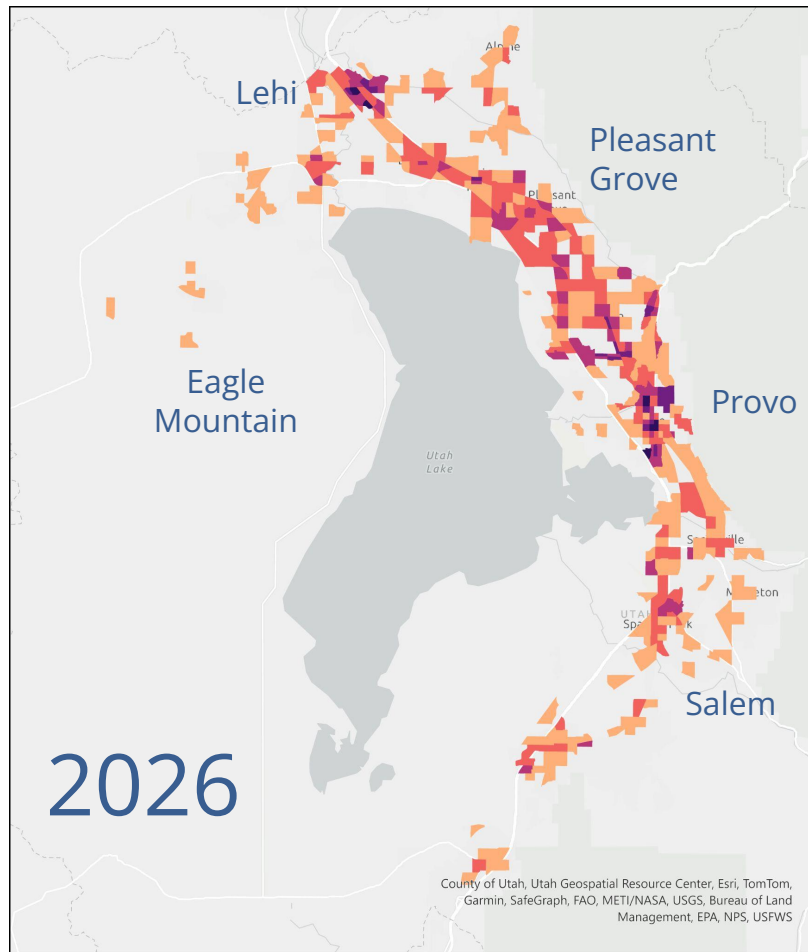


2055 City Population

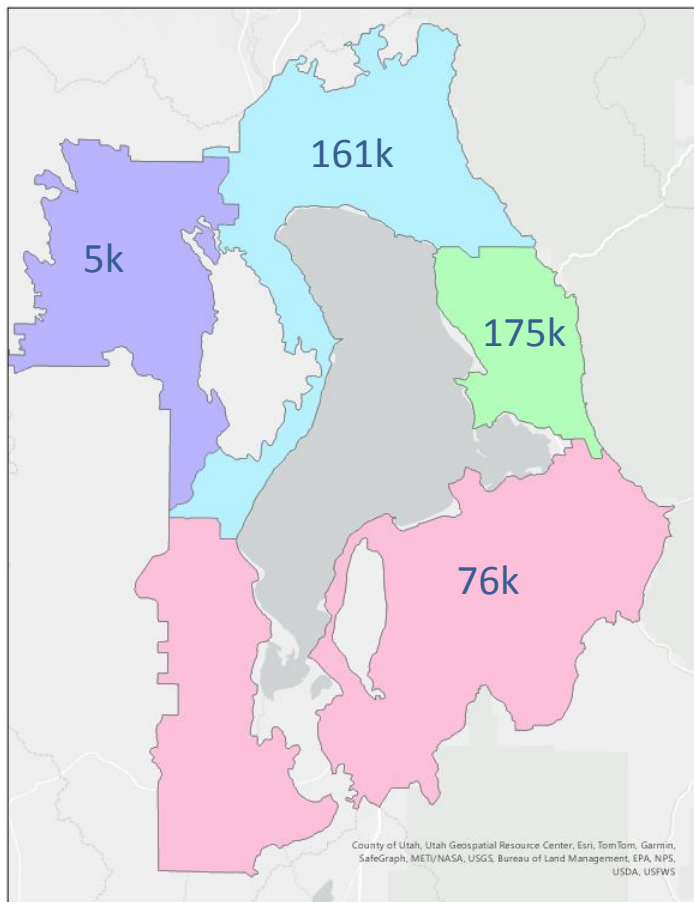
Compared to Previous 2050 Forecast

	Old 2050	New 2055
Alpine	11,420	9,269
American Fork	47,773	60,835
Cedar Fort	1,991	609
Cedar Hills	9,635	8,125
Draper	4,524	4,855
Eagle Mountain	144,844	176,026
Elk Ridge	5,841	7,756
Fairfield	1,497	302
Genola	1,931	2,260
Goshen	1,000	1,642
Highland	24,531	21,435
Lehi	110,131	115,735
Lindon	14,972	14,208
