
6 RTP Project Lists – Needs, Funding, and Fiscal Constraint | Action Item

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Background

Every four years, the Regional Transportation Plan (RTP) is updated to be in tune with the changing growth trends of Utah County, comply with federal and state regulations, and promote the transportation challenges present in the region. The RTP includes a listing of capacity projects that improve and expand the regional highway, transit, and active transportation networks. Projects are developed using city land use and transportation master plans, collaborative work with municipal, county, transit, and state agencies staff, transportation decision-makers and stakeholders, and the public. The MPO uses regional land use and travel models co-developed with MAG, WFRC, and the state to identify congested areas where proposed highway and transit capacity projects can keep people and goods moving throughout the region. This plan proposes \$13.1 billion in needed capacity highway projects and \$3.3 billion in new transit projects.

For this meeting, only highway and transit projects are being presented for approval. The list of regional active transportation projects will be approved at the next MPO meetings, pending the completion of a regional trails study in February.

View the [TransPlan50 Story Map](#) showing project lists, descriptions, locations, and costs.

Planning Funds vs. Programmed Funds

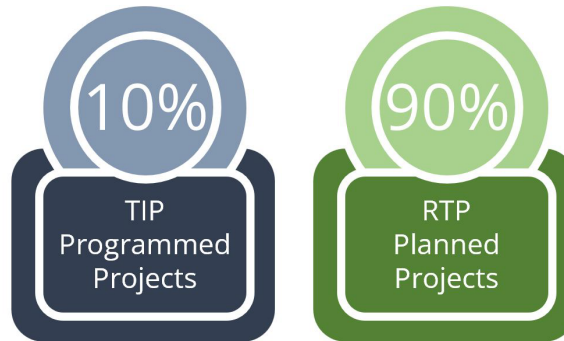
The RTP plans projects and funding out to 2050. RTP funding assumptions use past trends projected into the future. Two types of projects are listed in the RTP, programmed projects and planned projects.

Programmed projects, or projects with real funds attached, are funded in the Transportation Improvement Program (TIP). The current TIP funds projects out to 2025, with the exception of the Transportation Investment Fund (TIF). This major state transportation funding source is programmed out to 2030. Planned projects are those not currently programmed in the TIP. They are selected in the RTP through the MPO modeling processes to address future growth and congestion. Future action to program these projects through the TIP process would need to occur to fund these projects. Only about 10% of the total needs-based projects in the RTP are currently programmed within the TIP.

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RTP Projects include programmed projects currently funded in the TIP combined with those that are planned but have no current programmed funding

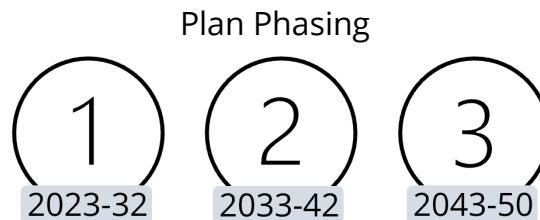


Project Types Listed in the RTP

Regional roads listed in the plan include minor arterials up to freeways. Collector roads will be shown in the proposed highway grid map but are not listed as individual projects in the plan. Transit projects include major high-frequency projects, including Core Bus routes (10 to 15-minute service), Bus Rapid Transit lines (like UVX in Provo/Orem), and commuter rail. Light rail has been moved to the vision section of the plan this cycle.

Plan Phasing

The plan is divided into three phases. Projects with a modeled demonstrated need are placed by phase in a Needs-based Project List. Later, projects are placed in each phase by available planned funding, creating an AQ (air quality) Fiscally Constrained Project List. The first phase of the plan is most critical in that for a regional transportation project to be programmed in the TIP, it must come from the first phase of the AQ Fiscally Constrained Project List adopted in the RTP.

