MPO TAC Meeting

October 5, 2026 | 1:30 pm - 3:00 pm

AGENDA

A meeting of the MPO TAC will be held on **Monday, October 5, 2026 at 1:30 pm, at** the MAG Provo Offices, **282 River Bend Ln, Provo** and virtually via Zoom: https://us06web.zoom.us/j/82903164389. Directions to Provo MAG Office

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 31, 2026**
   Chair, Jered Johnson, 5 minutes

4. **UDOT Advanced Air Mobility Discussion**
   Kevin Feldt, Transportation Planning Manager, 10 minutes
   Bryan Kowalczyk, UDOT AAM Deputy Director
   Clint Harper, Harper 4D Solutions President & CEO

5. **ACTION: 2026 Corridor Preservation Project Map Annual Update**
   Cody Christensen, Transportation Planner II, 5 minutes

6. **2055 RTP: Project Phasing Discussion**
   Kendall Willardson, Transportation Planner II, 30 minutes

7. **RTP Revision Guidelines**
   Kevin Feldt, Transportation 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.

8. **Other Business and Adjournment**
   Next meeting: November 2, 2026

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MPO TAC Meeting

August 31, 2026 | 1:30 pm - 3:00 pm

Member Attendees	Present	MAG Staff	Present
Jason Judd, Alpine		Andrew Wooley, IT Manager	✓
Ben Hunter, American Fork - Vice Chair	✓	Bob Allen, Transportation Program Manager	✓
Council Member Eric Boud, Cedar Fort		Cody Christensen, Transportation Planner II	✓
Chandler Goodwin, Cedar Hills		Dan Wayne, Community Planning Manager	✓
Todd Taylor, Draper	✓	Kendall Willardson, Transportation Planner II	✓
David Salazar, Eagle Mountain	✓	Kevin Feldt, Transportation Planning Manager	✓
Melanie Paxton, Elk Ridge	✓	Kimberly Brenneman, Executive Assistant	✓
Mayor Hollie McKinney, Fairfield	✓	Matthew Silski, GIS Analyst	✓
Mayor Neil Brown, Genola		Tim Hereth, Analytics Manager	✓
Mayor Steven Staheli, Goshen			
Chris Trusty, Highland			
Brad Kenison, Lehi	✓		
Noah Gordon, Lindon			
Rob Hunter, Mapleton	✓		
Taggart Bowen, Orem	✓		
Jill Spencer, Payson			
Britton Tveten, Pleasant Grove	✓		
Vern Keeslar, Provo	✓		
Matt Marziale, Salem			
Jason Bond, Santaquin	✓		
Jeremy Lapin, Saratoga Springs	✓		
Jered Johnson, Spanish Fork - Chair			
Brad Stapley, Springville			
Rob Clayton, UDOT - Region 3	✓		
Alex Beim, UTA	✓		
Richard Nielson, Utah County	✓		
Brian Voges, Vineyard			
Ted Mickelsen, 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	
Dillon Muirbrook, Spanish Fork Alternate	Brandon Larsen, Eagle Mountain
Tyler Wilkins, Springville	Mike West, Lehi
Logan Millsap, Springville	Naseem Ghandour, Vineyard
David Ashton	Pauline Ruegg, Cascadia Partners
Jeff Lewis, UDOT	Seth Barrus, Mapleton
Jeff Anderson, Springville Alternate	JPenrod
	Austin Roy, Saratoga Springs
	Dave Anderson, Spanish Fork
	Kim Struthers, Lehi
	Dede Murray, UTA

DRAFT

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:13)
Vice Chair Ben Hunter opened the meeting at 1:30 pm.

Public Comment (00:02:12)
Vice Chair Ben Hunter opened the meeting to the public. There were no public comments.

Minutes - Action (00:02:48)
Rob Hunter moved to approve the minutes from August 3, 2026.

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

State Transportation Funding Discussion (00:03:25)
Jeff Lewis of UDOT Region 3 presented an overview of Utah transportation funding. He described the mix of state, federal, and local sources; noted that UDOT's FY 2027 budget was about $2.5 billion, including about $1.3 billion for TIF Highway; and explained TIF eligibility and UDOT's project prioritization process. In discussion, Jeff Lewis clarified that projects are grouped by category but the Transportation Commission is not required to fund them in rank order. Bob Allen also pointed attendees to UDOT's STIP application for project information.

Regional Transportation Funding Discussion (00:26:20)
Bob Allen explained fiscal constraint and how MAG estimates transportation needs and anticipated revenues across the region. He described a draft estimate of roughly $42 billion in needs compared with $18.3 billion in projected revenue, a potential shortfall of about $22.1 billion, or 67%. He reviewed possible revenue sources—including sales and fuel taxes, registration fees, grants, road-use charges, bonding, and tolling—and invited participants to rank options in a poll. Bob Allen said the poll results would be combined with MPO Board results and emailed afterward.

Spring Creek Feasibility Study (00:48:05)
Kendall Willardson presented a feasibility study for an active-transportation connection between Provo and Springville. The study considered route options, property and right-of-way constraints, topography, the railroad corridor, crossings, and stakeholder input. The recommended concept generally connects the FrontRunner area through sections of 600 East, 900 South, State Street, Lakeview Parkway, and routes toward Springville, with some future improvements—such as grade-separated crossings—left for later planning. The study is intended to support future funding and engineering work.

Wasatch Front Transit-Supportive Development Guide (01:05:03)
Pauline Ruegg of Cascadia Partners described a state-mandated guide and web tool intended to help communities understand and improve how land use supports transit. The proposed tool will assess five factors—density, diversity, destinations, design, and demographics—and provide context-sensitive scores, examples of best practices, and how-to guidance for different community types across the region. Members were invited to share feedback on making the tool useful to local governments and elected officials.

DRAFT

2055 RTP: Project List Adoption (01:19:14)
Kendall Willardson presented the draft 2055 Regional Transportation Plan project list, which will be used in the upcoming phasing process. Members discussed the need to review project descriptions and alignments, correct errors, and keep the list open to appropriate changes before it is finalized for air-quality conformity.

Brad Kenison moved to recommend to the MPO Board to adopt the MAG MPO 2055 RTP List as a draft.

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

Small Area Population Projections (01:34:58)
Tim Hereth summarized revisions to the population and employment forecast following more than 67 comments from 10 cities. He noted shifts in projected households and jobs among communities and encouraged continued feedback as the forecasts move into project phasing and air-quality analysis.

Other Business and Adjournment (01:37:19)
Dan Wayne announced a new round of Technical Assistance to Governments grants, shared that prior rounds had awarded more than $3.1 million, and encouraged cities to submit proposals.

Vice Chair Ben Hunter stated the next MPO TAC meeting is scheduled for October 5, 2026.

Vice Chair Ben Hunter adjourned the meeting.

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MPO TAC Meeting

October 5, 2026 | 1:30 pm - 3:00 pm

4 | UDOT Advanced Air Mobility Discussion

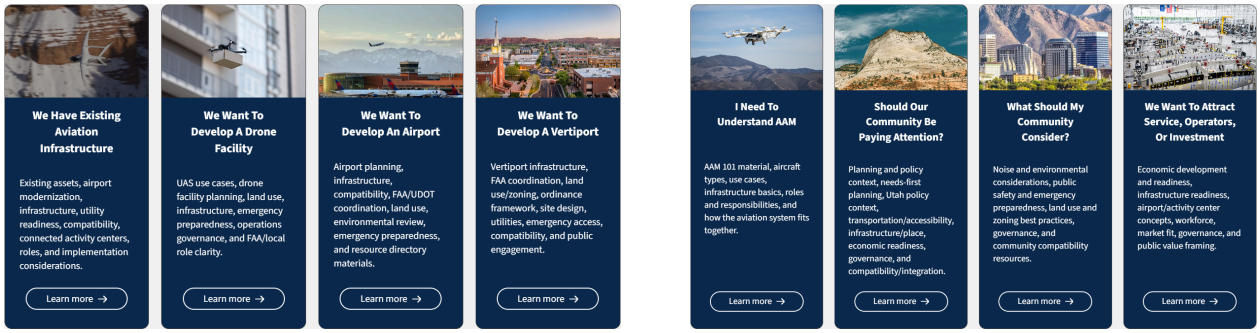
Kevin Feldt, Transportation Planning Manager | 801-229-3841 | kfeldt@magutah.gov
Bryan Kowalczyk, UDOT AAM Deputy Director
Clint Harper, Harper 4D Solutions President & CEO

BACKGROUND

By legislative direction in Senate Bill 96, UDOT has developed a Local Government Toolkit to help Utah cities and counties prepare for Advanced Air Mobility, a term covering new aircraft technologies such as drones and electric vertical takeoff and landing (eVTOL) vehicles. The toolkit gives planners and elected officials practical resources, including planning guidance, ordinance language, and implementation steps, so communities can make informed decisions about AAM before it becomes part of daily operations in Utah.

The toolkit is organized around a "Choose Your Path" structure. Rather than issuing a single set of requirements, it lets each community pick the approach that fits its size, resources, and current level of AAM activity, then follow a step-by-step roadmap from there. This means a rural county with no immediate AAM interest and a fast-growing city already fielding drone delivery questions can both use the same toolkit in a way that makes sense for them.

Use of the toolkit is voluntary. UDOT built it with direct input from city and county planners, commissioners, and airport managers across the state, and it is meant to support local decision-making rather than replace it. MAG's role is to help distribute the toolkit to member jurisdictions and their elected officials so that AAM planning questions, when they arise, can be handled with the same forethought communities already bring to other land-use and infrastructure decisions.



ATTACHMENT

Presentation

UDOT

Advanced Air Mobility

A Planning Guide for Local Governments

Advanced Air Mobility in Utah

Utah AAM Community Engagement and Policy Toolkit

UTAH DEPARTMENT OF TRANSPORTATION



Milestones in Flight



1903

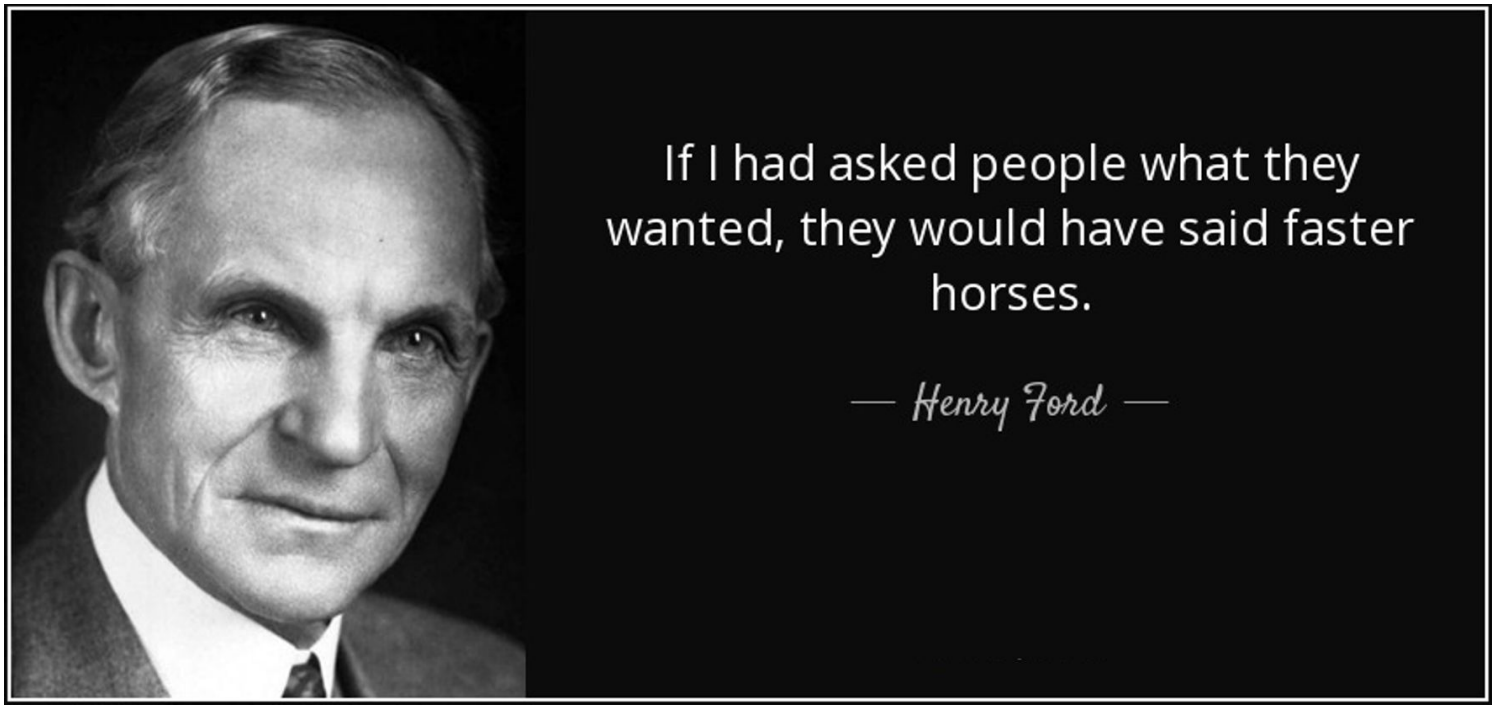
The Wright Brothers achieve the first controlled, sustained flight of a powered, heavier-than-air aircraft.



1969

Humanity walks on the Moon for the first time during the historic Apollo 11 lunar landing mission.

Key Takeaway: In just sixty-six years, flight advanced from first powered flight to a lunar landing.


If I had asked people what they wanted, they would have said faster horses.
— Henry Ford —

What is Advanced Air Mobility?

Advanced Air Mobility is enabled by key innovations in propulsion, automation, and aerodynamics.



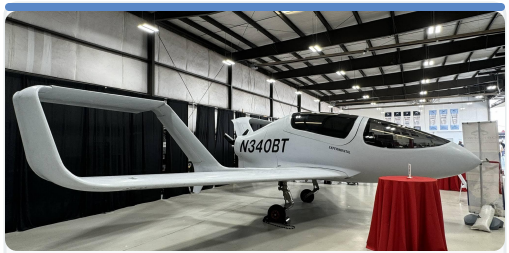
Propulsion

- Battery Electric
- Hybrid Electric
- Hydrogen



Automation > Autonomy

- Simplified Vehicle Operations
- Remotely Piloted
- Autonomous Flight



Aerodynamics

- Cruise Optimized Wing
- Boxed Wing
- Blended Wing

Key Takeaway: Advancements in propulsion, automation, & aerodynamics are redefining capabilities & access of aviation

Aircraft Categories

Advanced Air Mobility is supported by diverse aircraft types, each designed for specific operational profiles and community needs.



eCTOL

Electric Conventional Takeoff and Landing aircraft utilizing standard runways.



eVTOL

Electric Vertical Takeoff and Landing aircraft for highly flexible urban operations.



eSTOL

Electric Short Takeoff and Landing aircraft designed for shorter runway configurations.



UAS

Uncrewed Aircraft Systems ranging from small drones to large-scale cargo vehicles.

Key Takeaway: Understanding these aircraft categories helps local planners customize infrastructure and zoning requirements.

AAM Is Not One Thing

Advanced Air Mobility spans diverse aircraft categories, missions, and infrastructure needs, requiring varied planning responses.



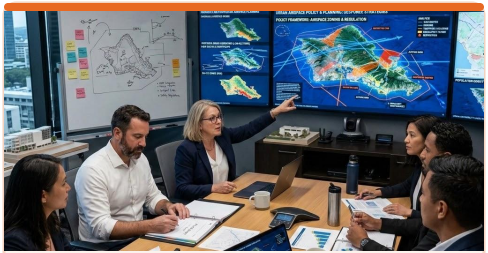
Missions

- Inspection
- Public safety
- Medical logistics
- Regional travel
- Cargo / delivery



Infrastructure

- Existing airports
- Heliports
- Vertiports
- Drone facilities
- Charging / utilities



Planning Response

- **Monitor**
- **Coordinate**
- **Prepare**
- **Update policy**
- **Review proposals**

Different AAM activities create different local questions.

Five AAM Ecosystem Areas

Roles and responsibilities mapped across the five key pillars of the Advanced Air Mobility environment.

Aircraft



Responsible: ***FAA***

Accountable
Aircraft OEMs

Consulted
Aircraft Operators

Informed
All Stakeholders / Community

Airspace



Responsible: ***FAA***

Accountable
Aircraft OEMs

Consulted
Aircraft Operators

Informed
All Stakeholders / Community

Operations



Responsible: ***FAA***

Accountable
Aircraft Operators

Consulted
Air Traffic Control

Informed
All Stakeholders / Community

Infrastructure



Responsible: ***Community***

Accountable
Developers

Consulted
FAA / Community

Informed
All Stakeholders

Community



Responsible: ***Community***

Accountable
Local Jurisdiction

Consulted
FAA / Community

Informed
All Stakeholders

Key Takeaway: Clearly defined RACI roles ensure seamless collaboration and safety across all AAM pillars.