Mapleton	19,489	26,183

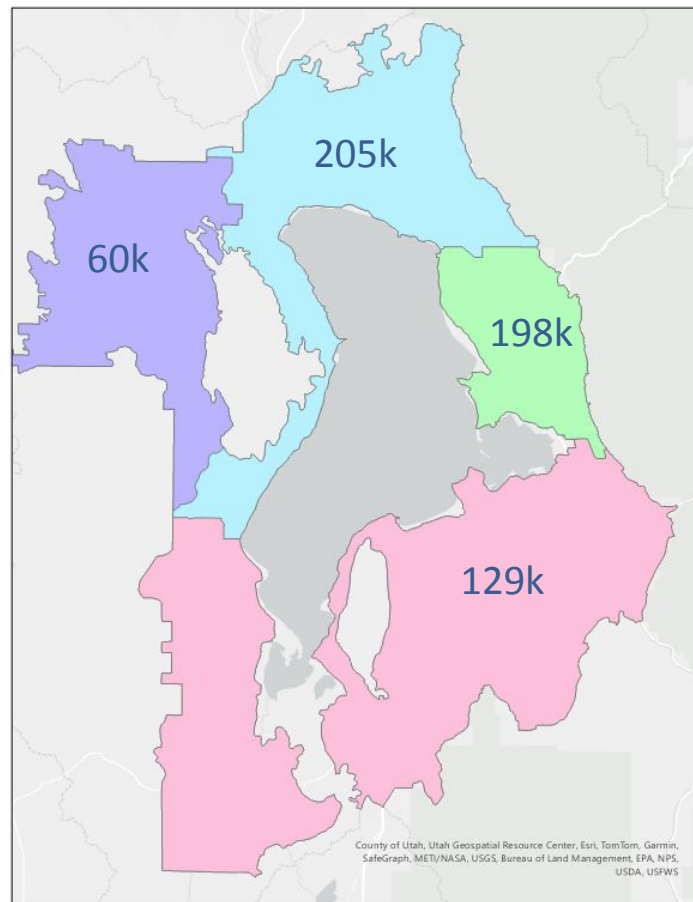
	Old 2050	New 2055
Orem	110,944	108,318
Payson	60,188	100,901
Pleasant Grove	39,091	40,486
Provo	152,249	139,546
Salem	46,331	52,580
Santaquin	34,211	48,397
Saratoga Springs	133,431	169,939
Spanish Fork	95,221	102,135
Spring Lake	n/a	2,218
Springville	56,557	62,132
Vineyard	39,176	55,024
Woodland Hills	2,467	2,896
Unincorporated	16,441	20,979
County Total	1,185,679	1,354,791