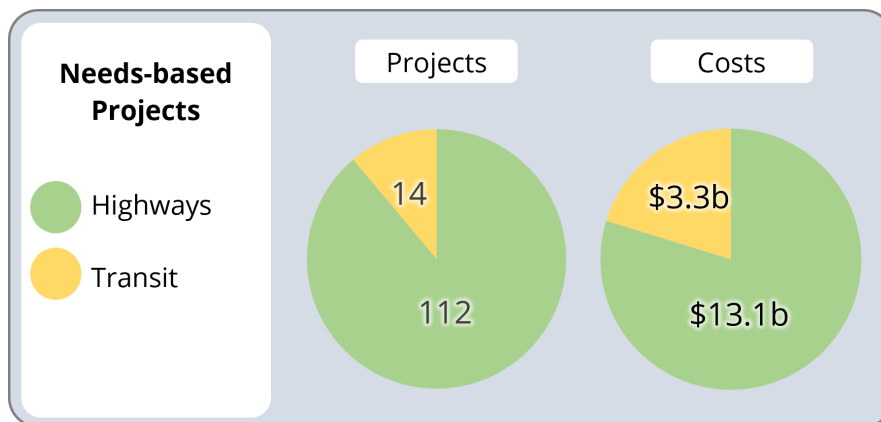


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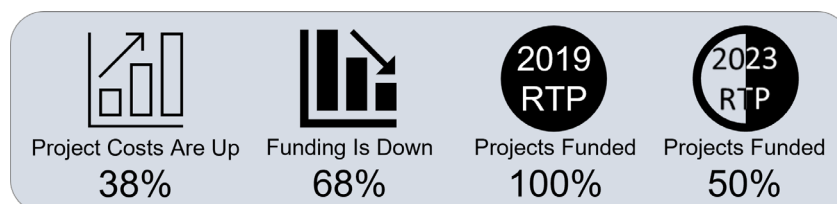
Needs-based Project List

Four sources are reviewed to develop needed RTP highway and transit projects: projects from the current RTP, city master transportation plans, transportation agency plans, and transportation studies. Projects from these sources are then modeled in the MPO land use and travel demand models to measure the reduction in congestion on highway projects and ridership and performance for transit projects. These measures are used to develop priorities when creating the AQ (air quality) Fiscally Constrained Project List (discussed later). If a project doesn't show a regional benefit, it is not included in the needs-based list but can be shown as a vision project, considered outside the 2050 plan. View the [TransPlan50 Story Map](#) showing the Needs-based Projects.



Project Costs and Revenue

The MPO develops project costs and revenue projections collaboratively with UDOT, UTA, and the state's other 3 MPOs. Project costs have increased significantly since the 2019 RTP update. On average, construction and labor costs are up over 38%. The 2019 plan had 134 construction projects totaling \$12.2 billion. The 2023 plan has 126 construction projects totaling \$16.4 billion. Project revenue overall has decreased by 68% since the 2019 plan. Revenue has increased from the new federal transportation bill and local sales tax, but these sources pale compared to the state's contribution to overall transportation funding. State revenues have increased, but the distribution of these revenues did not come to Utah County as planned for in the 2019 plan. The Transportation Investment Fund, the primary state revenue source for transportation coupled with one-time



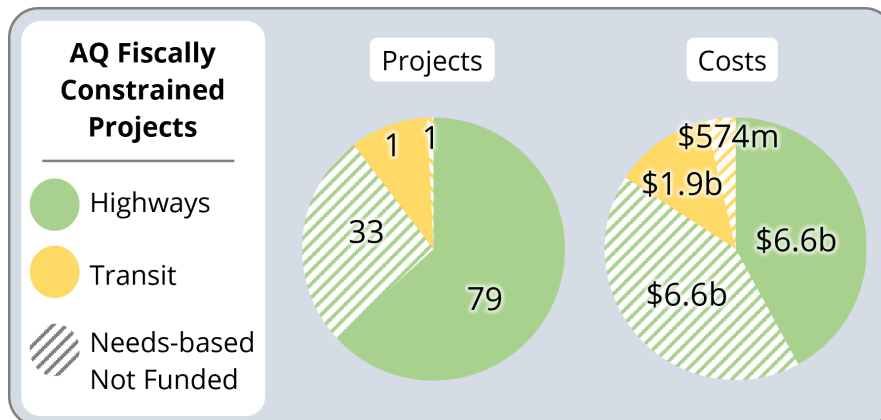
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legislative appropriations, only placed 10% of the 7.2 billion programmed funding within Utah County through 2030. This limits the revenue available for the first ten years of the plan. Bonding is also proposed at half the levels of the 2019 plan, further limiting available funds.