PROJECT ORIGINS

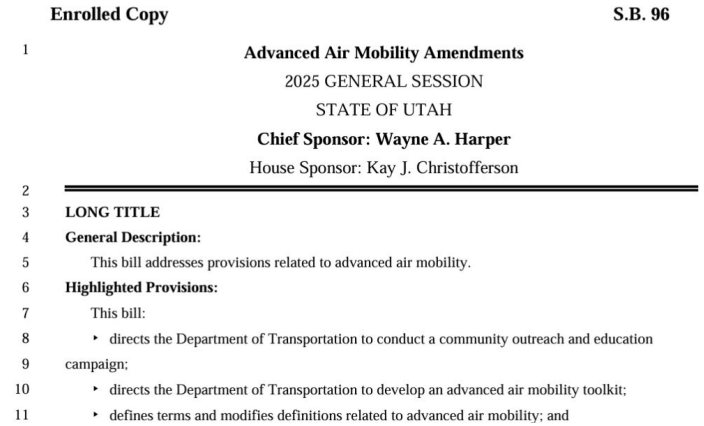
UDOT Research & Studies

UDOT has led AAM-related studies to inform state policymakers regarding AAM needs for the state.

Senate Bill 96

Passed during the 2025 General Session of the Utah Legislature, directing UDOT to develop an AAM toolkit for local governments and to conduct community engagement.

Enrolled Copy of S.B. 96



Enrolled Copy **S.B. 96**

Advanced Air Mobility Amendments

2025 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Wayne A. Harper

House Sponsor: Kay J. Christofferson

LONG TITLE

General Description:

This bill addresses provisions related to advanced air mobility.

Highlighted Provisions:

This bill:

- directs the Department of Transportation to conduct a community outreach and education campaign;
- directs the Department of Transportation to develop an advanced air mobility toolkit;
- defines terms and modifies definitions related to advanced air mobility; and

Start With the Community Need

A step-down evaluation process helps local governments decide whether an aviation use case is locally relevant and what action is appropriate.

Stage 1: Need
What problem or opportunity are we trying to address?

Stage 2: Use Case
Could aviation help address it?

Stage 3: Authority
Who has responsibility or influence?

Stage 4: Readiness
Are elements ready?

Why start with need?

Public-purpose uses lead
Emergency response and medical services received the strongest interest.

Travel uses need context
Passenger, airport shuttle, package delivery, and commuting depend on cost, convenience, and trust.

Concerns shape readiness
Safety, cost, reliability, security, surveillance, noise, and privacy need to be addressed early.

The use case determines the planning questions.

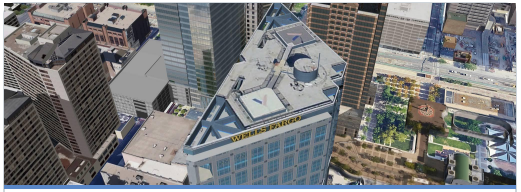
The right question is not “Where should we put AAM?” It is “What local need could aviation help address?”

Existing Assets Come First

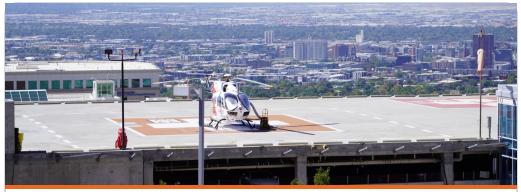
An effective local strategy begins by cataloging existing infrastructure, policies, and operational networks already in place.



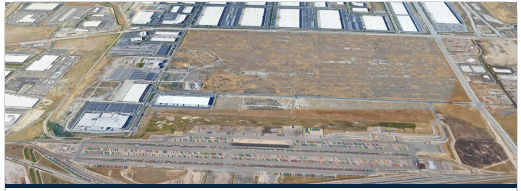
Airports & Airfields



Heliports & Landing Areas



Public Safety Facilities



Freight & Logistics Sites



Utilities & Site Access



Plans & Local Policy

Key Takeaway: Inventory existing assets before planning new aviation infrastructure.

AAM as an Complementary Planning Tool

Aligning advanced air mobility with regional economic priorities, connectivity goals, and local development plans.



1. Regional Access
2. Workforce Pathways
3. Logistics & Medical Delivery
4. Airport & Site Readiness
5. Resilience & Emergency Response

AAM is most useful when it supports regional priorities already identified in local and economic development plans.

Readiness Is Dynamic

AAM proposals may promise jobs, investment, access, logistics, or public benefits. Those claims should be tested against local readiness.

Four readiness screens



Community Fit

Does it align with local goals?



Site Fit

Can the location support it?



Market Fit

Is demand credible?



Delivery Fit

Can partners implement it?

Economic potential deserves attention. Readiness determines whether action is justified.

Workforce Is the Backbone of Infrastructure

AAM readiness depends on people, not only aircraft and facilities. A community can participate in the AAM economy through workforce, suppliers, services, and training, even without building a vertiport.

01

Technical & Trades

- Aircraft maintenance
- Electricians & charging systems
- Battery & power technicians
- Composite & advanced manufacturing

02

Operations & Public Service

- Dispatch & operations support
- Public safety UAS teams
- Emergency management coordination
- Logistics & cargo operations

03

Professional & Innovation

- Software & data systems
- Aerospace engineering
- Planning and permitting
- Business & commercialization

Relevant EDD Target Clusters:

Aerospace & Defense | Advanced Manufacturing | Software & IT | Life Sciences & Healthcare | Outdoor Recreation | Financial Services

A community can participate in the AAM economy through workforce, suppliers, services, training, and support roles, even without building a vertiport.

Choose Your Path

The toolkit matches your specific situation. Select the entry point that best represents your local community's immediate needs or questions.



I Need To Understand AAM

AAM 101 material, aircraft types, use cases, infrastructure basics, roles and responsibilities, and how the aviation system fits together.

Learn more →



Should Our Community Be Paying Attention?

Planning and policy context, needs-first planning, Utah policy context, transportation/accessibility, infrastructure/place, economic readiness, governance, and compatibility/integration.

Learn more →



What Should My Community Consider?

Noise and environmental considerations, public safety and emergency preparedness, land use and zoning best practices, governance, and community compatibility resources.

Learn more →



We Want To Attract Service, Operators, Or Investment

Economic development and readiness, infrastructure readiness, airport/activity center concepts, workforce, market fit, governance, and public value framing.

Learn more →



We Have Existing Aviation Infrastructure

Existing assets, airport modernization, infrastructure, utility readiness, compatibility, connected activity centers, roles, and implementation considerations.

Learn more →



We Want To Develop A Drone Facility

UAS use cases, drone facility planning, land use, infrastructure, emergency preparedness, operations governance, and FAA/local role clarity.

Learn more →



We Want To Develop An Airport

Airport planning, infrastructure, compatibility, FAA/UDOT coordination, land use, environmental review, emergency preparedness, and resource directory materials.

Learn more →



We Want To Develop A Vertiport

Vertiport infrastructure, FAA coordination, land use/zoning, ordinance framework, site design, utilities, emergency access, compatibility, and public engagement.

Learn more →

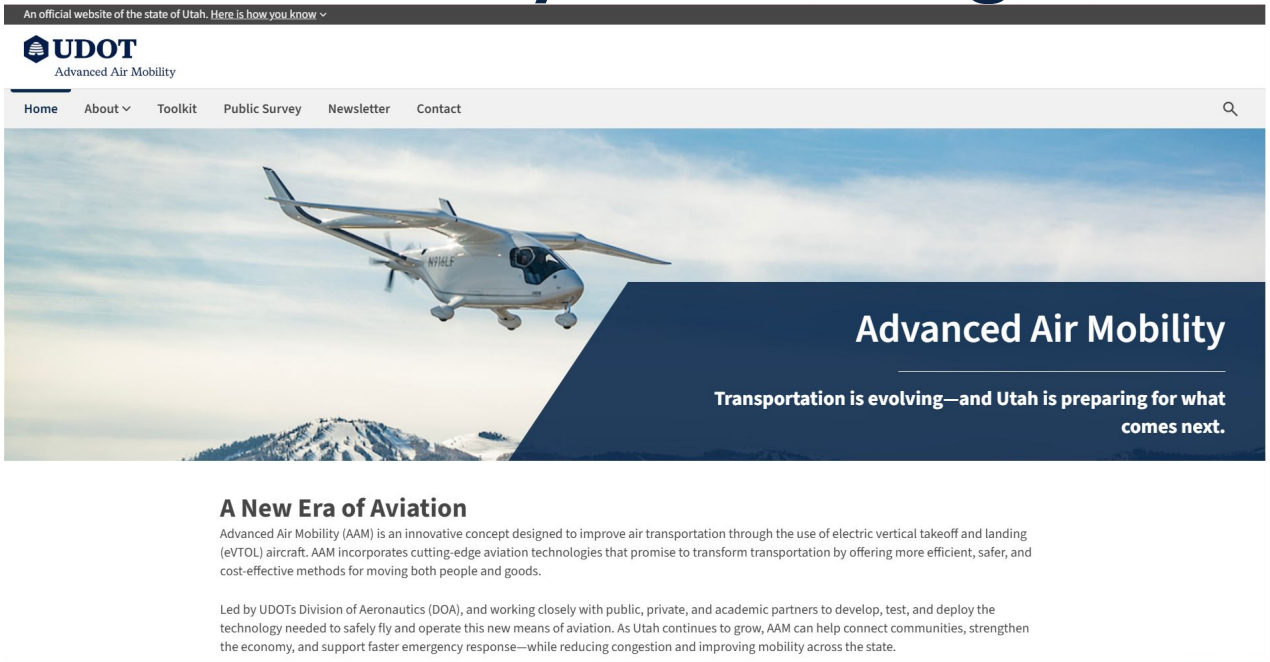
Start with the question in front of you, then use the toolkit to find the right next step.

Prepare With Purpose

Communities should understand AAM, evaluate local relevance, and prepare where appropriate.

The toolkit helps local governments ask better questions, clarify roles, and choose the right next step.

airmobility.udot.utah.gov



Utah AAM Community Engagement and Policy Toolkit

MPO TAC Meeting

October 5, 2026 | 1:30 pm - 3:00pm

5 | 2026 Corridor Preservation Project Map Annual Update

Cody Christensen, Transportation Planner | 435-669-7340| cchristensen@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).

The Utah County Comptroller tracks fund balances, including obligated but unspent funds. MAG monitors the unobligated balance to ensure sufficient funding for requests. The fund typically receives just over $5 million annually from vehicle registration fees and earns interest on the total balance. Currently, the fund makes bond payments of approximately $1.6 million each December. When reporting the total balance, the Comptroller withholds one year's worth of debt service. The final bond payment is scheduled for December 2029. Additional funds are added through property surplus, occasional reimbursements from UDOT, and annual property rentals.

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 October 9, 2025 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 in October 2025.

The Active Transportation Map has been added to this year's map as Active Transportation projects were approved by the legislature earlier this year.

The current fund balance of the Utah County Corridor Preservation Fund is $7,122,007.

STAFF RECOMMENDATION

Staff recommends adopting the proposed Corridor Preservation Map 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 Map.

ATTACHMENTS

Presentation
Roadway Corridor Preservation Map
Transit Corridor Preservation Map
Active Transportation Corridor Preservation Map

2026 Corridor Preservation Project List Map Update

October 5, 2026

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(Right of Way) the project returns payment to the fund
- Properties along the established project map/list are eligible for this fund
- Active Transportation Projects were added by the Legislature this year.

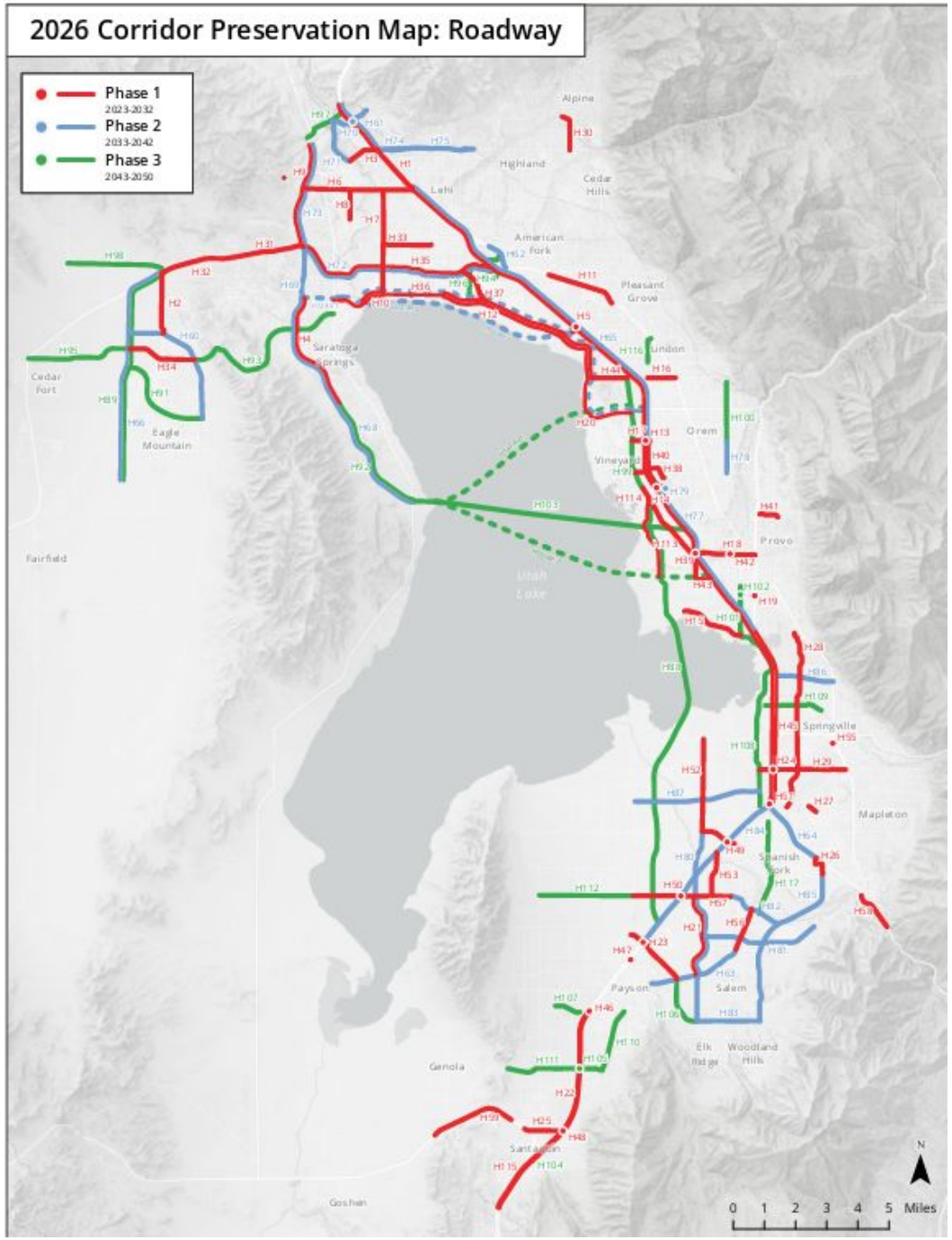
MAG

Project Map

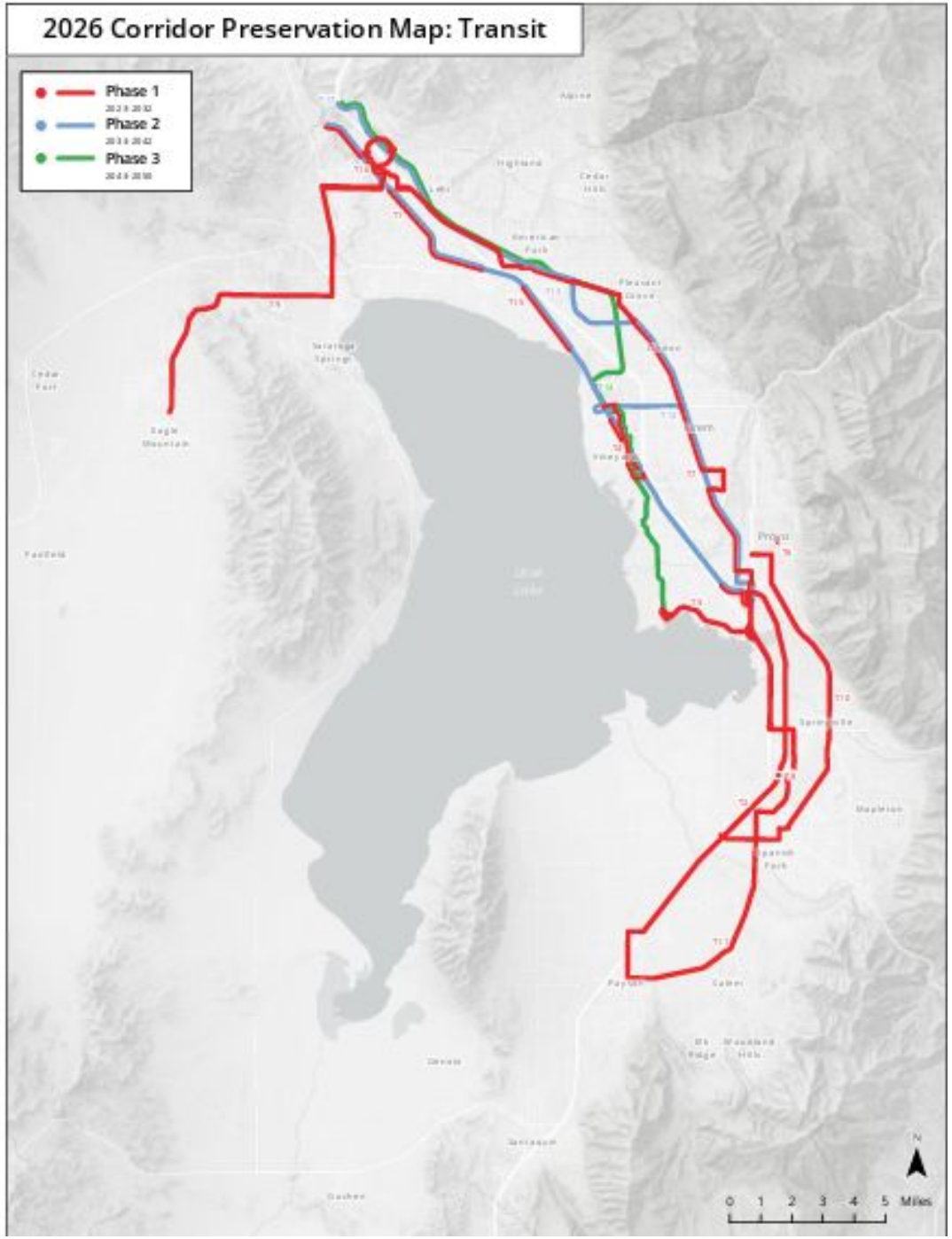
- Typically the current RTP is adopted as the projects on the maps
- The current project map was adopted October 2025, after the 1st amendment of the 2023 RTP was approved
- The project map is allowed to be updated once per calendar year
- This update includes amendment 2 and amendment 3 of the 2023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