2026

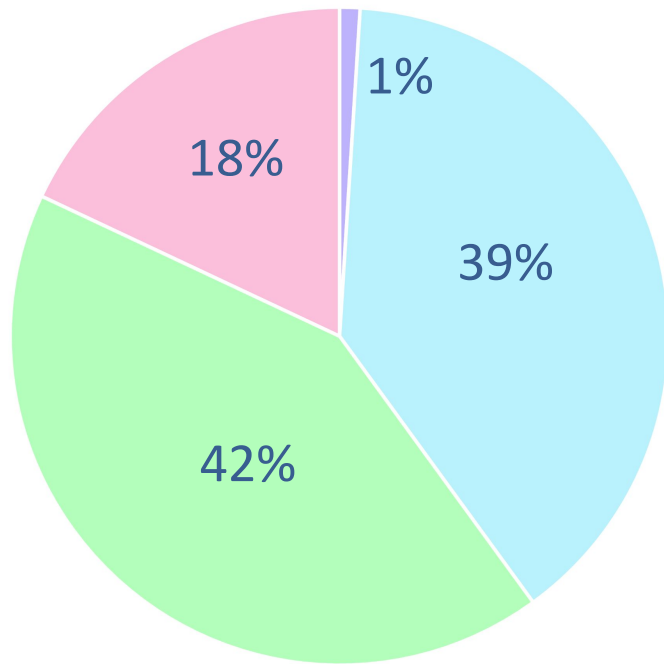


2055



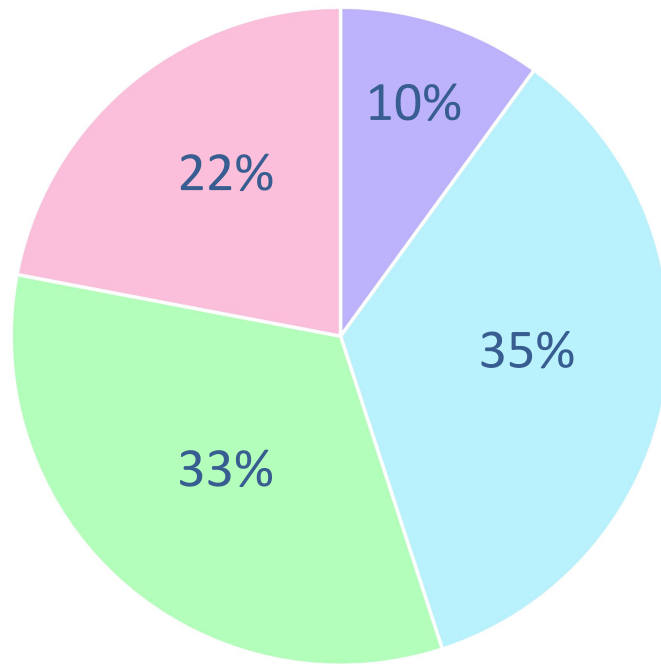
Sub-county Job Totals

2026



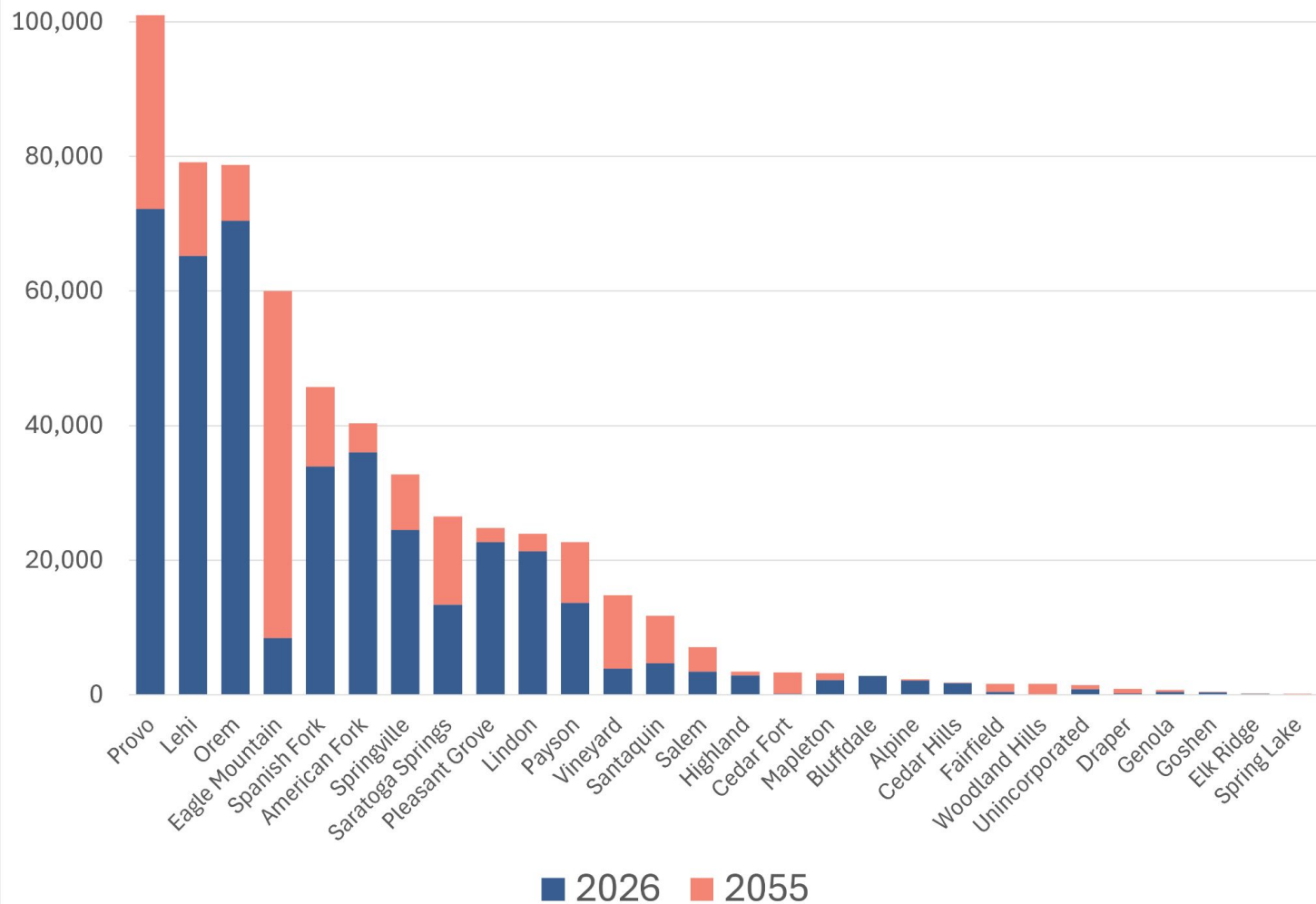
West North Central South

2055



West North Central South

Job Growth by City



2055 City Jobs

Compared to Previous 2050 Forecast

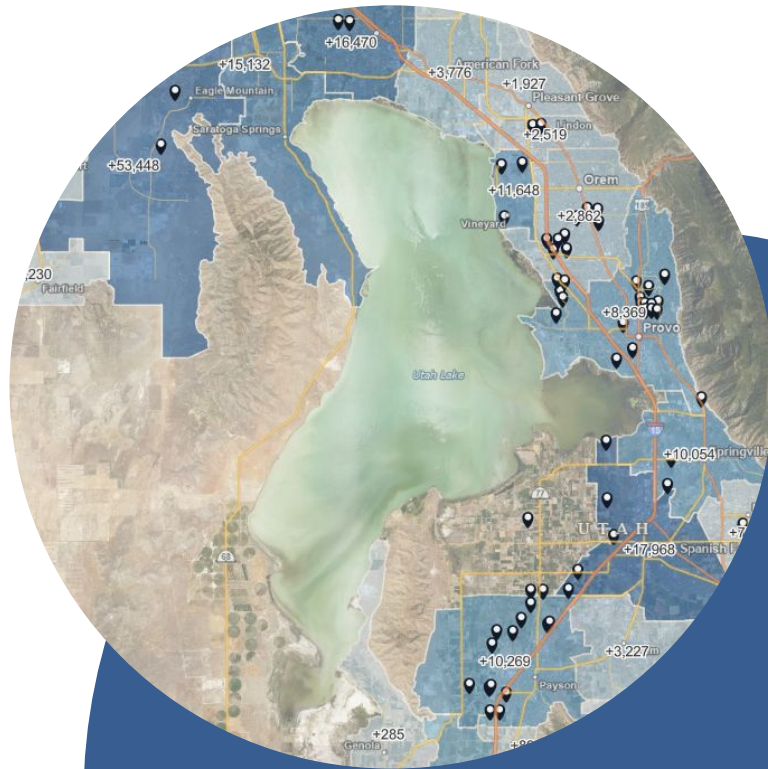
	Old 2050	New 2055
Alpine	2,256	2,268
American Fork	33,517	40,339
Cedar Fort	337	3,292
Cedar Hills	1,524	1,758
Draper	-	885
Eagle Mountain	49,236	59,992
Elk Ridge	462	199
Fairfield	961	1,624
Genola	89	718
Goshen	335	351
Highland	3,265	3,421
Lehi	73,849	79,162
Lindon	16,722	23,901
Mapleton	4,692	3,183

	Old 2050	New 2055
Orem	65,188	78,764
Payson	22,665	22,678
Pleasant Grove	24,057	24,761
Provo	115,975	101,036
Salem	6,141	7,033
Santaquin	14,181	11,729
Saratoga Springs	23,169	26,480
Spanish Fork	36,096	45,728
Spring Lake	n/a	137
Springville	33,011	32,730
Vineyard	15,782	14,784
Woodland Hills	0	1,606
Unincorporated	825	4,762
County Total	544,335	593,321



View the Forecast:

[DRAFT Estimates and Projections Web App](#)



SELECT VIEW

1.