AQ Fiscally Constrained Project List

Federal air quality regulations require the RTP to conform to air quality standards, including requiring that the RTP be fiscally constrained using reasonable assumptions. The law also allows the RTP to show, for illustrative purposes, what projects should be built if additional funds become available. Because of escalated costs and less revenue being programmed within Utah County, the fiscally constrained list contains significantly fewer projects in this planning cycle. The RTP will explain the difference between needs and fiscally constrained projects and outline the growth pressures that require locating additional funding for all the needs-based projects in the plan. The MPO will continue to support means to gain further funding to construct the needed projects within Utah County. View the [TransPlan50 Story Map](#) showing AQ Fiscally Constrained Projects.

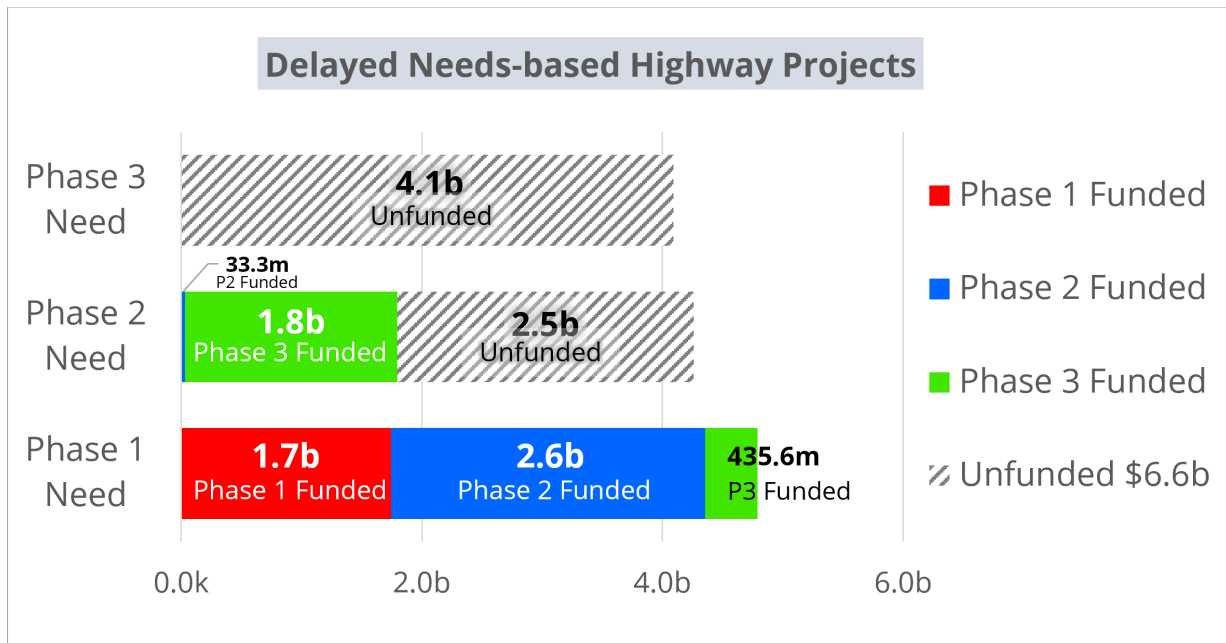


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Projects Delayed

The limited funding available to Utah County in the next ten years (phase 1) delays needed projects into later phases. In other words, to fund all the phase 1 highway needs-based projects, 2/3rd of these projects are postponed to phases 2 and 3. What should be constructed within the next ten years is delayed 10 to 20+ years. Delaying phase 1 needs further delays phases 2 and 3 need-based projects. Only one phase 2 need-based project is funded in phase 2. Thirty percent of the remaining phase 2 needs are funded in phase 3. The other seventy percent of phase 2 needs and all the phase 3 needs are unfunded in the plan. Overall, 32 needed projects totaling \$6.6 billion are unfunded.