MAG

Proposed Roadway Map

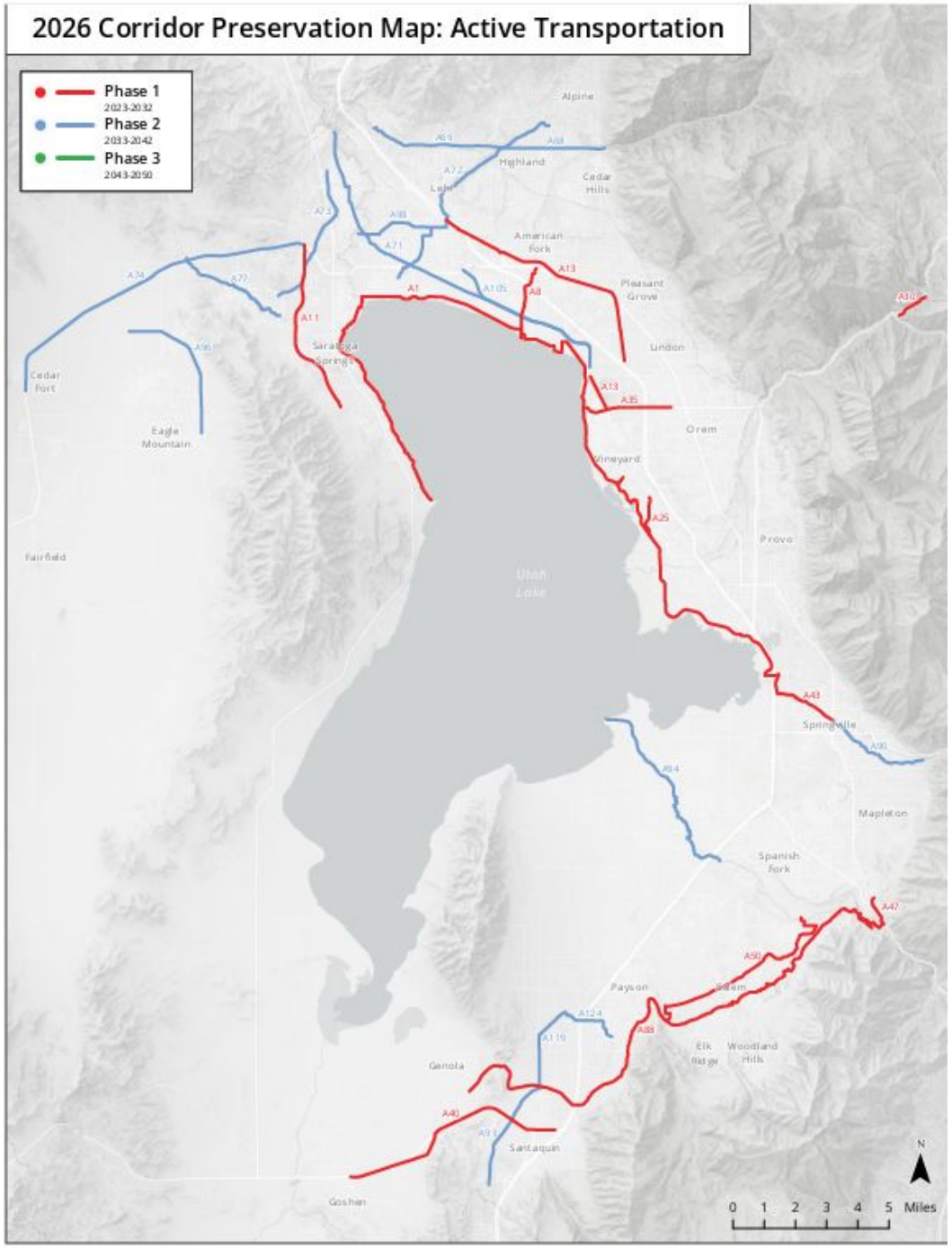


Proposed Transit Map



Proposed Active Transportation Map

- Project length is at least 4.0 miles AND
- Project is a pathway/trail AND
- Not roadway-adjacent AND
- Not already completed

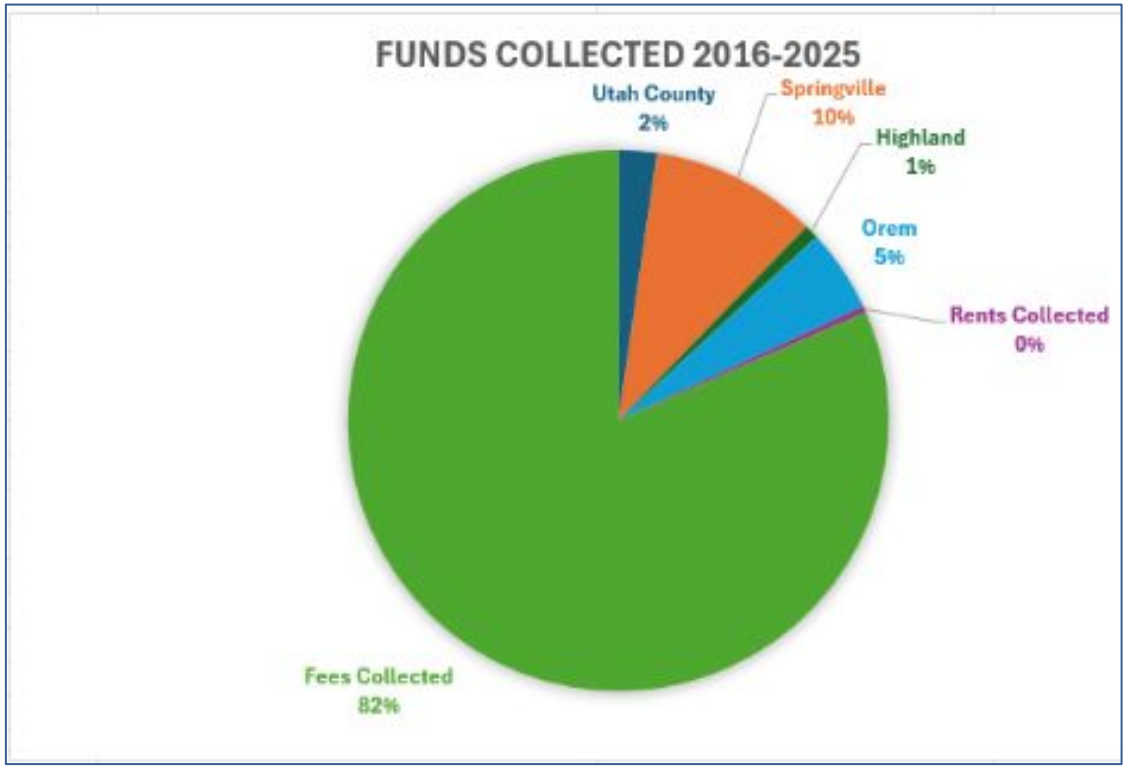


Fund Balance

Approved	Reimbursed	Obligated
$ 52,653,763.69	$ 11,446,156.37	$ 41,207,607.32

Revenue

Year	Sources	Collected	Balance
2016	Sale of North County Blvd.-Utah County	$ 198,777.00	
2016	Sale of North County Blvd.-Utah County	$ 139,197.00	
2016	Return of Funds-Utah County	$ 9,900.00	
2016	Return of Funds-Utah County	$ 32,125.00	
2016	Return of Funds-Utah County	$ 24,000.00	
2016	Return of Funds-Utah County	$ 19,000.00	
2016	Return of Funds-Utah County	$ 30,000.00	
2016	Fees Collected for 2016	$ 4,136,812.00	
2017	Sale of North County Blvd.-Utah County	$ 170,000.00	
2017	Fees Collected for 2017	$ 3,964,465.00	
2018	Sale of North County Blvd.-Utah County	$ 443,027.00	
2018	Fees Collected for 2018	$ 4,836,036.00	
2019	Fees Collected for 2019	$ 4,612,744.00	
2020	Fees Collected for 2020	$ 4,509,920.00	
2021	Fees Collected for 2021	$ 5,089,776.00	
2022	Excess Property Not Needed-Springville	$ 5,957,483.40	
2022	Excess Property Not Needed-Highland	$ 502,597.97	
2022	Fees Collected for 2022	$ 5,088,330.00	
2023	Property Management Services-Provo	$ 148,831.67	
2023	Fees Collected for 2023	$ 5,313,187.00	
2024	Sale of Property-Utah County	$ 310,957.00	
2024	Fees Collected for 2024	$ 5,497,138.00	
2024	Property Management Services-Provo	$ 75,798.18	
2025	Fees Collected for 2025	$ 5,709,103.00	
2026	Orem Reimbursement	$ 2,956,566.00	$ 59,775,771.22
			$ 52,653,763.69
	Unused Balance		$ 7,122,007.53



Questions/Comments?

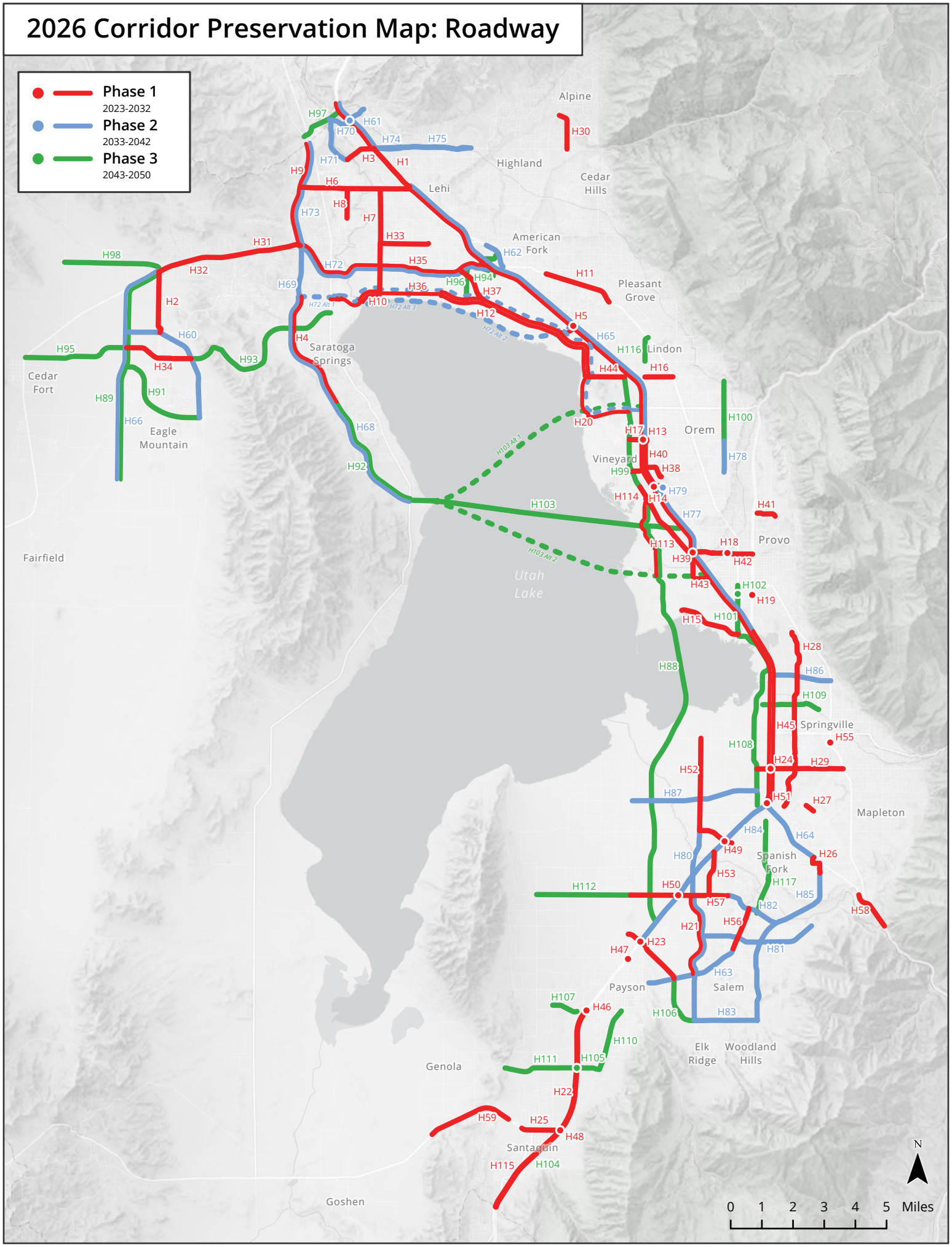
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  - cchristensen@magutah.gov
  - 435-669-7340