Select a Geography:

City

TAZ

Select a Metric:

Population

Households

Jobs

2026 Estimate

Projection



2.

Select Display:

Side-by-Side

Swipe

Growth

Questions?

Tim Hereth

Analytics Manager

thereth@magutah.gov



MPO BOARD MEETING

September 10, 2026 | 5:30 pm - 7:00 pm



6 | Summary of Straw Poll: Regional Transportation Funding Opportunities

LaNiece Davenport, MPO Director | 801-229-3837 | laniece@magutah.gov

To address Utah County's projected 68% road funding shortfall, we conducted an informal straw poll during our last MPO Board meeting. The objective was to gauge board sentiment across potential funding mechanisms and identify shared priorities without binding any member or municipality to formal action.

EVALUATION CRITERIA PRIORITIES

Here are the results from the seven criteria you were asked to rank to help us understand what we should prioritize or what is most important when evaluating future funding options (ranked order).

Evaluation Criterion Priorities
Revenue Potential
Long-term Sustainability
Local Control
Flexibility
Ease of Implementation
User-pay Principle
Equity

FUNDING MECHANISM STRAW POLL RESULTS

- Broad Support / High Consensus
 - 90% support for pursuit of Federal Grants
 - 66% favored Vehicle Registration Fee adjustments
 - 64% supported optimizing Class B & C Road Funds
- Conditional Support / Worth Exploring
 - 40-55% support Sales Taxes, Road Usage Charges, Bond Financing, and Tolling
- Low Appetite
 - 54% and 58% oppose Motor Fuel Taxes and Transportation Utility Fees respectively

RECOMMENDED NEXT STEPS

Three low-stakes next steps we can initiate:

1. Staff develops revenue projections for Federal Grants, Registration Fees, and B/C Funds to start.
2. Staff prepares a legislative roadmap for increasing Local Option Sales Taxes.
3. Staff research legal framework for Road Usage Charge program.
4. Anything else?

ATTACHMENT

[Presentation](#)



Summary of Straw Poll: Regional Transportation Funding Opportunities

Overarching goal is to establish long-term, stable, and adequate funding for our multimodal transportation needs.

Why do we need other funding options?

- Close the significant funding gap
- Prepare for and manage continued growth
- Maintain and preserve existing transportation infrastructure
- Provide reliable, multimodal transportation options
- Create stable, sustainable funding for the future





Regional Roadway

2027-2055 Transportation Funding Shortfall

67.8%

Total Shortfall

\$22.1B

Funding Gap

What We **Value Most**

1. **Revenue Potential (3.29 avg)**
2. **Long-term Sustainability (3.41 avg)**
3. **Local Control (3.51 avg)**
4. Flexibility
5. Ease of implementation
6. User-pay principle
7. Equity



Where We Agree

1. Broad Support / High Consensus

90% support for pursuit of Federal Grants

66% favored Vehicle Registration Fee adjustments

64% supported optimizing Class B & C Road Funds

2. Conditional Support / Worth Exploring

40-55% support Sales Taxes, Road Usage Charges, Bond Financing,
and Tolling

3. Low Appetite

54% and 58% oppose Motor Fuel Taxes and Transportation Utility
Fees respectively

Strategic Discussion and Next Steps

Three low-stakes next steps we can initiate:

- Staff develops revenue projections for Federal Grants, Registration Fees, and B/C Funds to start.
- Staff prepares a legislative roadmap for increasing Local Option Sales Taxes.
- Staff research legal framework for Road Usage Charge program.

Any additional next steps?

MPO BOARD MEETING

September 10, 2026 | 5:30 pm - 7:00 pm



7 | MPO Director Report

LaNiece Davenport, MPO Director | 801-229-3837 | laniece@magutah.gov

New! – North Utah County Innovative Mobility Zone

The [North Utah County Innovative Mobility Zone \(IMZ\)](#) launched in August 2026 and within the first week had more than 1,000 riders! The IMZ is a collaborative effort between the Utah County Commission, UDOT, and UTA to bring a flexible, app-based microtransit service to American Fork, Eagle Mountain, Lehi, and Saratoga Springs. The service operates similarly to rideshare apps like Uber or Lyft, it allows local residents to book microtransit trips that connect them to nearby destinations or transit hubs like FrontRunner stations.