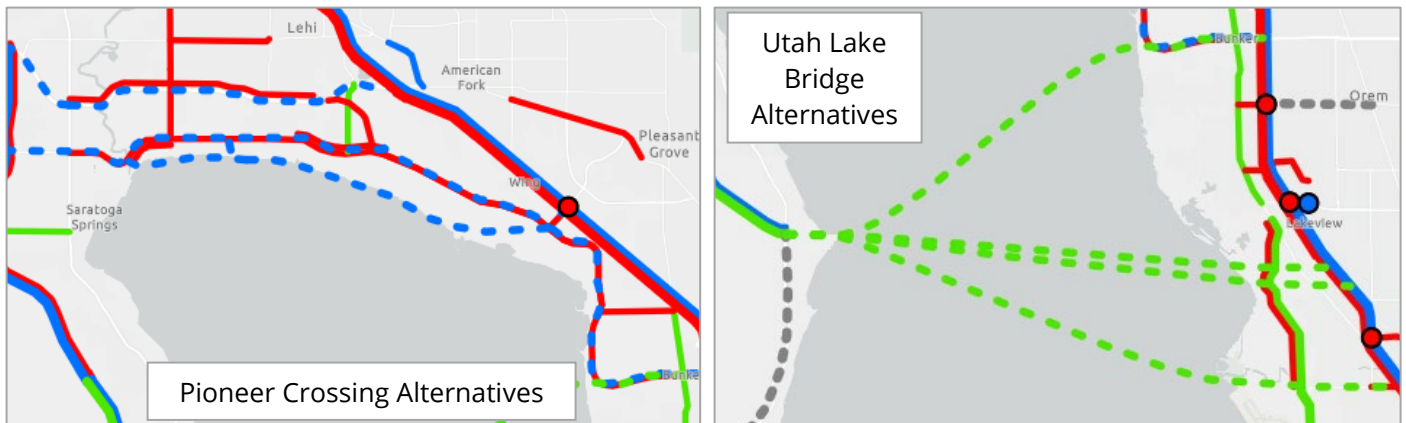


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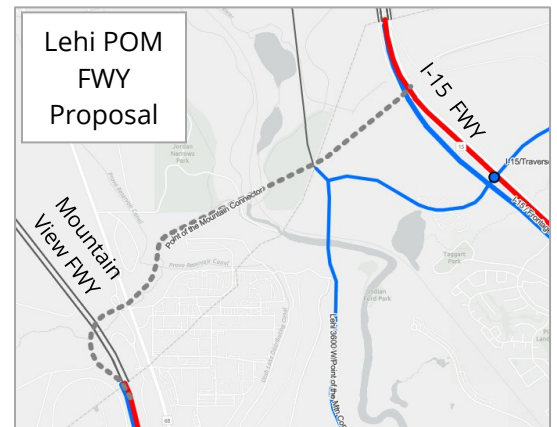
Projects with Alternatives

At the October MPO TAC meeting, concerns were raised about two projects, the Utah Lake Bridge and Pioneer Crossing in Lehi. MPO staff has since met with the concerned parties and proposed alternatives for each corridor to be shown in the plan, noting that exact locations be determined with future study and negotiations. One alternative in each area will be modeled in the travel model for air quality conformity requirements. This will allow future studies and dialogue to continue to develop preferred project locations.



Point of the Mountain Freeway – Lehi Proposal

The city of Lehi is proposing a new freeway connecting Mountain View Freeway to I-15 at the top of the Point of the Mountain to be advanced from its current vision project status (a project not planned by 2050) to a needed project in a funded year of the plan. With significantly less funding available this RTP cycle, showing this large project (about \$600 million) funded in the plan would require other ranked projects to be shown as unfunded.



With concerns about additional traffic and delays on the I-15 and Mountainview freeways and placing a new major facility within 2 miles of the already funded Lehi 2100 North Freeway, UDOT has agreed to partner with Lehi, MAG, and WFRC to conduct a study. The study will examine the regional freeway connection needs in the northern Utah and southern Salt Lake counties. In the interim, UDOT has requested that the Lehi freeway project remain a vision project until the study can better inform the best placement of a major investment in this area. This item was discussed in the MPO TAC meeting on 1/23/2023.

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MPO TAC recommended unanimously that the MPO Board keep the project as a vision project in the plan until a future study can better inform the decision to move the project into a needs based or funded RTP phase. At that time, the project could be amended into the RTP.

MPO Staff and TAC Recommendation

Staff recommends that the Needs-based Project List and the AQ Fiscally Constrained Project List be approved. Once approved, staff can complete the technical documentation and website creation and prepare for April's 30-day public comment period. The plan will be adopted in June. MPO TAC recommended that both lists be approved with the Lehi Point of the Mountain Freeway proposal remaining as a vision project until the future UDOT study can give more details on the project impacts.