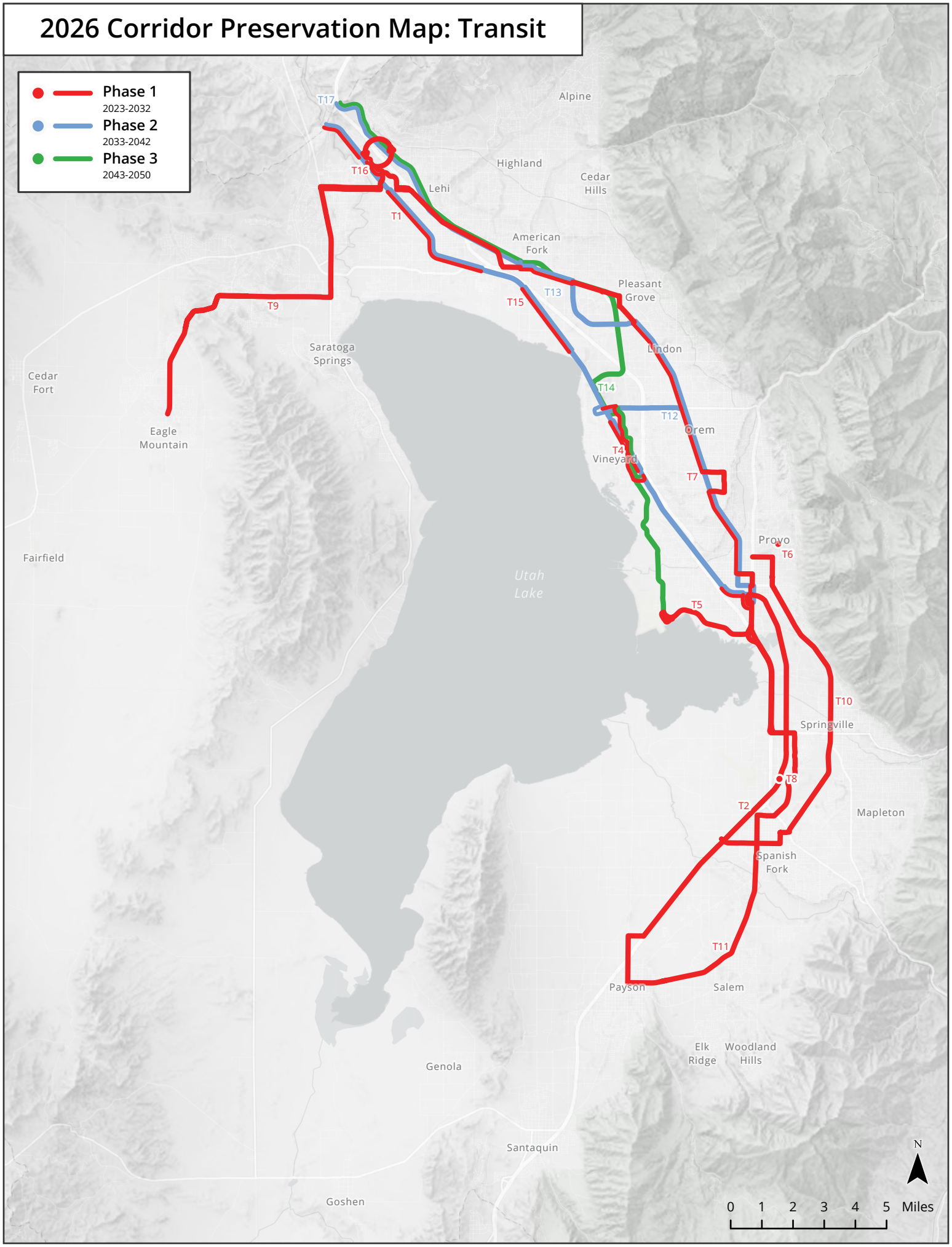
Suggested Motion

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

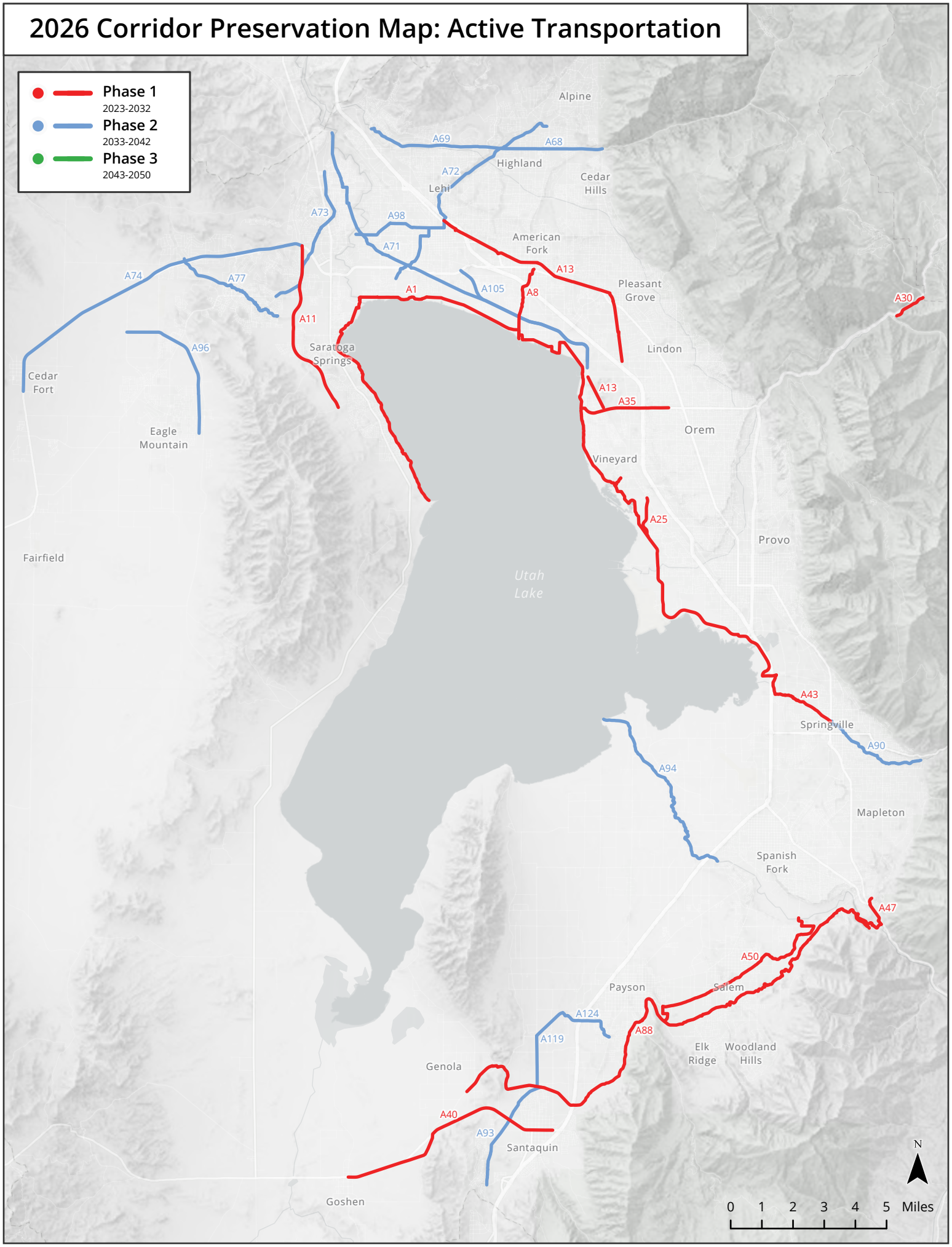
MAG

2026 Corridor Preservation Map: Roadway




2026 Corridor Preservation Map: Transit
Phase 1
2023-2032
Phase 2
2033-2042
Phase 3
2043-2050
T17
T16
T1
T9
T15
T13
T14
T12
T4
T7
T6
T5
T10
T8
T2
T11
Alpine
Highland
Cedar Hills
Lehi
American Fork
Pleasant Grove
Lindon
Orem
Provo
Springville
Mapleton
Spanish Fork
Saratoga Springs
Cedar Fort
Eagle Mountain
Fairfield
Utah Lake
Vineyard
Payson
Salem
Elk Ridge
Woodland Hills
Genola
Santaquin
Goshen
N
0 1 2 3 4 5 Miles

2026 Corridor Preservation Map: Active Transportation



MPO TAC Meeting

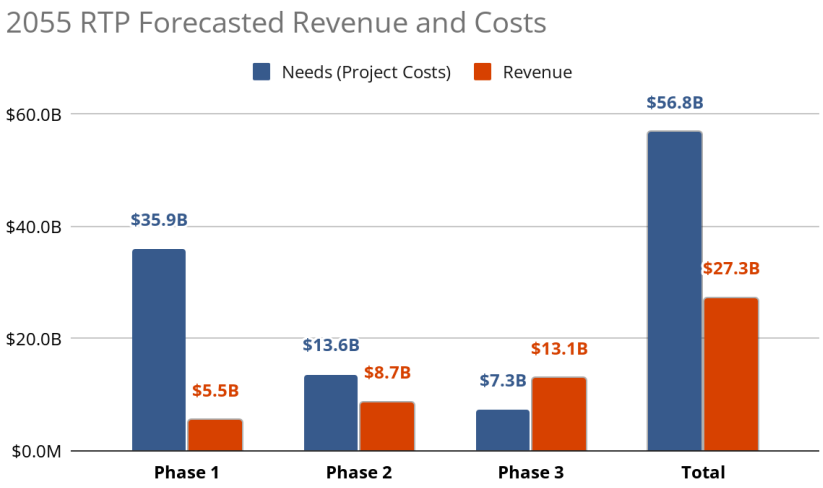
October 5, 2026 | 1:30 - 3:00pm

6 | 2055 RTP: Project Phasing Discussion

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

BACKGROUND

As part of the MAG 2055 Regional Transportation Plan (RTP) update, staff has created a draft project phasing based on financial modeling and revenue. This is based on the fact that project costs are outpacing revenues to fund them. The overview of projects costs and revenues by phase is shown.



On September 21st and 23rd, MAG staff held workshops to garner initial thoughts and feedback on the list, the following themes were pulled from the comments.

- Alignment with TIP & State Priorities
- Prioritize Projects with High Project Readiness
- Ensure Consistent Sequencing
- Some Projects Should Move to an Earlier Phase Because of Congestion/Demand
- Prioritize Projects With Higher Cost Savings

Adjustments were made to the list based on the following ways

- Name Changes
- Alignment Adjustments
- New TIP Projects
- Phasing Adjustments based on Project Readiness and Project Sequencing

Adjustments were not made from the comments based on moving a project's need phase contrary to congestion score from the model (in progress) or adjusting project score to simply move a project up in phasing. Any additional feedback or request for adjustments can be made using the RTP Phasing list comment form by **October 15, 2026.**

ATTACHMENTS

Presentation

Draft Phasing List 09_26_2026

RESOURCES

2055 RTP Webmap

RTP Phasing list comment form

6. 2055 RTP:

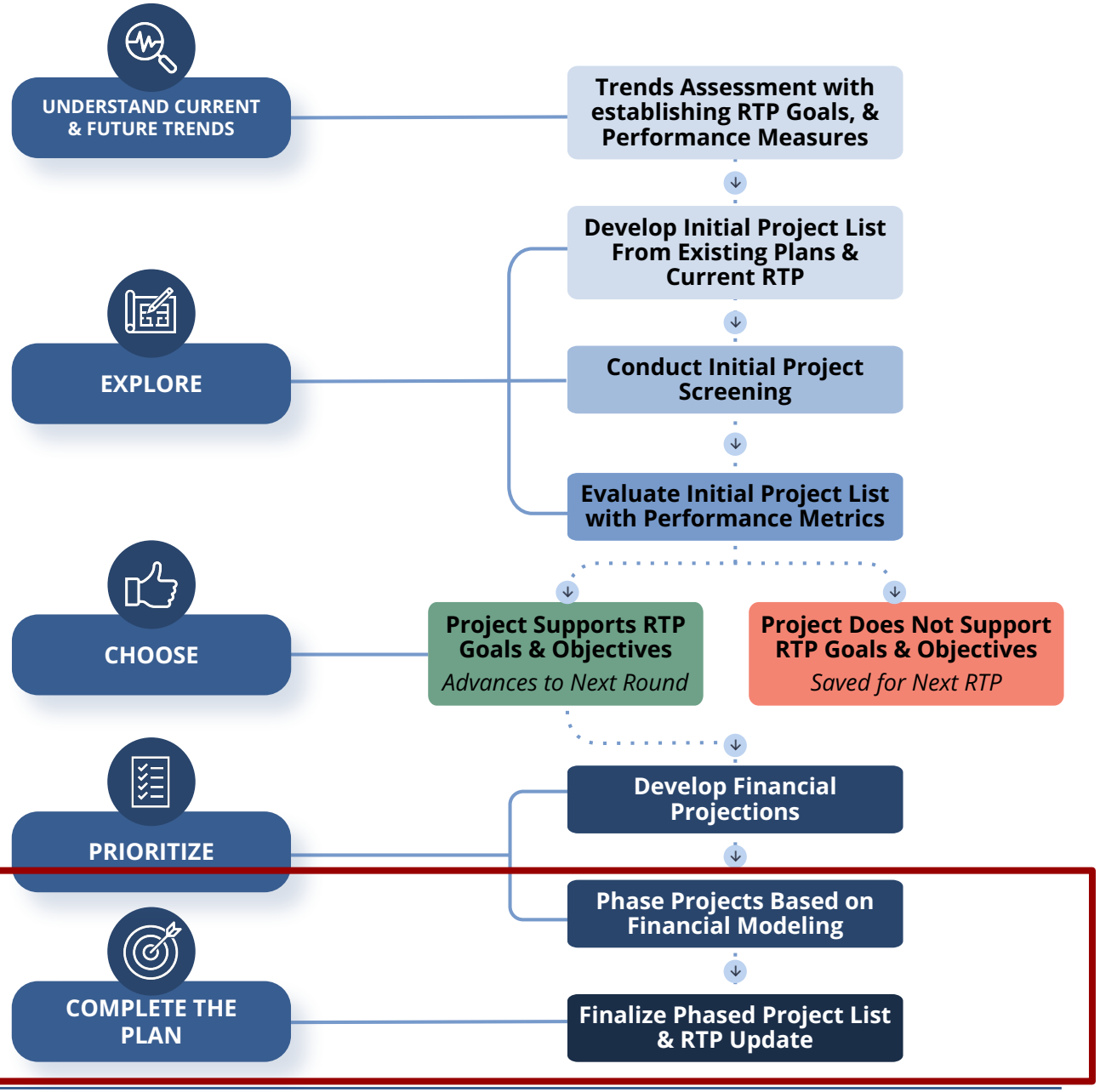
Project Phasing Discussion

MPO TAC
October 5, 2026

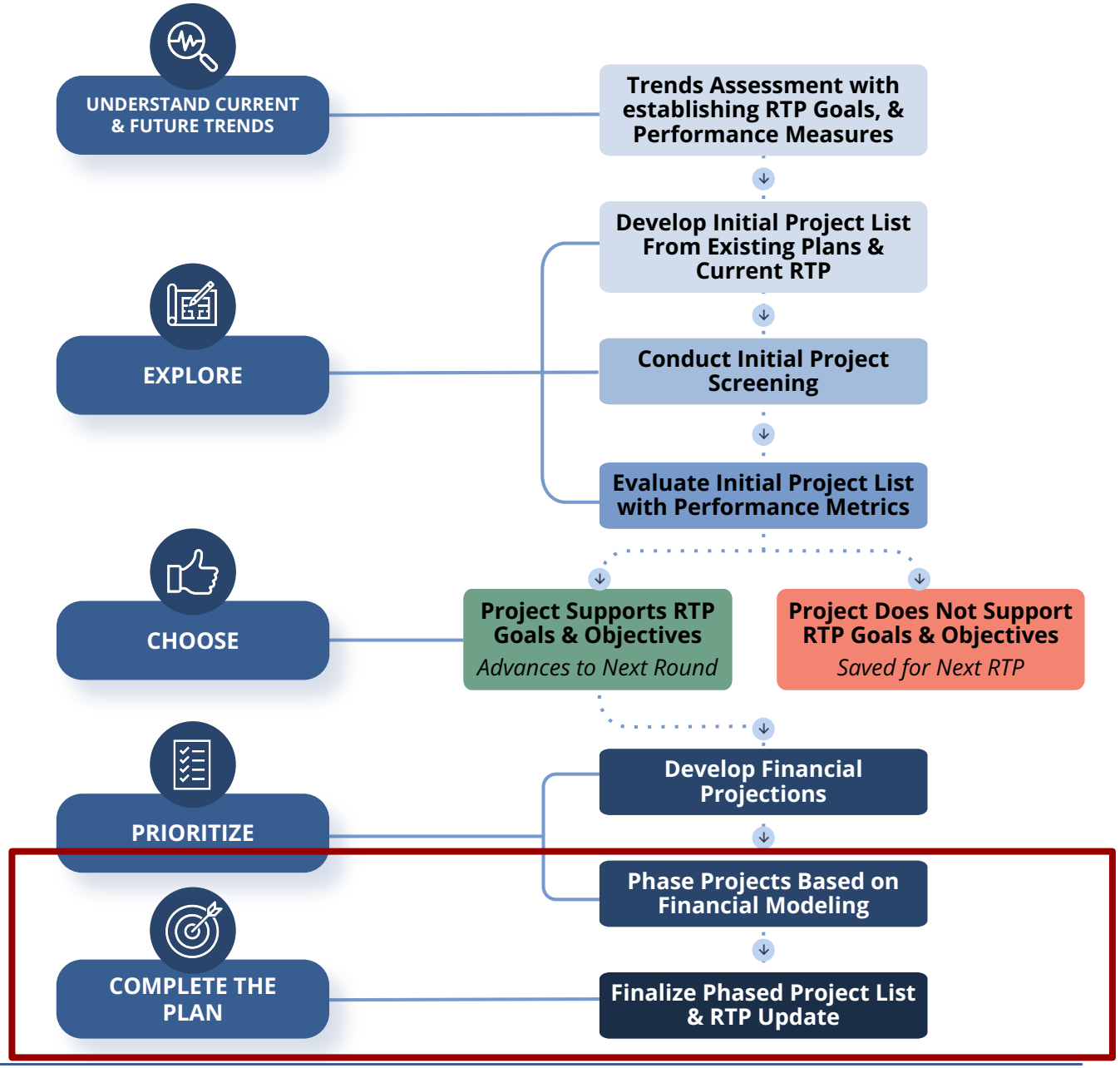


MAG PLANNING

2055 RTP Process Overview



- 2027-2055 Plan Phasing process driven by both technical analysis and subjective/judgment-based factors
- Aligns with performance-based planning best practices and guidance from FHWA and FTA
- Developed in consultation and with direction from Working Group (including TAC, Board, and agency representatives)



