

2024 Project Scoring List

MPO Staff and TAC scores use the approved TIP Selection Criteria. The MPO Staff scores are normalized to a maximum of 50 and added to the normalized TAC score with a maximum of 50. The total possible score combined score is be 100. MAG staff will use these list to develop draft Project Priority List to be reviewed and approved at future MPO TAC/Board Meetings.



Project Name	Sponsor	Mode	MPO Staff Technical Ranking Notes.	Funding Request	Ranking Criteria Normalized Totals						Grand Total	
					Scorer	Mode	Envr	Safety	Other	Total		
ROADS LIST												
1	Spanish Fork Main ST - Reconstruction Phase II	Spanish Fork	Roads	Highly congested corridor. Medians will help reduce friction and provide more safety, but without other regional north/south corridors through Spanish Fork, traffic volumes will continue to remain high. Concerns with bike lanes proposed between the travel lanes and parking areas. Should incorporate buffered bike lanes. Left turn queue areas at intersections could be longer. Directly addresses known safety issues on the High Injury Network identified in the Safety Action Plan.	\$5,074,000	MPO Staff	11.9	8.8	7.5	4.4	32.6	71
						MPO TAC	15.1	6.4	9.6	6.9	38.0	
2	Pony Express Parkway Jordan River Bridge	Saratoga Springs	Roads	Highly congested road in extreme high growth area. Aids in building out the highway grid. This phase only builds the river bridge, and should be constructed with a future phase road widening project (currently not funded). Creates new Jordan River trail undercrossing.	\$14,435,000	MPO Staff	13.1	5.6	3.8	5.4	27.9	65
						MPO TAC	15.2	6.5	9.1	6.6	37.4	
3	Lehi 2300 West - Widening	Lehi	Roads	Last phase of MAG funded multi-phase project. Lowest congested segment on the entire corridor with moderate congestion. Adds continuous center turn lane. High crash rate. Trail adds to complete street concerns, but shoulders are needed to allow for bike users and to give more separation between trail users (80 foot ROW has been a concern on previous phases, not being the proper width for a regional corridor, but the project has still been funded).	\$11,776,000	MPO Staff	13.4	5.6	4.4	5.4	28.8	64
						MPO TAC	14.7	5.6	8.8	6.5	35.6	
4	Pony Express Parkway / Eagle Mountain Blvd - New Traffic Signal	Eagle Mountain	Roads	Future growth creates highly congested conditions approaching the roundabout. Improves queueing issues at roundabout. Information supplied does not show how adjusted growth projections were added to modeling (growth rate might be too high). Low crash rates. Could a 4-lane roundabout or other lane configurations address the congestion issues at a lower cost?	\$3,425,000	MPO Staff	13.1	7.0	1.9	3.4	25.4	58
						MPO TAC	14.2	5.9	7.1	5.4	32.6	
5	Orem Center ST - Widening	Orem	Roads	High congestion area. The proposed concept is sub-standard, doesn't match the already improved road footprint at I-15 or Geneva RD, and though would have 5-lanes, would still have a bottleneck effect. Project should be proposed with a consistent cross section. Corridor has a moderate crash rate.	\$10,602,000	MPO Staff	11.3	5.6	3.1	4.4	24.4	58
						MPO TAC	14.1	5.6	8.1	5.6	33.4	
6	Pleasant Grove Center St / 600 West - Intersection Improvements	Pleasant Grove	Roads	Moderately congested intersection with queue backing issues at the State ST intersection. Moderate crash rate. Expensive project with 600 W being a local collector, could look at other possible options (moving 600 W connection farther to the east or ending 600 W at Garden DR with a Garden DR connection to State ST farther to the west, etc.).	\$10,500,000	MPO Staff	11.9	5.6	3.8	1.9	23.2	54