Suggested Motion

I move that the RTP Needs-based Project List and the AQ Fiscally Constrained Project List be approved to allow for technical documentation and website creation to be completed to prepare for the 30-day public comment period in April and final adoption in June.

Attachments

- 8 - RTP Project Lists Needs and Fiscal Constraint Maps and Costs
- 8 - [MAG Transplan50 Story Map](#)

TransPlan50 HWY Needs

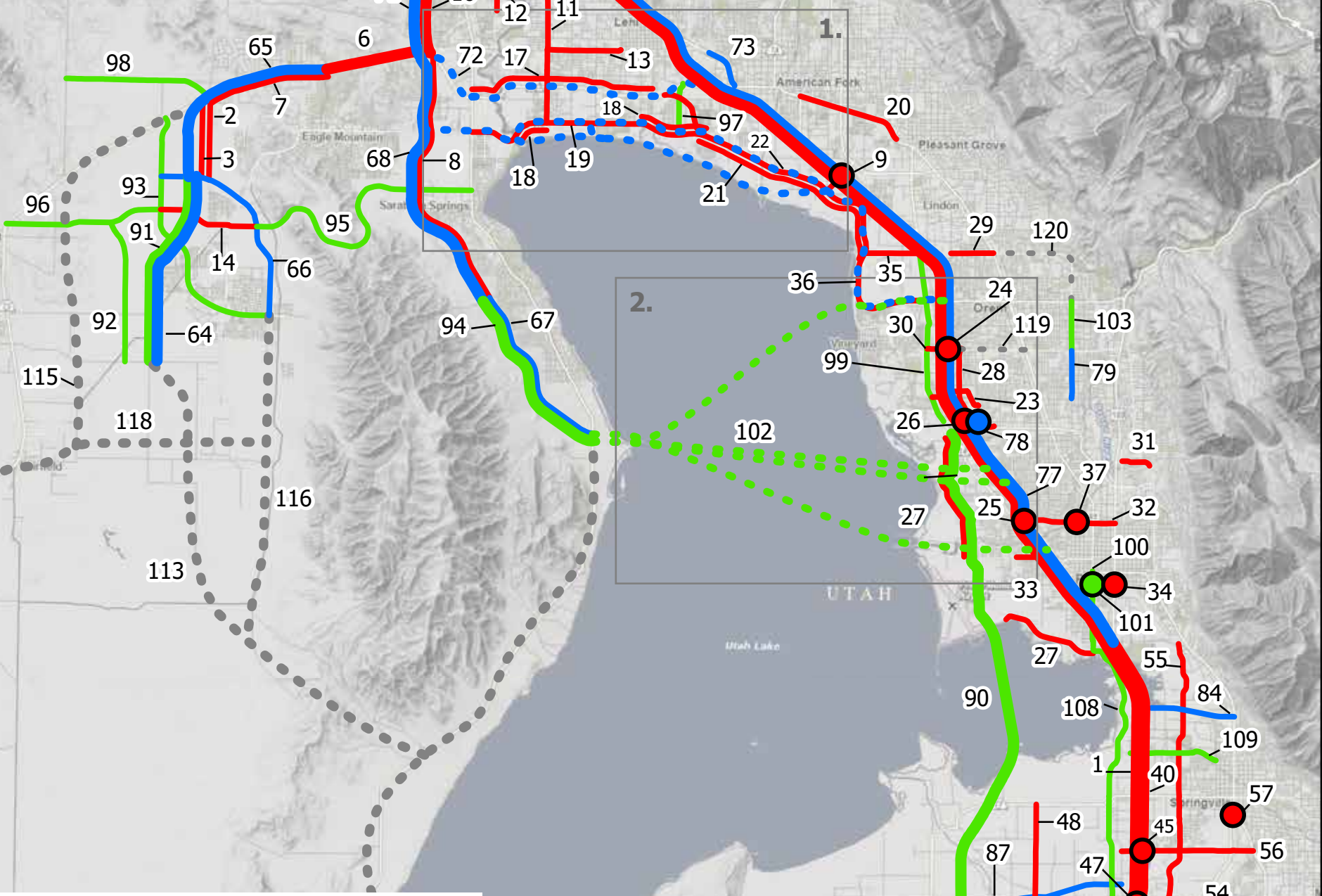
- Phase 1**
2023-2032
- Phase 2**
2033-2042
- Phase 3**
2043-2050
- Vision**
- WFRC**

