

## MAG Concept Reports MPO Staff Ranking Sheet 4/20/2022

Projects are listed in ranked order by MPO staff score.

Rk.	Project Name	Sponsor	MPO Staff Ranking Notes.	Funding Request	Score
1	Provo River Trail Upgrade	Provo	Reconstruction of sub-standard trail segment. Trail is tied for highest use in the county. Fixes major safety issues.	\$5,466,716	57
1	UVX 900 E New Station	UTA	Adds needed station proposed in original project, neighborhood concerns removed it. Public sentiment has changed, supported by BYU. Has potential to be one of the most used UVX stations.	\$4,293,315	57
3	Provo 820 N Bridge	Provo	Phased project to widening road to 5 lanes connecting to future new I-15 interchange. Fixes sub-standard Provo River Trail undercrossing. Connects to major regional centers (UVH, BYU).	\$16,083,000	55
4	Orem Lakeview PKWY	Orem	Good regional connection and by-pass to Geneva RD. Low modeled traffic use. Connects to Provo Airport. Incorporates Utah Lakeshore Trail. A pioneer 3-lane road would work in the near-term.	\$17,292,000	54
5	Saratoga RD and 145 N Widening	Saratoga Springs	Should be broken into two projects. Potential developer participation along Saratoga RD. Good regional connection. Pony Express (145 N) will be congested when built at 3 lanes. RTP shows 5.	\$10,603,000	52
5	Utah Lakeshore Trail Orem to Provo	Utah Co.	Major regional trail, completes a major segment though highly environmental sensitive area.	\$5,820,000	52
7	Spanish Fork 2000 E Phase 2	Spanish Fork	Future regional connection to Salem. Phase 1 funded by MAG. 90 degree turn needs to be rethought.	\$5,930,000	51
8	Pony Exp PKWY	Lehi/AmFork	Good regional connection. Two-lane pioneer road congested when built. Completes highway grid. Helps alleviate traffic on Pioneer Crossing and Redwood RD. Needs Vineyard Connector to be completed. Environmental issues.	\$14,922,000	50
9	Highland Mitchell Hollow Trail	Highland	Medium use trail. Connects two major trail systems. Completes trail grid system in the area. Affordable.	\$2,973,000	49
9	Provo 600 S Trail	Provo	Regional AT connection from BYU/Downtown Provo to Provo Front Runner Station. Good investment for return.	\$936,000	49
9	Provo South State ST Trail	Provo	Phase 2 of regional trail connecting Provo to Springville in the future. MAG funded first phase. High bike use area. Good cost benefit.	\$1,700,000	49
12	EagleMtn Airport Road	Eagle Mountain	Midsized regional facility, major relief to Pony Express PKWY and Redwood. Creates grid in high-growth area. Pioneer road.	\$9,197,000	48
12	Vineyard Regional Trail Enhancements	Vineyard	Good safety AT project. Realignment of park parking lot road should be a local project.	\$842,030	48
14	EM/SS Park and Ride Lots	UTA	Park and Ride development is needed in the area per NWUC Transit Study. The two cities are over 80k today with very limited transit service.	\$4,685,478	46
15	North County BLVD	Alpine/Highland	Corrects mismatched lanes at HWY92 intersection, high accident rate. Does not address roadway congestion as original project proposed. Adds a trail and center turn lane only. Project needs more development through city processes.	\$8,944,000	45
16	EagleMtn Ranches Trail	Eagle Mountain	Connects to future regional trails, nearby Ranches PKWY accomplishes same movement. Reasonable cost.	\$1,320,137	43
16	Springville 2600 W	Springville	Start of major regional connection from SF to Provo. Relieves congestion on I-15/400 S interchange. High growth proposed.	\$13,122,000	43
18	Provo Bike Collective Building	Provo Bike Collective	Social service program unusual proposal for MAG funding. Benefits disadvantage populations, centralized in Provo/Orem. Good service, low demand.	\$450,000	42
18	Provo 500 West	Provo	Important connection to future south valley corridor. Basically extends State ST to I-15/University AVE interchange. RR bridge reduces congestion.	\$4,009,000	42
18	Saratoga Springs 400 E	Saratoga Springs	Helps make an arterial connection to high growth area. Adds bike lanes.	\$4,211,000	42
18	UTA On Demand Service	UTA	Good potential for alternative flexible transit service. Lehi would be a good test for this service.	\$3,514,063	42
22	Payson Canyon Trail	Utah Co./Payson	Good recreational trail on one of the main valley canyons. Moderate usage. Dedicated trails adds to safe use. Rural area, recreational use.	\$6,376,000	41
23	UC Woodland Hills DR/ 8800 S Intersection	Utah County	Improved intersection in high growth area. Added phase to future widening of Woodland Hills. Rural roads are quickly being congested in this area.	\$3,356,000	38
24	PG 1000 South	Pleasant Grove	Good collector road connecting grid. Lower traffic volumes. Is signal warranted? Works best if Lindon portion to 1200 E is completed.	\$4,347,000	31

MPO staff ranking will account toward 50% of the total score. MPO TAC will vote on the remaining 50%. Both will be combined to create the final Project Priority List. Once approved, MAG staff will use available funding to fund projects in ranking order and create the TIP. We estimate ~100m available this selection cycle.

\$150,392,739