						MPO TAC	12.8	5.1	8.4	4.6	30.9	
7	Timpanogos HWY / North County BLVD - Phase 3	Highland	Roads	Highly congested corridor north of SR92. Proposed project is a third (MAG funded) attempt to fix the congestion problem. Safety concerns with lane alignment in the intersection are minimal compared to congestion issues north of the intersection. Proposed shoulder improvements north of SR92 do not address the congestion issue. Recommend using congestion mitigation recommendations from the SR92 Access and Circulation Study, including widening the road to 5 lanes into Alpine. Many of the proposed intersection improvements are on UDOT roads and could be a partner on this project. Moderate crash rate on the high injury network.	\$6,577,750	MPO Staff	7.5	7.0	4.4	3.4	22.3	52
						MPO TAC	12.0	4.8	7.4	5.1	29.3	
8	Mill Pond RD, American Fork - Widening	American Fork	Roads	Moderately congested collector in high growth area. Addresses turning movements at intersections. Creates better connection to FrontRunner. Low crash rates.	\$10,597,000	MPO Staff	12.1	5.6	1.3	3.4	22.4	52
						MPO TAC	12.5	5.0	6.7	4.9	29.1	
9	Cedar Hills DR / North County BLVD - Intersection and Traffic Improvements	Cedar Hills	Roads	Low congestion area with limited queue storage between intersections. High crash rate on the high injury network. Project more local in nature with commercial access and high school queueing causing the problems.	\$2,667,019	MPO Staff	11.5	5.6	2.5	1.9	21.5	50
						MPO TAC	11.2	5.1	7.4	4.9	28.6	
10	Salem 750 North - New Road	Salem	Roads	A pioneer road in a limited congested area. Project adds to the grid highway network adding more connectivity in a high growth area with no crash data, and crosses a corridor on the high injury network.	\$7,362,000	MPO Staff	8.1	5.6	0.6	3.4	17.7	44
						MPO TAC	10.7	4.7	6.0	5.1	26.5	
11	Highland 6800 West - Shoulders / Turn Lane Phase 4	Highland	Roads	No congestion, functions more like a local road. Great city project. Low crash rate. MAG has funded other segments of this corridor, but previously funded segments are closer to American Fork with much higher traffic volumes.	\$2,982,000	MPO Staff	4.4	5.6	2.5	1.9	14.4	41
						MPO TAC	9.5	4.7	7.9	4.9	27.0	

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ACTIVE TRANSPORTATION LIST											
1 Lehi Fronrunner Trail - Phase 1	Lehi	Active Trans.	Regional trail connecting the business area to downtown Lehi. Stand-alone trail provides good separation from road conflicts offering safe and comfortable transportation options for users. Moderate history of pedestrian crashes in the area, improves safety for adjacent high-injury network road. City should work with UDOT to incorporate trail separation over Lehi 2100 N FWY as that project progresses.	\$4,961,000	MPO Staff	16.9	7.9	5.0	5.6	35.4	74
					MPO TAC	15.2	6.9	9.5	6.7	38.3	
2 Highline Canal Trail - Phase I	Utah County	Active Trans.	Major regional trail creating AT backbone trail in south Utah County. Excellent separation from road crossings. No history of pedestrian crashes. Good phased approach to leverage MPO funding. If funded, could be a good candidate for future Utah Trail Network funding.	\$13,673,000	MPO Staff	14.4	9.4	2.5	6.9	33.2	72
					MPO TAC	15.5	7.4	8.4	7.0	38.3	
3 Utah Lake Parkway Trail	Utah County	Active Trans.	Major regional trail creating AT backbone trail in north/central county. No history of pedestrian crashes. Finishes last link in trail between Provo and Saratoga Springs. MAG has funded multiple phases of this trail.	\$4,463,000	MPO Staff	11.3	8.8	2.5	7.5	30.1	68
					MPO TAC	15.1	7.1	8.7	7.4	38.3	