1. Lehi South Expressway Alternatives

Modeled Alternative

Alt-2

Alt-3



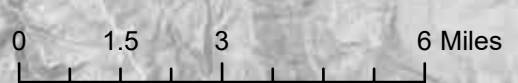
2. Utah Lake Bridge Alternatives

Alt-1

Alt-2

Alt-4

Modeled Alternative

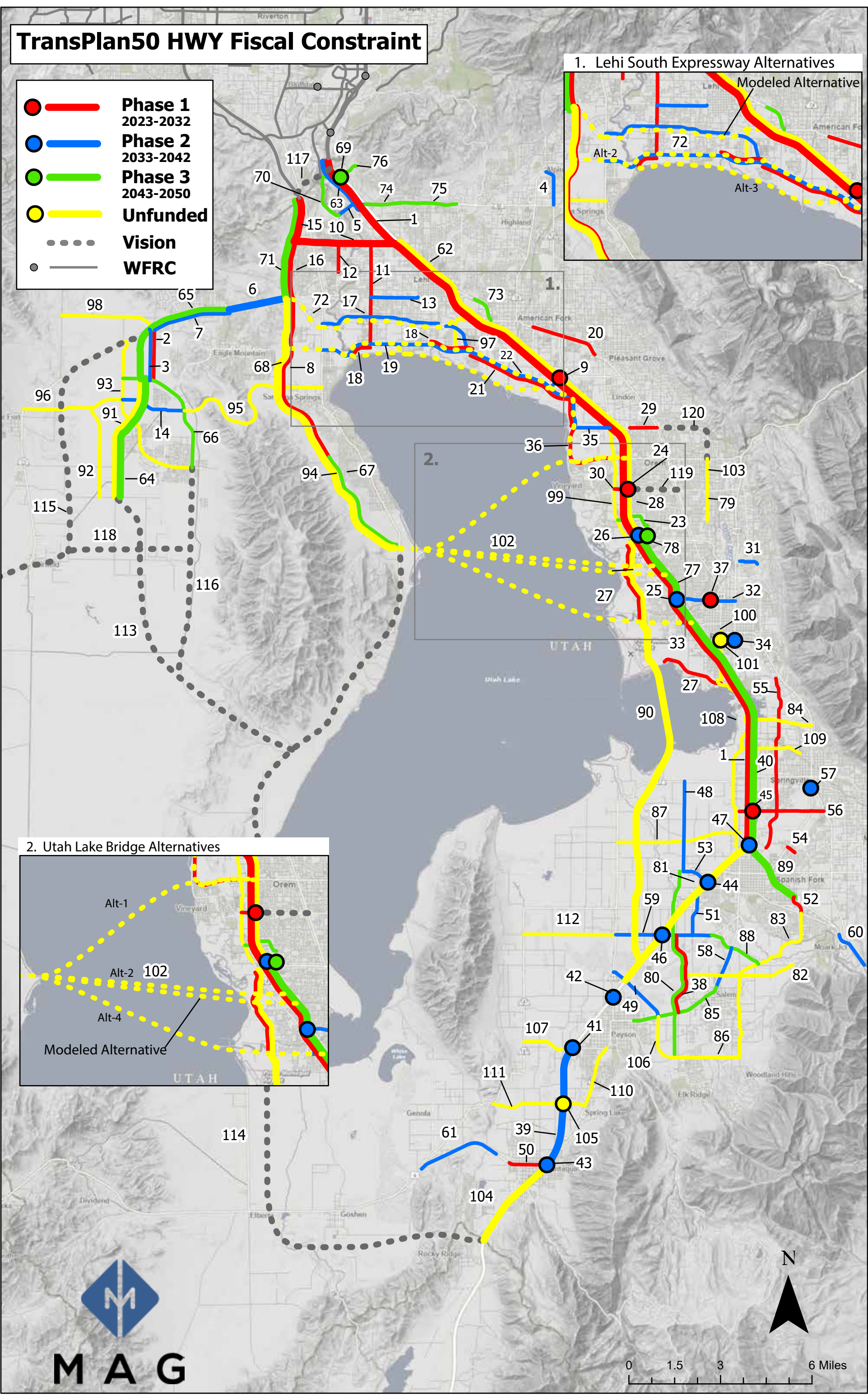


TransPlan50 HWY Fiscal Constraint

- — **Phase 1**
2023-2032
- — **Phase 2**
2033-2042
- — **Phase 3**
2043-2050
- — **Unfunded**
- - - - **Vision**
- — **WFRC**