Financial Overview 2027-2055

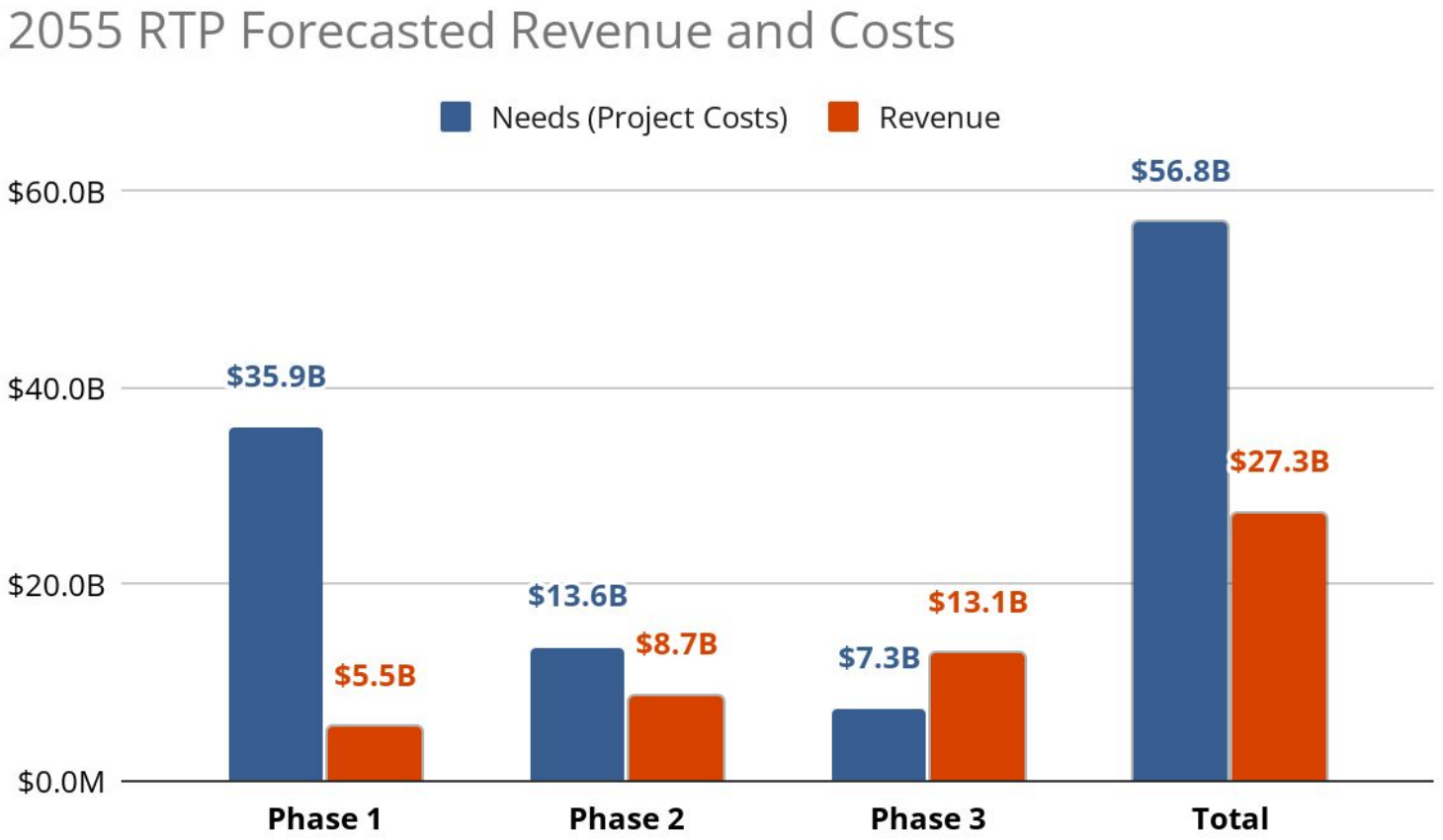
Unified Transportation Plan Financial Model

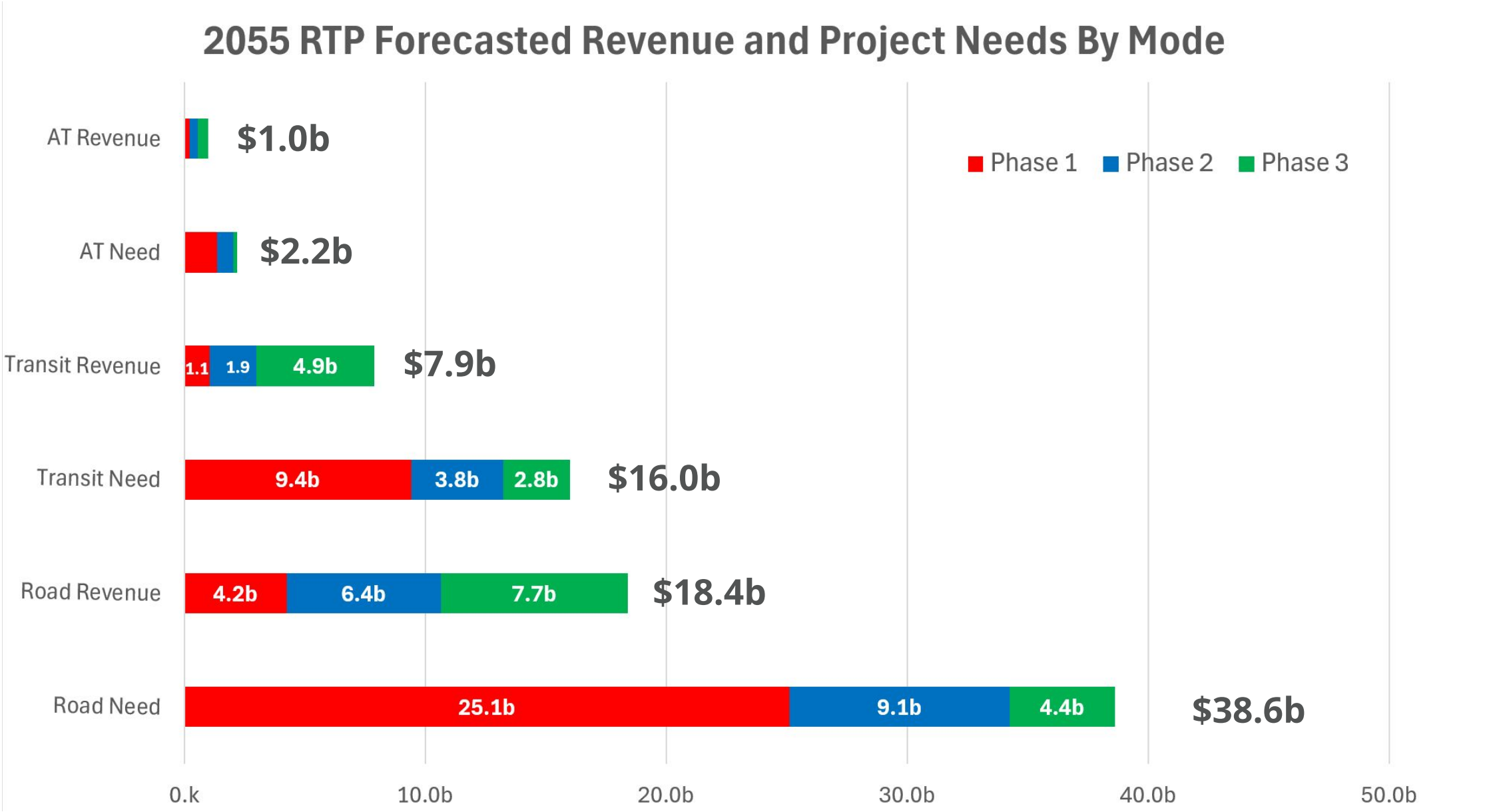
- MAG uses a statewide financial model to project revenue and costs to 2055
    - Sources: Utah Tax Commission, Gardner Policy Institute, Bureau of Economic Analysis, Bureau of Labor Statistics, US Census, UDOT, UTA, FHWA, FTA
- Model projects existing revenues from **historical and likely near-future trends**.
- Model assumes new revenue sources based on **prior actions** and sources of revenue **desired by local governments and partners**



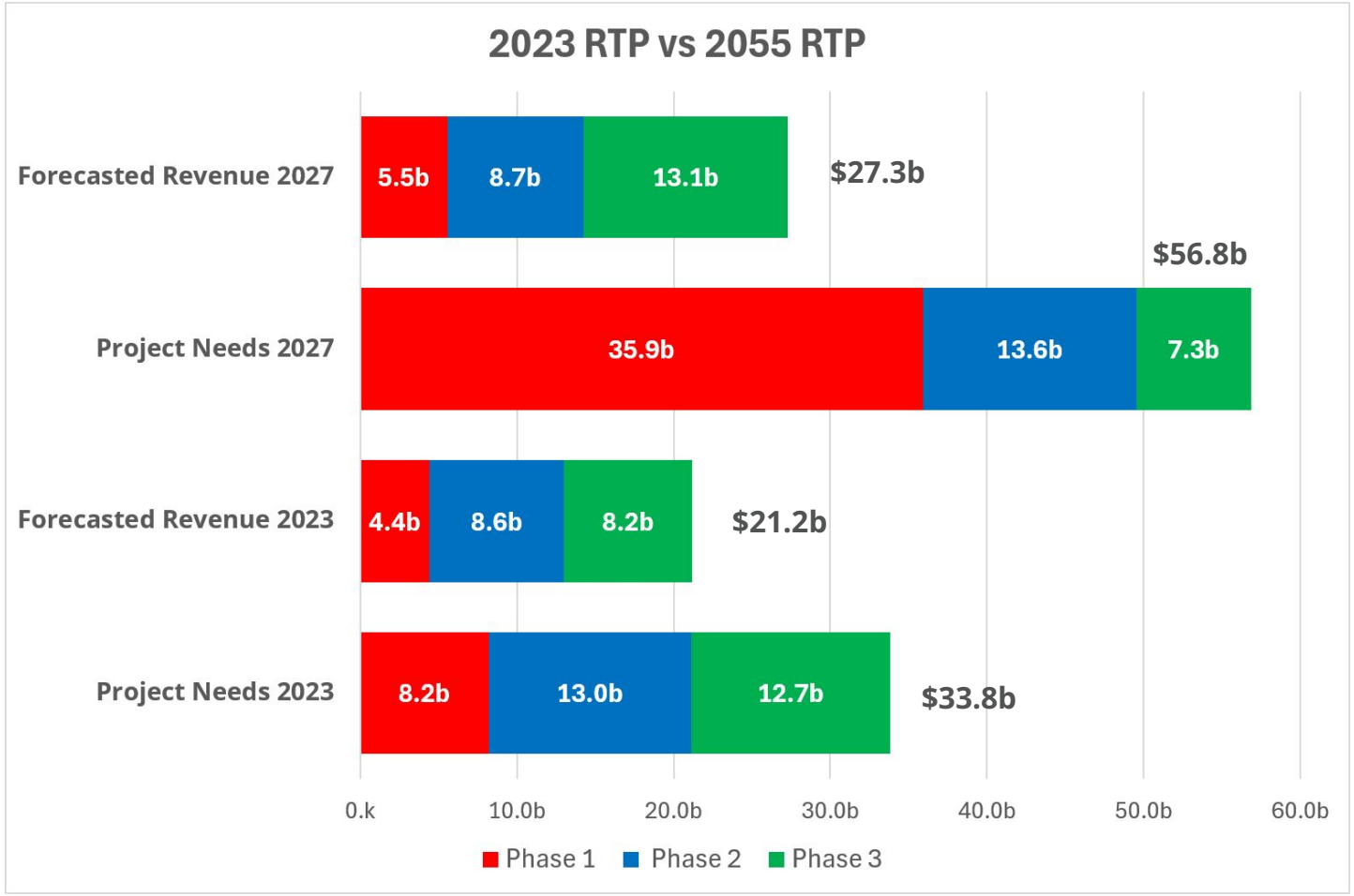
2027-2055 Forecasted Revenue and Costs

- **Phase 1**
  2027-2036
- **Phase 2**
  2037-2046
- **Phase 3**
  2047-2055




2055 RTP Forecasted Revenue and Project Needs By Mode
Phase 1
Phase 2
Phase 3
AT Revenue
$1.0b
AT Need
$2.2b
Transit Revenue
1.1
1.9
4.9b
$7.9b
Transit Need
9.4b
3.8b
2.8b
$16.0b
Road Revenue
4.2b
6.4b
7.7b
$18.4b
Road Need
25.1b
9.1b
4.4b
$38.6b
0.k
10.0b
20.0b
30.0b
40.0b
50.0b

Compare to TransPlan50 (2023 RTP)



Total cost of identified needs has increased by **68%** while available revenue has increased by only **29%**

This equates to the region's unfunded needs increasing from **$12.6b** to **$29.5b**

Key Takeaways

- **Project costs outpace revenues,**
  - Inflation was rapidly increasing the last few years while revenue remains stagnant
- **MAG is using the same project costs and revenue projections used by others in Utah**
  - Other Utah MPOs, UDOT, UTA, and other transportation agencies throughout the country are experiencing similar shortfalls

2055 RTP Phasing Workshops

Themes from Workshop Comments

- **Alignment with TIP & State Priorities**
  - Ensuring the RTP matches projects already funded in the TIP, supported by local RDA funds, fiscally constrained in phase 1 in the previous RTP, or ranked as top priorities by UDOT (e.g., Vineyard Connector, Lindon 2000 W).
- **Prioritize Projects with High Project Readiness**
  - Clear environmental approvals (EIS/FONSI), secured ROW, and significant local capital already committed (e.g., Geneva Rd, Spanish Fork I-15 interchange). South Valley Commuter Rail is in later phase than cities are preparing for.
- **Ensure Consistent Sequencing**
  - Projects that must be phased concurrently to function properly or provide vital network relief (e.g., Traverse Mountain Blvd, Lehi 2700 N).
- **Some Projects Should Move to an Earlier Phase Because of Congestion/Demand**
  - Local modeling demonstrates corridor failures in <10 years driven by major commercial and residential master plans (e.g., Dry Creek Pkwy, Springville 2600 W).
- **Prioritize Projects With Higher Cost Savings**
  - Advancing near-term safety and cost-effective transit (Enhanced Bus over BRT), along with scope reductions (roundabouts vs. overpasses) to accelerate funding feasibility.

Changes Made to 2055 RTP Phased List from Comments

Adjustments to Projects and TIP Consistency

- Changes to Project Names

R_CW_01	I-15 Freeway Ramp Metering
R_N_20	I-15 Lindon PG Blvd 2000 W Interchange
R_N_23	Lindon 1200 E

- Refinined Alignments for Projects

R_W_88	Mill Pond Road
A_CW_09	Lehi and American Fork East / West Cycle Track
A_S_12	SR-198 Trail Extension
A_S_20	Highline Canal Trail Gap
A_S_58	Goshen Rail Trail / US 6 Trail

- Incorporated Additional TIP Projects

R_W_94	Mill Pond Road
R_S_87	Spanish Fork Main Street Reconstruction

Changes Made to 2055 RTP Phased List from Comments

Adjustments to Phasing

- Changes to phases were made where additional information helped inform the phasing methodology
- Ensuring we have the correct project readiness score
- Project sequencing, ensuring we have the right order and package of projects
- **Changes not made in the list**
  - Moving a project's need phase contrary to congestion score from model
  - Adjusting project score to simply move a project up in phasing

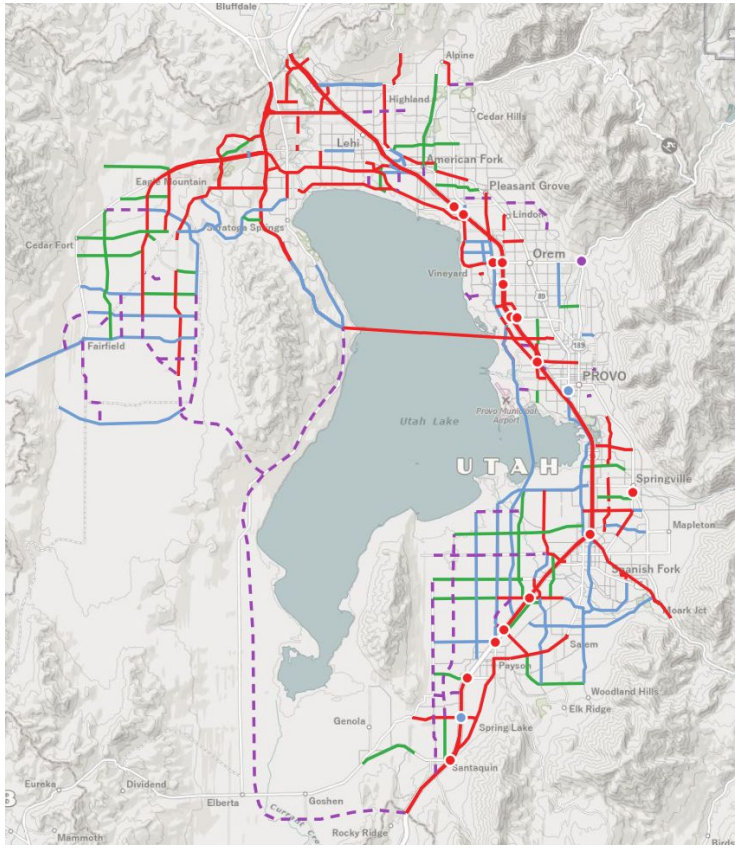
R_S_17	Spanish Fork Center Street / UC 6400 S and I-15 Interchange
R_S_01	Springville 2600 W / Spanish Fork Main Street
R_N_26	Lindon 2000 W
R_W_43	Lake Mountain Corridor
R_W_39	Pony Express Pkwy (Widen to 7 Lanes)
A_CW_08	Utah Lake AT Crossing