During his ribbon-cutting remarks, Commissioner Beltran expressed appreciation to the Utah Legislature for providing counties with the authority to impose local option sales taxes, including Utah County's recently adopted "5th 5th" local option sales tax dedicated to transportation. He emphasized that this locally generated revenue provides counties with a dedicated funding source to respond to community priorities – creating an opportunity for residents in northern Utah County to get to grocery stores, libraries, schools, and other community services... creating more "access to opportunities". I would like to recognize and thank the Utah County Commission for its forward-thinking approach in imposing the 5th 5th. The decision reflects the county's commitment to planning and funding for long-term growth and mobility needs.



Peer Exchange and Continuous Improvement

The Broward Metropolitan Planning Organization (MPO) in Fort Lauderdale, FL hosted the MAG MPO (LaNiece Davenport and Minoo Abrishami), the Wasatch Front Regional Council (Ted Knowlton, Bill Hereth), and the Federal Highway Administration (Edward Woolford) for a peer exchange focused on sharing best practices and approaches to transportation planning and programming. The exchange provided an opportunity to learn more about Broward MPO's [Roads for Families](#) program, as well as a variety of other programs, processes, and practices related to the Regional Transportation Plan (RTP), transportation safety, Transportation Improvement Program (TIP), and Digital Twin.

The peer exchange was designed not only to share information, but also to provide an opportunity for candid discussion about how each organization approaches its work. The Utah MPOs gained insight into Broward MPO's processes and approaches while sharing perspectives from Utah. The exchange supports a culture of constant and continual improvement, encouraging the MPOs to evaluate existing practices, identify opportunities to strengthen their processes, and consider innovative approaches that may improve outcomes for the communities they serve.



ATTACHMENT

[North Utah County Innovative Mobility Zone \(IMZ\)](#)

RESOURCE

[Roads for Families](#)

UTA On Demand

North Utah County Zone

Launching Sunday, August 16, 2026 (Fall Change Day)

Sponsored by Utah County and the Utah Department of Transportation (UDOT)



QUICK FACTS

- **Coverage:** Portions of Eagle Mountain, Saratoga Springs, Lehi, American Fork, Pleasant Grove, Lindon, Highland, Cedar Hills, and Alpine
- **Size:** 77.3 square miles
- **Service days & hours:** Weekdays and Saturdays, 6 a.m. – 9 p.m. (no Sunday service)
- **First day of service:** Monday, August 17, 2026
- **Vehicles:** 16 minivans — 8 standard, 8 ADA-accessible
- **Fare:** \$2.50 (\$1 reduced fare); includes transfers to bus, TRAX, and FrontRunner within 2 hours
- **Max travel distance:** 6 miles within the zone, with exceptions for direct trips to FrontRunner stations
- **Projected ridership:** 116,000 riders/year (about 372/day) projected within 6 months
- **Funding:** Service is sponsored 100% by Utah County and UDOT

NEW FEATURES

- **Distance cap:** Keeps trips efficient across the large zone by limiting most rides to 6 miles; FrontRunner-bound trips are exempt. Riders exceeding the limit see an in-app prompt to shorten their trip.
- **Transportation Network Company overflow:** During peak hours, eligible riders may get a Lyft ride instead of a Via vehicle. No app download needed; riders will receive a link. Riders needing ADA-accessible vehicles always get a UTA On Demand vehicle, never a TNC ride.

KEY DESTINATIONS

- Lehi and American Fork FrontRunner Stations
- Primary Children's Hospital - Lehi
- Saratoga Springs Emergency
- Eagle Mountain Senior Center
- Lehi Junior High, Vista Heights Middle, Lake Mountain Middle, Willowcreek Middle, and American Fork Junior High
- Shopping centers and business districts

MEETING LOCAL MOBILITY NEEDS

- **East-west connectivity:** Connects Eagle Mountain, Saratoga Springs, and other western cities to the Lehi and American Fork FrontRunner stations; links eastern business destinations to western communities.
- **First- and last-mile connections:** Connects Utah County residents to UTA's larger fixed-route transit network by providing first- and last-mile transportation. Prioritized access to FrontRunner stations is expected to improve connectivity and encourage greater use of the fixed-route system.
- **Access to key destinations:** Reaches hospitals, schools, senior centers, shopping centers, business districts, and major employment centers.