1. Lehi South Expressway Alternatives

2. Utah Lake Bridge Alternatives



Transplan 50 2023 HWY Projects

NF= Not Funded






PlanID	Need	Fund	Location	Project	Begin	End	Description	2023 Total
1	1	1	County-Wide	I-15 Freeway- Managed Motorways	SL County	US 6	Operational Improvments	\$42.0M
2	1	1	North	Airport RD	Cory Wride HWY	Pony Express Parkway	New 3 lane road	\$7.8M
3	1	2	North	Airport RD	Cory Wride HWY	Pony Express Parkway	Widen to 5 lanes	\$28.1M
4	1	2	North	Canyon Crest RD/UC 4800 W	Alpine Main ST	SR 92	Widen to 5 Lanes	\$27.7M
5	1	2	North	Clubhouse DR	Lehi 3600 W	I-15	New and widen to 5 lanes	\$44.0M
6	1	2	North	Cory Wride FWY	Ranches PKWY	Mountain View Corridor	New freeway, frontage roads	\$331.0M
7	1	2	North	Cory Wride HWY	Airport RD	Ranches PKWY	Frontage Roads	\$21.2M
8	1	1	North	Foothill BLVD	Cory Wride FWY	Stillwater DR	New 3 lane road	\$94.8M
9	1	1	North	I-15/PG BLVD Interchange	Pleasant Grove BLVD		Interchange improvements	\$181.3M
10	1	1	North	Lehi 2100 N FWY SR194	Corridor	I-15	New freeway	\$395.0M
11	1	1	North	Lehi 2300 W	2100 N	Lehi 1900 S	New and widen to 5 lanes	\$120.3M
12	1	1	North	Lehi 3600 West	Lehi 2100 N	Lehi Main ST	New and widen to 5 lanes	\$20.9M
13	1	2	North	Lehi Main ST	Lehi 2300 W	Lehi 500 W	Widen to 5 lanes	\$80.7M
14	1	2	North	Mid Valley RD	Eagle Mtn BLVD	East Expressway	New 3 lane road	\$18.0M
15	1	1	North	Mountain View FWY	Lehi 2100 N	Porter Rockwell Pkwy	New freeway	\$109.6M
16	1	1	North	Mountain View FWY	Cory Wride HWY	Lehi 2100 N	New freeway	\$201.4M
17	1	2	North	Pioneer Crossing	Redwood RD	Lehi 300 E	Widen to 6 lanes	\$77.0M
18	1	1	North	Pony Express PKWY	2300 W	Vineyard Connector	New 3 Lane Road	\$29.2M
19	1	2	North	Pony Express PKWY	Redwood RD	Vineyard Connector	Widen to 5 Lanes	\$164.3M
20	1	1	North	State ST	American Fork 500 E	Pleasant Grove 200 S	Widen to 7 lanes	\$43.4M
21	1	1	North	Vineyard Connector	Pony Express	1600 N	New 3 Lane Road	\$95.3M
22	1	2	North	Vineyard/PG BLVD Connector	Pioneer Crossing	1600 N	New and Widen to 5 Lanes	\$272.7M
23	1	3	Central	I-15/Orem 800 S/Campus Dr	Geneva Rd	UVU Campus DR	New 5 lane road	\$93.6M
24	1	1	Central	I-15/Orem Center St Interchange	Orem Center St		Ramp Improvements	\$3.5M
25	1	2	Central	I-15/Provo 820 N Interchange	Provo 820 N		New Interchange	\$146.2M
26	1	2	Central	I-15/University PKWY Interchange	PKWY		Interchange Improvements	\$28.1M
27	1	1	Central	Lakeview PKWY	Geneva RD	Provo 500 W	New and widen to 5 lanes	\$47.4M
28	1	2	Central	Orem 1200 W	Orem Center ST	Sandhill RD	Widen to 5 lanes	\$41.5M
29	1	1	Central	Orem 1600 N	Orem 1200 W	State ST	Widen to 5 lanes	\$26.5M
30	1	1	Central	Orem Center ST	Geneva Rd	I-15	Widen to 5 lanes	\$10.2M
31	1	2	Central	Provo 2230 N	Provo Canyon RD	Stadium AVE	Widen to 5 lanes	\$12.5M