Changes Made to 2055 RTP Phased List from Comments

Adjustments to projects and phasing can be found in project list and webmap



MAG 2055 RTP Roadway List Needs Phase	*Project Rank	Project ID	Project	Cost	Cost Phase
	S1B1*	R_C_06	Orem Center Street	$11.2M	
	S1B1*	R_C_13	Orem 1600 N	$32.5M	
	S1B1*	R_C_21	Lakeview Parkway	$17.3M	
	S1B1*	R_C_44	Geneva Road	$5.9M	
	S1B1*	R_N_02	Canyon Crest Road / UC 4800 W	$8.4M	
	S1B1*	R_N_14	State Street	$7.3M	
	S1B1*	R_N_24	Lindon 400 W	$3.9M	
	S1B1*	R_S_03	Springville 1250 W / Canyon Creek Parkway	$92.8M	
	S1B1*	R_S_16	Dry Creek Parkway / Phase 3	$18.2M	
	S1B1*	R_S_39	Spanish Fork 2000 E / 2300 E	$3.3M	
	S1B1*	R_S_53	Payson Parkway & I-15 Interchange	$80.0M	
	S1B1*	R_S_73	I-15 Freeway	$284.9M	
	S1B1*	R_S_79	I-15 Santaquin Main Street Interchange	$153.0M	
	S1B1*	R_S_83	SR-51 Widening	$9.7M	
	S1B1*	R_S_84	Loafer Mountain Parkway	$13.4M	
	S1B1*	R_S_87	Spanish Fork Main Street Reconstruction	$8.8M	
	S1B1*	R_W_10	Old Airport Road	$36.7M	Phase 1 Plan
	S1B1*	R_W_34	Cory Wride Freeway	$459.0M	
	S1B1*	R_W_37	Nebo Parkway	$11.3M	
	S1B1*	R_W_74	Lehi 2100 N Freeway (SR 194)	$505.2M	
	S1B1*	R_W_77	Lehi 3600 W	$3.8M	
	S1B1*	R_W_80	Lehi 2200 W	$15.9M	
	S1B1*	R_W_81	Lehi 700 S	$11.2M	
	S1B1*	R_W_86	Pony Express Parkway	$58.7M	
	S1B1*	R_W_92	Mountain View Freeway	$574.9M	
	S1B1*	R_W_94	Mill Hand Road	$10.4M	
	1	R_CW_01	I-15 Freeway Ramp Metering	$58.8M	
	2	R_CW_16	Vineyard Connector	$747.8M	
	3	R_N_20	I-15 Lindon PG Blvd 2000 W Interchange	$243.7M	
	4	R_N_26	Lindon 2030 W	$12.8M	
	5	R_W_35	Cory Wride Freeway	$577.5M	
	6	R_S_45	UC 8000 S	$66.1M	
	7	R_C_24	I-15 Freeway Widening Northbound	$159.3M	
	8	R_C_26	Provo Independence Ave Connection	$11.8M	
	9	R_C_39	Orem 2300 S / Provo 2000 N	$16.8M	
	10	R_W_85	Redwood Road	$85.7M	
	11	R_S_02	I-15 Freeway Widening	$761.7M	
	12	R_W_71	Triumph Blvd	$63.7M	
	13	R_CW_15	I-15 Aux Lanes: Al' Main SI-600 E, PG Blvd-Orem 1600 N	$852.4M	Phase 2 Plan
	14	R_W_90	I-15 Aux Lanes, SLC County to Lehi	$436.5M	
	15	R_W_92	Pioneer Crossing Expressway	$2.7B	
	16	R_W_51	Mountain View South Freeway	$636.3M	
	17	R_S_38	Spanish Fork Center Street / UC 6400 S and I-15 Interchange	$324.2M	
	18	R_S_01	Springville 2850 W / Spanish Fork Main Street	$257.7M	
	19	R_W_67	I-15 Frontage Roads	$101.8M	
	20	R_W_43	Lake Mountain Corridor	$212.8M	
	21	R_C_09	I-15 / Orem Center Street Interchange	$9.4M	
	22	R_W_03	Cedar Valley Freeway	$1.2B	
	23	R_S_33	US-6 Freeway	$2.8B	
	24	R_N_22	Geneva Road	$191.5M	
	25	R_S_68	I-15 Payson 800 S Interchange	$399.6M	
	26	R_S_46	I-15 UC 8000 S Interchange	$160.2M	
	27	R_S_80	SR 198	$88.9M	
	28	R_W_53	Foothill Boulevard	$136.6M	
	29	R_W_91	I-15 Aux Lanes, 2100 N to Lehi Main	$422.4M	
	30	R_W_84	Saratoga Springs Merkel S	$50.0M	
	31	R_C_42	Orem 1200 W	$155.4M	Phase 3 Plan
	32	R_C_22	Geneva Road Safety Improvements	$277.3M	
	33	R_C_28	Provo 820 N	$184.8M	
	34	R_C_19	University Parkway / Sandhill Road Interchange	$106.8M	
	35	R_C_18	I-15 / University Parkway Interchange	$83.8M	
	36	R_C_37	I-15 / Orem 800 N Interchange	$3.1M	
	37	R_S_04	Springville 1400 N (SR 75)	$377.8M	
	38	R_S_32	I-15 US-6 Interchange	$83.8M	
	39	R_C_31	Provo Center Street	$37.7M	
	40	R_S_57	I-15 / Payson Main Street / Nebo Belt Road Interchange	$543.4M	
	41	R_C_27	I-15 / Provo 820 N Interchange	$374.8M	
	42	R_W_50	Mountain View Freeway	$703.8M	
	43	R_S_31	I-15 Widening South	$988.8M	
	44	R_CW_02	I-15 Capacity Improvements	$1.2B	
	45	R_CW_08	Utah Lake Bridge	$2.5B	
	46	R_C_07	Orem/Vineyard 400 N	$34.2M	
	47	R_S_60	SR 198	$91.0M	
	48	R_W_75	Lehi 1200 E	$119.0M	
	49	R_S_35	US 6	$123.9M	
	50	R_W_60	Point of the Mountain Connector Road	$114.8M	
	51	R_W_59	Traverse Mountain Boulevard and I-15 Interchange	$186.5M	
	52	R_N_10	Al' Pacific Drive/100 N	$84.4M	
	53	R_S_72	UC 12400 S	$159.8M	
	54	R_S_11	Springville Main Street / US 89 Interchange	$180.7M	
	55	R_C_08	Orem 800 N/Geneva Road Interchange	$126.2M	
	56	R_S_15	Loafer Mountain Parkway	$115.3M	
	57	R_S_70	SR 198	$140.3M	
	58	R_W_65	Lehi 2700 N	$36.0M	
	59	R_W_78	Pony Express Pkwy	$103.4M	
	60	R_C_16	I-15 / Orem 800 S / Campus Drive	$130.0M	
	61	R_N_01	Sunshed Drive	$32.8M	
	61	R_W_33	Wild Blossom Alternative 2	$61.0M	
	1	R_C_04	Vineyard 1200 N	$228.0M	
	2	R_W_39	Pony Express Pkwy	$174.8M	
	3	R_C_03	Geneva Expressway	$230.4M	
	4	R_W_55	Mountain View South Freeway	$817.4M	
	5	R_N_06	State Street	$116.7M	
	6	R_W_54	Football Boulevard	$186.5M	



RTP Phasing Timeline

- October 8 – Draft RTP Phasing List (Discussion)
- October 15 – Final Set of Workshops
- **November 12 – Draft Project Phasing List (Action)**
- January 2027 - Ask board to go to Public Comment for Air Quality
- February 2027 - Public Comment Period for Air Quality
- June 2027 - Approve RTP

Feedback on RTP Phasing

https://docs.google.com/forms/d/e/1FAIpQLSc_SuxjBarNaTNHKuiH9zq7Z5gVUKAB-GGOe7y0gBPPH6a_AQ/viewform?usp=header

- October 15, 2026 deadline for submission of feedback to MAG staff
- Use QR code to access comment form

Questions?

magutah.gov/2055rtp

MAG MPO Draft 2055 RTP Roadway List, September 29, 2026

Webmap Link: https://magutah.gov/webapps/2055-rtp-draft-projects-map/

For Definitions of Terms See Bottom of List

Phase Needed	Project Rank	Project ID	Project	Cost	Running Cost	Cost Phase
Phase 1 Need 2027-2036 $25.1B	STIP	R_C_08	Orem Center Street	$11.2M	$11.2M	Phase 1 Plan 2027-2036 $4.2B
	STIP	R_C_13	Orem 1600 N	$32.5M	$43.6M	
	STIP	R_C_21	Lakeview Parkway	$17.3M	$61.0M	
	STIP	R_C_44	Geneva Road	$5.9M	$66.8M	
	STIP	R_N_02	Canyon Crest Road / UC 4800 W	$8.4M	$75.3M	
	STIP	R_N_14	State Street	$7.3M	$82.5M	
	STIP	R_N_24	Lindon 400 W	$3.9M	$86.5M	
	STIP	R_S_03	Springville 1200 W / Canyon Creek Parkway	$92.8M	$179.3M	
	STIP	R_S_16	Dry Creek Parkway Phase 1	$16.8M	$196.1M	
	STIP	R_S_39	Spanish Fork 2000 E / 2300 E	$5.0M	$201.1M	
	STIP	R_S_53	Payson Parkway & I-15 Interchange	$80.0M	$281.1M	
	STIP	R_S_73	I-15 Freeway	$284.5M	$565.6M	
	STIP	R_S_79	I-15 Santaquin Main Street Interchange	$115.0M	$680.6M	
	STIP	R_S_83	SR-51 Widening	$9.7M	$690.3M	
	STIP	R_S_84	Loafer Mountain Parkway	$13.4M	$703.7M	
	STIP	R_S_87	Spanish Fork Main Street Reconstruction	$8.6M	$712.3M	
	STIP	R_W_10	Old Airport Road	$36.7M	$749.0M	
	STIP	R_W_34	Cory Wride Freeway	$459.0M	$1.2B	
	STIP	R_W_37	Ranches Pkwy	$11.3M	$1.2B	
	STIP	R_W_74	Lehi 2100 N Freeway (SR 194)	$508.2M	$1.7B	
	STIP	R_W_77	Lehi 3600 W	$3.6M	$1.7B	
	STIP	R_W_80	Lehi 2300 W	$15.9M	$1.7B	
	STIP	R_W_81	Lehi 700 S	$11.2M	$1.8B	
	STIP	R_W_86	Pony Express Parkway	$59.7M	$1.8B	
	STIP	R_W_93	Mountain View Freeway	$514.9M	$2.3B	
	STIP	R_W_94	Mill Pond Road	$10.4M	$2.3B	
	1	R_CW_01	I-15 Freeway Ramp Metering	$59.8M	$2.4B	
	2	R_CW_16	Vineyard Connector	$747.6M	$3.2B	
	3	R_N_20	I-15 Lindon PG Blvd 2000 W Interchange	$243.7M	$3.4B	
	4	R_N_26	Lindon 2000 W	$12.8M	$3.4B	
	5	R_W_35	Cory Wride Freeway	$577.9M	$4.0B	
	6	R_S_45	UC 8000 S	$68.1M	$4.1B	
	7	R_C_24	I-15 Freeway Widening Northbound	$155.9M	$4.2B	
	8	R_C_26	Provo Independence Ave Connection	$11.0M	$11.0M	
	9	R_C_39	Orem 2000 S /Provo 2000 N	$16.8M	$27.8M	
	10	R_W_85	Redwood Road	$68.7M	$96.5M	Phase 2 Plan 2037-2046 $6.4B
	11	R_S_02	I-15 Freeway Widening	$761.7M	$858.2M	
	12	R_W_71	Triumph Blvd	$83.7M	$941.9M	
	13	R_CW_15	I-15 Aux Lanes: AF Main St-500 E, PG Blvd-Orem 1600 N	$602.4M	$1.5B	
	14	R_W_90	I-15 Aux Lanes, SLC County to Lehi	$436.5M	$2.0B	
	15	R_W_82	Pioneer Crossing Expressway	$2.7B	$4.7B	
	16	R_W_51	Mountain View South Freeway	$836.3M	$5.5B	
	17	R_S_36	Spanish Fork Center Street / UC 6400 S and I-15 Interchange	$324.2M	$5.8B	
	18	R_S_01	Springville 2600 W / Spanish Fork Main Street	$257.7M	$6.1B	
	19	R_W_67	I-15 Frontage Roads	$101.8M	$6.2B	
	20	R_W_43	Lake Mountain Corridor	$212.6M	$6.4B	
	21	R_C_09	I-15 / Orem Center Street Interchange	$9.4M	$6.4B	
	22	R_W_03	Cedar Valley Freeway	$1.2B	$1.2B	Phase 3 Plan 2047-2055 $7.7B
	23	R_S_33	US 6 Freeway	$2.8B	$4.1B	
	24	R_N_22	Geneva Road	$191.5M	$4.3B	
	25	R_S_68	I-15 Payson 800 S Interchange	$399.6M	$4.7B	
	26	R_S_46	I-15 UC 8000 S Interchange	$190.2M	$4.8B	
	27	R_S_80	SR 198	$68.9M	$4.9B	
	28	R_W_53	Foothill Boulevard	$138.6M	$5.0B	
	29	R_W_91	I-15 Aux Lanes, 2100 N to Lehi Main	$422.4M	$5.5B	
	30	R_W_84	Saratoga Springs Market S	$50.0M	$5.5B	
	31	R_C_42	Orem 1200 W	$155.4M	$5.7B	
	32	R_C_22	Geneva Road Safety Improvements	$277.3M	$6.0B	
	33	R_C_28	Provo 820 N	$184.8M	$6.1B	
	34	R_C_19	University Parkway / Sandhill Road Interchange	$106.8M	$6.2B	
	35	R_C_18	I-15 / University Parkway Interchange	$83.8M	$6.3B	
	36	R_C_37	I-15 / Orem 800 N Interchange	$3.1M	$6.3B	
	37	R_S_04	Springville 1400 N (SR 75)	$377.8M	$6.7B	
	38	R_S_32	I-15 US 6 Interchange	$83.8M	$6.8B	
	39	R_C_31	Provo Center Street	$37.7M	$6.8B	
	40	R_S_57	I-15 / Payson Main Street / Nebo Belt Road Interchange	$543.4M	$7.4B	
	41	R_C_27	I-15 / Provo 820 N Interchange	$374.8M	$7.7B	
	42	R_W_50	Mountain View Freeway	$1.2B	$8.9B	Planned With No Funding Assumed
	43	R_S_31	I-15 Widening South	$2.5B	$11.5B	
	44	R_CW_02	I-15 Capacity Improvements	$34.2M	$11.5B	
	45	R_CW_08	Utah Lake Bridge	$91.0M	$11.6B	
	46	R_C_07	Orem/Vineyard 400 N	$119.0M	$11.7B	
	47	R_S_60	SR 198	$166.5M	$11.9B	
	48	R_W_75	Lehi 1200 E	$64.4M	$11.9B	
	49	R_S_35	US 6	$109.8M	$12.1B	
	50	R_W_60	Point of the Mountain Connector Road	$180.1M	$12.2B	
	51	R_W_59	Traverse Mountain Boulevard and I-15 Interchange	$128.2M	$12.4B	
	52	R_N_10	AF Pacific Drive/100 N	$115.3M	$12.5B	
	53	R_S_72	UC 12400 S	$140.3M	$12.6B	
	54	R_S_11	Springville Main Street / US 89 Interchange	$36.0M	$12.7B	
	55	R_C_06	Orem 800 N/Geneva Road Interchange	$103.4M	$12.8B	
	56	R_S_15	Loafer Mountain Parkway	$130.0M	$12.9B	
	57	R_S_70	SR 198	$32.6M	$12.9B	
	58	R_W_65	Lehi 2700 N	$61.0M	$13.0B	
	59	R_W_18	Pony Express Pkwy	$228.0M	$228.0M	
	60	R_C_16	I-15 / Orem 800 S / Campus Drive	$257.7M	$485.8M	
	61	R_N_01	Suncrest Drive	$18.9M	$504.6M	
	61	R_W_33	Wild Blossom Alternative 2	$200.4M	$705.0M	