4 Tickville Trail	Eagle Mountain	Active Trans.	Sub-regional trail in suburban area. Stand-alone trail provides good separation from road conflicts offering safe and comfortable transportation options for users. Eventually ties into Utah Lakeshore and Jordan River Trails. Moderate history of pedestrian crashes, improves safety for adjacent high-injury network road.	\$3,313,000	MPO Staff	9.8	6.4	6.9	4.4	27.5	61
					MPO TAC	12.4	6.1	9.1	5.6	33.2	
5 Lehi 700 South Cycle Track Phase 2	Lehi	Active Trans.	Good regional connection. Phase 2 of an already funded cycle track. Connects to the regional trail system (Jordan River Trail) and eventually to the TOD area of the American Fork FrontRunner Station. Low history of pedestrian crashes, but improves safety for adjacent high-injury network road as an alternative to Pioneer Crossing.	\$2,511,000	MPO Staff	11.5	6.5	3.8	4.5	26.3	59
					MPO TAC	13.0	6.1	8.0	5.5	32.6	
6 Mapleton US-89 Trail	Mapleton	Active Trans.	Sub-regional trail along major arterial highway. Future phase does tie into the regional trail system. Low history of pedestrian crashes, improves safety on high-injury network road. Good improvement on high-speed highway corridor. Being on a state road, could be a good candidate for other state funding.	\$825,000	MPO Staff	9.0	6.6	3.1	4.1	22.8	56
					MPO TAC	13.2	6.2	8.2	5.6	33.2	
7 Santaquin Highland Drive Trail	Santaquin	Active Trans.	Localized trail along collector road. Future phase does tie into the regional trail system. No history of pedestrian crashes, not on a high-injury network road.	\$681,288	MPO Staff	6.8	7.0	1.3	4.9	20.0	49
					MPO TAC	11.2	5.7	6.6	5.0	28.5	
8 Santaquin South Ridge Farms Trail	Santaquin	Active Trans.	Concept doesn't give enough detail on the proposed separation of trail and road. Proposed termini of the planned trail south of the built up city area does not offer a logical termini to the downtown planned trail network. No history of pedestrian crashes. With a connection to Main ST, the trail would connect the Summit Ridge area to the downtown core. Recommend the city conduct additional study on a trail connection to Main ST and going through the local planning process to gain local support.	\$1,194,000	MPO Staff	6.5	6.5	1.3	4.9	19.2	46
					MPO TAC	10.6	5.4	6.3	4.8	27.1	
TRANSIT LIST											
1 UTA On-Demand Service - New Service	UTA	Transit	Low ridership at 250 riders per day. Other areas of Utah County have greater potential based on UTA Micromobility Report. Low potential for SOV reduction. Serves underserved populations areas. Moderate first/last mile improvement. Limited use gives low environmental and safety scores. Is supported by the RTP. Very high cost per rider. Would be helpful to understand what a fixed route would cost and ridership.	\$6,000,000	MPO Staff	7.4	6.5	0.6	3.1	17.6	40
					MPO TAC	8.9	4.5	4.9	4.3	22.6	
2 UTA New Radio System - Upgrade	UTA	Transit	No information is given to demonstrate any improvements or efficiencies for ridership. Does not score well because system upgrade does not impact mode choice, safety, or environment. Is a needed system upgrade. UTA applied for funding through WFRC for their area and has not received a high score for this project. Other UTA operation or maintenance funds or federal funds might be a better fit for the project.	\$4,290,464	MPO Staff	1.3	6.3	2.5	5.0	15.0	35
					MPO TAC	6.2	4.4	5.1	3.9	19.6	
OTHER PROJECTS LIST											
1 Provo Airport Terminal Phase 2	Provo	Other	Vital regional project that does not score well with the MPO project selection process. MAG funded phase one on this project at 15m. Staff recommend approval.	\$17,200,000	MPO Staff	11.9	6.3	3.1	9.4	30.7	67
					MPO TAC	13.9	6.3	8.6	7.2	36.0	