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Phase Needed	Project Rank	Project ID	Project	Cost	Running Cost	Cost Phase
Phase 2 Need 2037-2046 $9.1B	1	R_C_04	Vineyard 1200 N	$228.0M	$933.0M	
	2	R_W_39	Pony Express Pkwy	$174.8M	$1.1B	
	3	R_C_03	Geneva Expressway	$200.4M	$1.3B	
	4	R_W_55	Mountain View South Freeway	$817.4M	$2.1B	
	5	R_N_08	State Street	$116.7M	$2.2B	
	6	R_W_54	Foothill Boulevard	$186.5M	$2.4B	
	7	R_C_01	Vineyard 1600 N	$125.0M	$2.6B	
	8	R_S_17	Dry Creek Parkway Phase 2	$19.4M	$2.6B	
	9	R_W_36	Mt Saratoga Blvd/ SR-73 Intersection	$15.7M	$2.6B	
	10	R_W_09	East Expressway	$183.2M	$2.8B	
	11	R_S_43	Loafer Mountain Parkway / Elk Ridge Drive	$60.3M	$2.8B	
	12	R_N_11	American Fork 200 South	$81.4M	$2.9B	
	13	R_S_54	Salem 750 N	$133.0M	$3.0B	
	14	R_CW_11	Lakeview Freeway	$2.7B	$5.8B	
	15	R_W_79	Lehi Main Street	$122.9M	$5.9B	
	16	R_C_36	Provo 500 W	$96.9M	$6.0B	
	17	R_S_37	Spanish Fork 300 E	$112.0M	$6.1B	
	18	R_C_02	Mill Road Extension	$42.3M	$6.2B	
	19	R_W_56	Redwood Road	$92.5M	$6.2B	
	20	R_S_63	Spanish Fork 2300 E / Nebo Belt Road	$298.0M	$6.5B	
	21	R_S_28	UC 3200 W	$178.2M	$6.7B	
	22	R_W_41	Hidden Valley Pkwy	$55.7M	$6.8B	
	23	R_W_70	Timpanogos Highway Express Lanes	$182.0M	$7.0B	
	24	R_W_69	Timpanogos Highway Express Lanes	$750.5M	$7.7B	
	25	R_S_56	UC 9600 S	$90.3M	$7.8B	
	26	R_C_34	Provo 500 W / 600 S Bridge	$85.5M	$7.9B	
	27	R_W_19	Pole Canyon RD	$83.5M	$8.0B	
	28	R_S_07	Springville 400 S	$140.0M	$8.1B	
	29	R_N_09	Meadows Crossing	$338.2M	$8.5B	
	30	R_S_78	I-15 UC 12400 S Interchange	$133.6M	$8.6B	
	31	R_S_47	UC 8000 S / Woodland Hills Drive	$68.1M	$8.7B	
	32	R_W_24	UC 2500 N	$153.5M	$8.8B	
	33	R_S_20	Maple Street	$68.1M	$8.9B	
	34	R_S_27	UC 4000 W	$193.1M	$9.1B	Planned With No Funding Assumed
	35	R_C_15	Orem 800 E	$120.3M	$9.2B	
	36	R_W_27	Fairfield SR 73 West Connector	$284.3M	$9.5B	
	37	R_C_25	Provo 2230 N	$29.1M	$9.5B	
	38	R_S_48	Powerhouse Rd	$55.4M	$55.4M	
	39	R_W_30	Fairfield Expressway	$276.3M	$331.7M	
	1	R_C_33	Provo 2050 W	$31.5M	$363.3M	
	2	R_N_05	AF Alpine Highway/ 200 E	$176.5M	$539.8M	
Phase 3 Need 2046-2055 $4.4B	3	R_W_31	Wild Blossom Alternative 1	$145.6M	$685.4M	
	4	R_W_88	Mill Pond Road	$95.3M	$780.7M	
	5	R_S_05	Springville 500 N	$188.2M	$968.9M	
	6	R_S_61	Payson Parkway	$100.1M	$1.1B	
	7	R_N_18	American Fork 620 S	$167.2M	$1.2B	
	8	R_C_43	Orem Main Street	$42.2M	$1.3B	
	9	R_S_09	Springville 900 S	$71.1M	$1.3B	
	10	R_C_38	Orem 800 S/ Provo 3700 N	$77.3M	$1.4B	
	11	R_W_11	17600W	$263.9M	$1.7B	
	12	R_W_07	Eagle Mountain Lone Tree Pkwy	$91.1M	$1.8B	
	13	R_S_23	UC 2400 W	$223.1M	$2.0B	
	14	R_S_41	Spanish Fork 1550 W	$146.4M	$2.2B	
	15	R_S_44	UC 8000 S	$210.7M	$2.4B	
	16	R_S_24	UC 5600 S / Spanish Fork 1900 N	$321.9M	$2.7B	
	17	R_N_13	American Fork 500 E	$29.5M	$2.7B	
	18	R_W_13	Eagle Mountain Boulevard	$76.9M	$2.8B	
	19	R_N_06	American Fork 700 N	$282.2M	$3.1B	
	20	R_S_82	Beer Creek Rd	$94.5M	$3.2B	
	21	R_S_77	US 6 Westbound Climbing Lane	$55.7M	$3.2B	
	22	R_W_01	UC 8000 N	$172.0M	$3.4B	
	23	R_N_04	Alpine Highway/ 5300 W	$93.0M	$3.5B	
	24	R_S_67	Payson 800 S	$306.6M	$3.8B	
	25	R_S_40	UC 7300 S	$179.8M	$4.0B	
	26	R_W_21	Pole Canyon RD	$108.6M	$4.1B	
	27	R_W_15	Eagle Mountain Aviator Ave	$125.2M	$4.2B	
	28	R_W_12	West Lake Mountain Corridor	$172.1M	$4.4B	
	29	R_S_75	Santaquin 400 E	$112.3M	$4.5B	
	30	R_S_62	UC 11200 S	$140.1M	$140.1M	
	31	R_W_47	Ensign Drive	$61.2M	$61.2M	

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Exploratory		R_C_23	Provo 1730 N			Exploratory
		R_C_29	Provo 500 N			
		R_C_30	Provo 620 N			
		R_C_32	Provo 560 S			
		R_C_35	Provo 900 S Railroad Crossing			
		R_C_41	Orem 800 N /Provo University Ave Interchange			
		R_CW_10	Westlake Freeway			
		R_N_03	SR-92			
		R_N_12	American Fork 700 W			
		R_N_15	American Fork 100 E			
		R_N_19	700 S			
		R_N_21	Pleasant Grove 1000 S			
		R_N_23	Teton Dr			
		R_S_22	UC 5600 W			
		R_S_26	UC 4800 W			
		R_S_71	UC 11600 S			
		R_S_81	UC 4800 S			
		R_S_85	UC 6400 S			
		R_S_86	Lakeview Expressway Alternative			
		R_W_08	East Expressway			
		R_W_17	Fairfield Rd Connector			
		R_W_20	East Fairfield Connector			
		R_W_22	Lehi/Fairfield Rd			
		R_W_23	East Expressway			
		R_W_25	Fairfield Expressway			
		R_W_26	Cedar Valley Freeway Extension			
		R_W_28	Allens Ranch Road			
		R_W_29	South Eagle Mountain Connector			
		R_W_76	Lehi 2100 N /UC 10050 N			
		R_W_87	Lehi 300 E			

Changes and Feedback Can Be Made Here:

Roadway Totals

Phase	Project Needs (Includes STIP)	Available Revenues (Includes STIP)	Difference
1	$25.1B	$4.2B	
2	$9.1B	$6.4B	
3	$4.4B	$7.7B	
Total	$38.60	$18.4B	**$-20.2B**

STIP: Projects that are programmed for construction in the next 5 years.
Plan Phase: Projects in this phase are fiscally constrained using projected revenues.
Exploratory: Projects deemed not needed or funding is unavailable withing the RTP's horizon, noted for future study.

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Phase Needed	Project Rank	Project ID	Project	Cost	Running Cost	Cost Phase
Phase 1 Need 2027- 2036	STIP	T_CW_02	FrontRunner 2X	$443.0M	$443.0M	Phase 1 Plan 2027- 2036
	1	T_C_04	UVX Extension to Provo Airport	$94.7M	$537.7M	
	2	T_C_05	UVX Extension to Vineyard	$67.0M	$604.7M	
	3	T_CW_06	Central Corridor State Street Enhanced Bus Route	$56.3M	$661.0M	
	4	T_S_03	Maple Enhanced Bus Route	$65.5M	$726.5M	
	5	T_W_04	Cedar Valley Enhanced Bus Route	$94.4M	$820.9M	
	7	T_W_06	Point of the Mountain Light Rail	$839.6M	$1.7B	Phase 2 Plan
	8	T_S_01	South Valley Commuter Rail	$5.9B	$5.9B	Phase 3 Plan
	9	T_S_07	Payson to Santaquin Enhanced Bus Route	$46.7M	$46.7M	
	10	T_CW_08	FrontRunner 15-Minute All Day Service	$1.8B	$7.7B	No Funding
Phase 2 Need 2037-2046	11	T_S_02	Nebo Enhanced Bus Route	$142.0M	$142.0M	Phase 2 Plan
	12	T_CW_03	FrontRunner Fleet Upgrades	$1.5B	$1.7B	Planned With No Funding Assumed
	13	T_CW_04	Central High Frequency Corridor, Bus Rapid Transit	$2.1B	$3.8B	
Phase 3 Need 2047-2055	14	T_CW_01	Mountain View Corridor BRT	$2.0B	$2.0B	
	15	T_CW_07	Lakeview Express High Frequency Corridor	$621.7M	$2.6B	
	16	T_W_05	2100 N Enhanced Bus Route	$52.0M	$2.7B	
	17	T_W_09	Redwood Road Enhanced Bus	$126.8M	$2.8B	
Exploratory		T_CW_05	Central High Frequency Corridor, Light Rail			Exploratory
		T_S_04	Lakeview Expressway Connector			
		T_W_01	Utah County Connector- Pioneer			
		T_W_02	Utah County Connector- Pony			

Changes and Feedback Can Be Made Here:

Transit Totals			
Phase	Project Needs (Includes STIP)	Available Revenues (Includes STIP)	Difference
1	$9.4B	$1.1B	
2	$3.8B	$1.9B	
3	$2.8B	$4.9B	
Total	$16B	$8.1B	$-7.9B

STIP: Projects that are programmed for construction in the next 5 years.
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Exploratory: Projects deemed not needed or funding is unavailable withing the RTP's horizon, noted for future study.

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Phase Needed	Project Rank	Project ID	Project	Cost	Running Cost	Cost Phase
Phase 1 Need 2027- 2036 $1.3B	STIP	A_C_08	Lakeview Parkway Trail*	$0.0M	$0.0M	Phase 1 Plan 2027-2036 $.02B
	STIP	A_C_19	US 89 / Trail	$1.4M	$1.4M	
	STIP	A_C_31	UTAH LAKESHORE TRAIL 1437 EASTERN Central BASE - Utah Lakeshore Trail	$8.3M	$9.8M	
	STIP	A_C_35	VINEYARD CONNECTOR / 800 N TRAIL - Vineyard Connector Trail	$6.5M	$16.3M	
	STIP	A_C_39	Orem 1600 N / 400 E Grade Separated Crossing	$7.4M	$23.7M	
	STIP	A_CW_07	UTAH LAKESHORE TRAIL 1437 Western BASE	$7.3M	$31.1M	
	STIP	A_N_16	American Fork FrontRunner to Highland Trail	$2.5M	$33.6M	
	STIP	A_N_32	HIGHLAND PKWY TRAIL - Timpanogos Highway Trail	$9.5M	$43.1M	
	STIP	A_S_17	Mapleton Lateral Canal Trail	$3.8M	$46.9M	
	STIP	A_S_52	Highline Canal Trail Phase 1	$17.0M	$63.8M	
	STIP	A_S_53	Highline Canal Trail Phase 2	$17.2M	$81.0M	
	STIP	A_S_56	Payson Canyon Trail	$5.4M	$86.4M	
	STIP	A_W_17	Tickville Trail	$7.2M	$93.7M	
	STIP	A_W_24	Ranches Corridor Trail	$1.3M	$95.0M	
	STIP	A_W_34	Market Street Trail	$7.1M	$102.0M	
	1	A_C_05	COLLEGE CONNECTOR TRAIL 120	$16.6M	$118.6M	
	2	A_C_14	Provo 2230 N Trail	$1.2M	$119.8M	
	3	A_C_26	Orem 1600 N Trail	$17.7M	$137.5M	
	4	A_C_34	Provo 600 South Trail	$3.3M	$140.8M	
	5	A_CW_09	Lehi and American Fork East / West Cycle Track	$29.9M	$170.7M	
	6	A_CW_10	Vineyard Connector Trail*	$0.0M	$170.7M	
	7	A_N_25	HISTORIC UTAH SOUTHERN RAIL TRAIL (LEHI TO PLEASANT GROVE) 574 - Lehi Rail Trail	$54.5M	$225.2M	
	8	A_S_39	Springville 400 E Trail	$20.5M	$245.7M	
	9	A_S_47	Payson Parkway Grade-Separated Crossing	$9.1M	$254.8M	
	10	A_S_62	UC 8000 S / SR 164 1345 - SR-164; Spanish Fork to Benjamin Trail*	$0.0M	$254.8M	
	11	A_S_65	Springville 1200 W Corridor*	$0.0M	$254.8M	
	12	A_W_05	SR 73 Trail *	$0.0M	$254.8M	
	13	A_C_16	Utah Lakeshore Trail to UVU Pedestrian Bridge Gap	$7.1M	$7.1M	Phase 2 Plan 2037-2046 $.03B
	14	A_C_25	GENEVA ROAD MULTI-USE PATH	$23.4M	$30.4M	
	15	A_C_28	Vineyard Promenade	$5.5M	$35.9M	
	16	A_C_36	US 189 SHARED USE PATH 1406 - College Connector Trail to Provo Frontrunner Gap	$40.7M	$76.6M	
	17	A_C_37	Provo 600 South Trail	$20.5M	$97.0M	
	18	A_N_12	AMERICAN FORK North / SOUTH SHARED USE PATH GAP SOUTH	$4.1M	$101.1M	
	19	A_N_22	Canyon Road Pathway	$49.6M	$150.7M	
	20	A_N_23	Highland / Alpine Trail	$15.8M	$166.5M	
	21	A_N_27	Main City Trail	$5.9M	$172.5M	
	22	A_S_01	Springville Main Street Trail	$21.5M	$193.9M	
	23	A_S_10	Hobble Creek Trail	$63.0M	$257.0M	
	24	A_S_23	Springville 1600 S / Mapleton 1600 N Trail	$24.1M	$281.0M	
	25	A_S_25	SR-198; Payson Trail*	$0.0M	$281.0M	
	26	A_S_46	SPANISH FORK MAIN STREET TRAIL 1091 GAP	$21.7M	$302.7M	
	27	A_S_48	Arrowhead Trail Road	$35.3M	$338.0M	
	28	A_C_15	Provo Geneva Road Trail*	$0.0M	$0.0M	Phase 3 Plan 2047-2055 $.04B
	29	A_C_23	OREM E-W Connector - Geneva Road to Provo River Pwky Trail Gap	$56.9M	$56.9M	
	30	A_C_30	Carterville Trail	$49.5M	$106.4M	
	31	A_CW_02	Point of the Mountain/400 E and Powerline Trail	$59.0M	$165.4M	
	32	A_N_21	Pleasant Grove 200 S Path	$47.3M	$212.7M	
	33	A_S_06	SR 75 Trail & Bridge*	$0.0M	$212.7M	
	34	A_S_24	Mapleton US 89 / 1600 W Trail	$44.1M	$256.8M	
	35	A_S_42	SR 51 Trail	$31.7M	$288.5M	
	36	A_S_49	SPANISH FORK HIGH SCHOOL TRAIL - Spanish Fork Main Street to Spanish Fork High School Trail Gap	$13.8M	$302.3M	
	37	A_S_61	PAYSON South TRAIL BASE PROPOSED - Payson South Trail	$18.7M	$321.0M	
	38	A_S_63	Springville Tintic Rails Trail	$17.3M	$338.3M	
	39	A_W_10	Saratoga Lehi Canal	$38.4M	$376.8M	
	40	A_W_13	Foothill Boulevard Trail*	$0.0M	$376.8M	
	41	A_W_23	Lehi North 92 Trail	$41.2M	$417.9M	
	42	A_S_14	SR 198 Trail*	$0.0M	$0.0M	Planned With No Funding Assumed
	43	A_CW_03	Regional Connection to Dry Creek Trail	$37.1M	$37.1M	
	44	A_N_03	Pleasant Grove Northern Corridor	$14.2M	$51.3M	
	45	A_S_33	SPANISH FORK 400 N TRAIL 1089	$2.4M	$53.7M	
	46	A_W_16	LEHI WASTE DITCH TRAIL	$3.1M	$56.9M	
	47	A_S_58	Goshen Rail Trail / US 6 Trail	$62.8M	$119.6M	
	48	A_C_20	HISTORIC UTAH SOUTHERN RAIL TRAIL (LEHI TO PLEASANT GROVE) 351	$8.0M	$127.6M	
	49	A_S_57	Spanish Fork Center Street Grade-Separated Crossing	$9.1M	$136.7M	
	50	A_S_21	Santaquin 400 E Trail	$10.8M	$147.5M	
	51	A_S_36	Payson Main Street Trail	$18.3M	$165.8M	
	52	A_S_30	Springville / Spanish Fork 400 East / Spanish Fork Parkway Trail Gap	$32.1M	$197.8M	
	53	A_N_31	AMERICAN FORK North / SOUTH SHARED USE PATH BASE North - Art Dye / Highland Glen Trail	$9.2M	$207.0M	
	54	A_W_20	LEHI 600 EAST / CENTER STREET NORTH / South CONNECTION 699	$35.1M	$242.1M	
	55	A_N_07	Lindon 400 N Connection	$5.9M	$248.0M	
	56	A_S_19	Payson 800 S Grade-Separated Crossing	$9.1M	$257.1M	
	57	A_S_55	Santaquin Belt Loop Trail	$13.9M	$270.9M	
	58	A_S_11	SR-75; Springville 1400 N Trail	$12.0M	$283.0M	
	59	A_S_08	Springville 1600 S Trail Crossing	$9.1M	$292.0M	
	60	A_W_25	UTAH LAKESHORE TRAIL 1437 SARATOGA SPRINGS SOUTH CENTRAL BASE	$3.3M	$295.3M	
	61	A_W_18	UTAH LAKESHORE TRAIL 1437 SARATOGA SPRINGS NORTH CENTRAL BASE	$1.1M	$296.4M	
	62	A_C_38	North Union Canal Trail	$27.3M	$323.7M	
	63	A_CW_11	Spring Creek Trail	$10.1M	$333.7M	
	64	A_N_36	American Fork FrontRunner to Highland Trail South	$14.4M	$348.1M	
	65	A_S_66	Elk Ridge to Payson Canyon Trail	$7.6M	$355.7M	

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Phase 2 Need 2037-2046 $0.7B	66	A_W_27	Lehi Center Street Connection	$20.4M	$20.4M	Planned With No Funding Assumed
	67	A_CW_05	Utah Lakeshore South Trail	$275.5M	$295.9M	
	68	A_S_45	Spanish Fork Main Street Trail	$29.7M	$325.6M	
	69	A_S_51	SALEM CANAL TRAIL NORTH UTN BASE PROPOSED	$29.8M	$355.4M	
	70	A_CW_01	UTAH LAKESHORE TRAIL 1437 EASTERN SOUTHERN BASE	$18.3M	$373.7M	
	71	A_C_22	PROVO STATION 923 - Provo Frontrunner Rail Trail	$18.1M	$391.8M	
	72	A_CW_08	Utah Lake Lake AT Crossing*	$0.0M	$391.8M	
	73	A_S_60	Salem Loop - Loafer Mountain Parkway*	$0.0M	$391.8M	
	74	A_S_27	5600 W Trail	$39.9M	$431.6M	
	75	A_S_09	Woodland Hills Trail	$16.2M	$447.8M	
	76	A_C_02	Geneva Road Multi-Use Path*	$0.0M	$447.8M	
	77	A_S_13	UC 4000 S Trail*	$0.0M	$447.8M	
	78	A_W_28	Eagle Mountain Boulevard*	$0.0M	$447.8M	
	79	A_N_30	Main City Trail (The Metro)	$12.4M	$460.2M	
	80	A_S_31	6400 S Trail*	$0.0M	$460.2M	
	81	A_C_13	Vineyard 1200 N Trail	$11.9M	$472.1M	
	82	A_N_17	AMERICAN FORK North / SOUTH SHARED USE PATH GAP Central - Art Dye / Highland Glen Trail Gap	$3.5M	$475.7M	
	83	A_S_12	SR-198 Trail Extension*	$0.0M	$475.7M	
	84	A_W_08	LEHI WASTE DITCH TRAIL West BASE PROPOSED	$3.6M	$479.2M	
	85	A_S_37	Springville Foothills Trail	$16.0M	$495.3M	
	86	A_N_08	Suncrest AT Facility*	$0.0M	$495.3M	
	87	A_N_04	American Fork 570 W Trail	$6.9M	$502.2M	
	88	A_W_07	LEHI WASTE DITCH TRAIL West BASE PROPOSED	$3.0M	$505.2M	
	89	A_S_28	SF 1550 W Trail*	$0.0M	$505.2M	
	90	A_N_18	Lehi to Murdock Canal Trail Alternative to UC 9600 N	$11.6M	$516.8M	
	91	A_N_35	PROVO RIVER PARKWAY TRAIL	$80.6M	$597.4M	
	92	A_N_11	AMERICAN FORK North / SOUTH SHARED USE PATH GAP North	$5.2M	$602.6M	
	93	A_W_22	Pony Express Parkway Trail Gap*	$0.0M	$602.6M	
	94	A_S_02	1-15 Parallel AT Facility	$20.4M	$623.0M	
	95	A_S_20	HIGHLINE CANAL TRAIL GAP	$57.3M	$680.2M	
	96	A_W_19	Traverse Mountain Connection*	$0.0M	$680.2M	
	97	A_S_15	Santaquin Rail Trail to Payson	$17.2M	$697.4M	
	98	A_N_33	HIGHLAND PKWY TRAIL - Timpanogos Highway Trail - Main City Trail	$2.3M	$699.8M	
Phase 3 Need 2047-2055 $0.2B	99	A_S_34	SANTAQUIN BELT LOOP TRAIL	$6.6M	$6.6M	
	100	A_W_33	UTAH LAKESHORE TRAIL 1437 SARATOGA SPRINGS SOUTH BASE	$14.1M	$20.6M	
	101	A_S_04	Spanish Fork River Trail	$37.7M	$58.3M	
	102	A_W_01	East Expressway Trail*	$0.0M	$58.3M	
	103	A_N_26	Grove Creek Drive Trail	$9.9M	$68.2M	
	104	A_C_21	UTAH LAKESHORE TRAIL 1437 EASTERN BASE	$4.1M	$72.3M	
	105	A_S_40	Highline Trail Connector	$5.2M	$77.6M	
	106	A_S_16	Payson Trail	$30.9M	$108.5M	
	107	A_S_22	Santaquin to Rocky Ridge Gap	$6.4M	$114.9M	
	108	A_S_54	Salem Canal Road Trail	$5.6M	$120.5M	
	109	A_W_30	UTAH LAKESHORE TRAIL 1437 SARATOGA SPRINGS NORTH BASE	$5.9M	$126.4M	
	110	A_S_41	Goshen Valley Rail Trail	$10.4M	$136.8M	
	111	A_S_67	Santaquin Canyon	$20.5M	$157.4M	
Exploratory		A_S_05	PAYSON South TRAIL VISIONARY			Exploratory
		A_S_18	Genola Hill Side Trail			
		A_S_59	SANTAQUIN RAIL TRAIL TO PAYSON			
		A_S_64	RAIL TO TRAIL MOAB TO SLC 926 - US-6; Spanish Fork to Helper Trail			
		A_W_12	SR-73; Fairfield to Stockton Trail			
		A_W_32	PONY EXPRESS PKWY TRAIL			

*** Note: Project costs included with corresponding roadway project**

Changes and Feedback Can Be Made Here:

Active Transportation Totals

Phase	Project Needs (Includes STIP)	Available Revenues (Includes STIP)	Difference
1	$1.3B	$0.2B	
2	$0.7B	$0.3B	
3	$0.2B	$0.4B	
Total	$2.2B	$1.0B	$-1.1B

STIP: Projects that are programmed for construction in the next 5 years.
Plan Phase: Projects in this phase are fiscally constrained using projected revenues.
Exploratory: Projects deemed not needed or funding is unavailable withing the RTP's horizon, noted for future study.

MPO TAC Meeting

October 5, 2026 | 1:30 pm - 3:00 pm

7 | RTP Revision Guidelines

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

BACKGROUND

The 2055 Regional Transportation Plan (RTP) development follows federal and state long-range transportation planning requirements. The RTP is intended to establish a fiscally responsible, performance-based long-range transportation plan that responds to regional transportation needs, adopted goals, and regional priorities.

Transportation planning is an ongoing process, and projects, funding availability, and regional conditions may evolve during RTP development. The RTP Revision Guidelines are intended to balance flexibility with accountability by establishing a clear and consistent process for considering requests to add, remove, or modify projects after the Project Phasing process and before final RTP adoption.

These Revision Guidelines apply to requests received after completion of the Project Phasing process and prior to RTP adoption. Following RTP adoption, applicable federal requirements will govern revisions to the adopted RTP, including administrative revisions, minor amendments, and major amendments.

REQUESTED ACTION

No action requested.

ATTACHMENTS

Presentation
RTP Revision Guidelines draft 9.24.26

RTP Revision Guidelines

MAG MPO TAC Meeting

October 5, 2026

MAG PLANNING

Guidelines Purpose

- Codify MAG MPO Process for Revising Regional Transportation Plan (RTP) Projects
- Establish A Consistent, Transparent and Efficient Process
- Identify A Process to Revise RTPs
- Remove Ambiguity
- Set Standards



Source: MAG

RTP Development Process

Six Distinct Stages

- Project Identification
- Initial Screening
- Project Prioritization
- Project Phasing
- Air Quality Conformity
- Plan Adoption



Source: MAG

Types of Plan Revisions

After RTP Adoption

- Follow Federal Guidelines
  - Administrative Revisions
  - Minor Amendments
  - Major Amendments

Before RTP Adoption, After Project Phasing

- Follow MAG MPO Guidelines
  - Add or Remove Projects

Overview of Revision Process Steps

- Revisions Apply For Specific Time Period
  - After Draft RTP Adoption (Conclusion of Phasing Process) and Before Final RTP Adoption
- Requesting Agency Applies to MPO Staff
  - Sections A, B and C Completed by Applicant
  - Sections D, E and F Completed by MPO Staff
- MPO Staff Inform TAC and Board of Successful Application
- MPO Staff Evaluate Proposed Revision
- MPO Staff Reports Findings to TAC and Board

Add A Project

- Requesting Agency Request Report Will Conform to Adopted Guidelines
  - Format At Discretion of Requesting Agency
- Will Need to Meet of All These Thresholds
  - Pass RTP Initial Screening Process
  - Be A Regionally Significant Project
  - Demonstrate Measurable Need
  - Demonstrate Positive Performance Outcomes
- OR, One of These Thresholds
  - Utah Legislative Request
  - Significant Public Support
  - Project on the High Injury Network

Remove a Project

- Requesting Agency Request Report Will Conform to Adopted Guidelines
  - Format At Discretion of Requesting Agency
- Will Need to Meet All of These Thresholds
  - Demonstrate a Negative Benefit/Cost Ratio
  - Demonstrate a Negative Impact to Land Uses
  - Demonstrate a Negative Impact to Natural Environment Features
- OR, One of These Thresholds
  - Utah Legislative Request
  - Significant Public Support

Request Evaluation Criteria

- MPO Staff Will Evaluate Completed Request Using The Following Criteria:
  - Consistency With Adopted RTP Goals
  - Impact to Vehicle Hours of Delay
  - Safety
  - Fiscal Feasibility
  - Natural Environment

Final Action Considerations

- MPO Staff to Provide Report to TAC and MPO Board for Action
  - MPO Staff Will Document Outcome Based on Results From Evaluation
- MAG MPO Board Retains Final Decision Authority
  - Receiving Favorable Technical Evaluation Results Does Not Guarantee Inclusion in RTP
- Revisions Are Subject To:
  - RTP Adoption Process
  - Fiscal Constraint
  - Air Quality Conformity Requirements

Process Limitations

- RTP Revision Guidelines Apply to Requests Received After the Project Phasing Process and Before RTP Adoption
  - For 2055 RTP - After November 12, 2026 and Before June 10, 2027
- After RTP Adoption (June 10, 2027) Revisions Follow Federal Amendment Guidelines and Processes
- These MAG MPO Guidelines Does Not Supersede Federal or State Requirements

Next Steps/Schedule

- October 5 - TAC Introduction to Draft Guidelines
- October 8 - Board Introduction to Draft Guidelines
- October 12 to 22 - MPO Staff To Incorporate Necessary Revisions
- November 2 - TAC Recommendation to MPO Board
- November 12 - MPO Board Action

Discussion

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RTP Revision Guidelines

Request for Revision Process

The Regional Transportation Plan (RTP) is developed through a data-driven process that establishes regional goals, identifies transportation needs, prioritizes projects, and develops a fiscally constrained project list.

Because transportation planning is an ongoing process, circumstances may change after the Project Phasing process is complete and before the RTP is adopted. These guidelines establish a transparent and consistent process for considering requests to add or remove projects after Project Phasing and before final RTP adoption.

Agencies requesting the addition or removal of a project following completion of the Project Phasing process and prior to RTP adoption shall submit an application to MAG MPO staff consistent with the requirements outlined in Sections A and B below.

Once MAG MPO staff determine that a complete application has met the applicable threshold, staff will inform the MPO Technical Advisory Committee (TAC) and MPO Board Chairs of receipt of the request. MAG MPO staff will then evaluate the request using the criteria outlined in Section C.

All requested revisions must maintain the fiscal constraint of the RTP as described in Section D.

Following the technical evaluation, MAG MPO staff will present its findings to the MPO TAC and MPO Board for consideration and action as part of the Request for Revision process.

Section A or B and C to be completed by the applicant - local government or transportation agency

SECTION A. Request to <u>Add</u> a Project

A request to add a project to the RTP must meet all 4 Category A thresholds OR at least one Category B threshold. The Request for Revision report shall provide the necessary documentation demonstrating that the applicable threshold(s) have been met.

<u>Category "A" – Technical Thresholds</u>

The proposed project shall:

1. Pass the initial RTP screening process.
2. Be a regionally significant transportation project:
    a. **Roadway:** Functionally classified as an arterial or freeway.
    b. **Transit:** Classified as enhanced bus, bus rapid transit (BRT), or passenger rail.

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    c. **Active Transportation:** Classified as a Utah Trail Network (UTN) facility or multi-use path.
3. Demonstrate a measurable transportation need:
    a. **Roadway:** Volume-to-Capacity (V/C) ratio greater than 1.0.
    b. **Transit:** Demonstrate a projected increase of at least 1,000 daily passenger boardings.
    c. **Active Transportation:** Provide a connection between two or more existing or planned Utah Trail Network (UTN) or multi-use path facilities.
4. Demonstrate a measurable positive transportation performance outcome:
    a. **Roadway:** Reduce the Volume-to-Capacity (V/C) ratio by 0.2 or greater.
    b. **Transit:** Demonstrate a measurable improvement in transit accessibility, connectivity, travel time, reliability, or other adopted RTP performance measure.
    c. **Active Transportation:** Demonstrate a measurable improvement in network connectivity, accessibility, safety, or other adopted RTP performance measure.

Category "B" – Policy/Public Interest Thresholds

A proposed project may qualify for consideration by meeting at least one of the following:

1. **Utah legislative request:** A documented request or direction from the Utah Legislature or an authorized legislative body.
2. **Significant public support:** Documented evidence of substantial public support for the proposed project.
3. **High Injury Network:** The proposed project addresses a location or corridor identified on the adopted Safety Action Plan's High Injury Network.

Meeting a Category B threshold establishes eligibility for further evaluation; it does not establish that the project should be added to the RTP.

SECTION B. Request to Remove a Project

A request to remove a project from the RTP must meet all 3 Category C thresholds OR at least one Category D threshold. The formal Request for Revision report shall provide all necessary documentation demonstrating that the applicable threshold(s) have been met.

Category "C" – Technical Thresholds

The proposed removal shall demonstrate:

1. A negative benefit/cost ratio for the requested project;
2. A negative impact to one or more of the following land use categories:
    a. Single-family residential units;

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    b. Multi-family residential units; or
    c. Non-residential properties; and
3. A negative impact to each of the following affected natural environment features, as applicable:
    a. Air quality;
    b. Wetlands;
    c. Fault lines; and
    d. Hillsides.

Category "D" – Policy/Public Interest Thresholds

A proposed project may qualify for consideration for removal by meeting at least one of the following:

1. **Utah legislative request:** A documented request or direction from the Utah Legislature or an authorized legislative body.
2. **Significant public support:** Documented evidence of substantial public support for removal of the proposed project.

Meeting a Category D threshold establishes eligibility for further evaluation; it does not establish that the project should be removed from the RTP.

SECTION C. Fiscal Constraint

Applicants must also describe how the modification will impact the fiscally constrained or "planned" RTP phase. Any addition, removal, or modification that affects project cost must demonstrate that the RTP remains fiscally constrained. Projects may not be added without identifying reasonably expected funding sources.

Minor administrative or technical changes that do not materially affect the project's purpose, cost, performance, or fiscal constraint may be addressed by MAG MPO staff without initiating the full Request for Revision process.

To Be Completed by the MAG MPO Staff

SECTION D. MAG MPO DOCUMENTATION

Once an application has met the applicable thresholds above, MAG MPO staff will inform the MPO Technical Advisory Committee (TAC) Chair and MPO Board Chairs of receipt of the request and conduct an evaluation using the five following Evaluation Criteria:

- Consistency with adopted RTP goals;

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- Impact to regional Vehicle Hours of Delay (VHD);
- Safety benefits/impacts;
- Fiscal feasibility; and
- Natural environment impacts.

Once the application is complete (applicant met the Request for Revision steps and MPO staff completed the Evaluation Criteria steps), staff will present the findings at the next MPO TAC and Board meeting for consideration and action.

MPO Board approved revisions will be documented by MAG MPO staff and incorporated, as applicable, into:

- MPO Board meeting minutes;
- The official RTP project list;
- Fiscal constraint documentation;
- Air Quality Conformity documentation; and
- MAG MPO website project records.

SECTION E. FINAL ACTION

The MAG MPO Board retains final authority to approve or deny proposed revisions to the RTP prior to adoption, consistent with applicable federal and state requirements.

A project meeting an eligibility threshold or receiving a favorable technical evaluation does not create an entitlement to inclusion in the RTP.

All approved revisions remain subject to the RTP adoption process, fiscal constraint, and applicable air quality conformity requirements.

SECTION F. PROCESS LIMITATIONS

These guidelines apply only to requests received after completion of the Project Phasing process and before final RTP adoption.

Following RTP adoption, revisions to the RTP shall be processed in accordance with applicable federal requirements and MAG MPO procedures for administrative revisions, minor amendments, and major amendments.

Nothing in these guidelines supersedes applicable federal or state requirements governing RTP development, fiscal constraint, air quality conformity, public participation, or plan amendments.

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