32	1	2	Central	Provo 820 N	Geneva RD	University AVE	Widen to 5 lanes	\$48.3M
33	1	2	Central	Provo Center ST	Geneva RD	Provo 1600 W	Widen to 5 lanes	\$9.9M
34	1	2	Central	University AVE/Provo 600 S Bridge	University Avenue		Replace UPRR Bridge	\$52.5M
35	1	2	Central	Vineyard 1600 N	Vineyard Connector	Geneva RD	New 5 lane road	\$47.4M
36	1	1	Central	Vineyard Connector	1600 N	Vineyard Main ST	New 5 lane road	\$15.7M
37	1	1	Central	Provo 820 N Bridge	Provo 820 N		Widen Bridge	\$13.7M
38	1	1	South	Elk Ridge DR	UC 8000 S	SR198	New 3 lane road	\$32.5M
39	1	2	South	I-15 Freeway - SB Climbing Lane	Payson 800 S	Santaquin Center St	improvements	\$52.0M
40	1	3	South	I-15 Freeway - Widening	University Ave	US 6	Widen, 1 lane NB and SB	\$342.0M
41	1	2	South	I-15/Payson 800 S Interchange	Payson 800 S		Reconstruction	\$105.0M
42	1	2	South	I-15/Payson Main ST/Nebo Belt RD Interchange	Payson Main ST		New interchange	\$307.0M
43	1	2	South	I-15/Santaquin Main ST Interchange	Santaquin Main ST		Reconstruction	\$60.0M
44	1	2	South	I-15/Spanish Fork Center ST Interchange	SF Center ST		New interchange	\$85.2M
45	1	1	South	I-15/Springville 1600 S Interchange	Springville 1600 S		New interchange	\$58.5M
46	1	2	South	I-15/UC 8000 S Interchange	UC 8000 S		Reconstruction	\$50.0M
47	1	2	South	I-15/US-6 Interchange	Spanish Fork US-6		Interchange improvements	\$26.4M
48	1	2	South	Loafer Mtn Pkwy/Elk Ridge	UC 4000 S	UC 6400 S	New 5 lane road	\$69.5M
49	1	2	South	Nebo Belt RD	Payson Main ST	SR198	New 5 lane road	\$135.0M
50	1	1	South	Santaquin Main ST US-6	Santaquin 500 W	I-15	Widen to 5 lanes	\$11.6M
51	1	2	South	Spanish Fork 1550 W	I-15	UC 8000 S	New and widen to 5 lanes	\$27.6M
52	1	1	South	Spanish Fork 2000 E	US-6	Canyon RD SR198	New 5 lane road	\$5.9M
53	1	2	South	Spanish Fork Center ST/UC 6400 S	Mount Loafer Pkwy	SF 920 W	New 5 Lane Road	\$9.2M
54	1	1	South	Spanish Fork PKWY	SR51	Silverado LN	New 3 lane road	\$3.0M
55	1	1	South	Springville 1200 W/Canyon Creek PKWY	Lakeshore Pkwy	Market Place DR	New and widen to 5 lane road	\$92.2M
56	1	1	South	Springville 1600 S/Spanish Fork 2700 N	SF Main ST	US-89	road	\$82.7M
57	1	2	South	Springville Main ST/US89 Interchange	Springville Main ST		Reconstruction	\$100.0M
58	1	2	South	SR198	Woodland Hills DR	Salem 400 N	Widen to 5 lanes	\$24.1M
59	1	2	South	UC 8000 S	UC 3200 W	Arrowhead Trail	Widen to 5 lanes	\$34.1M
60	1	2	South	US-6	Powerhouse RD	Up canyon	Widen to 5 lanes	\$81.9M
61	1	2	South	US-6 - WB Climbing Lane	Santaquin	SR-141, Genola	Climbing Lane	\$10.9M
62	2	NF	Wide	I-15 Capacity Improvements	Lehi 2100 N	University Parkway	Capacity Improvements	\$820.6M
63	2	2	North	I-15 / Frontage Roads	Salt Lake County Line	SR-92	New frontage roads	\$33.3M
64	2	3	North	Cedar Valley Expressway	East Expressway	UC 4000 N	New Expressway	\$43.9M

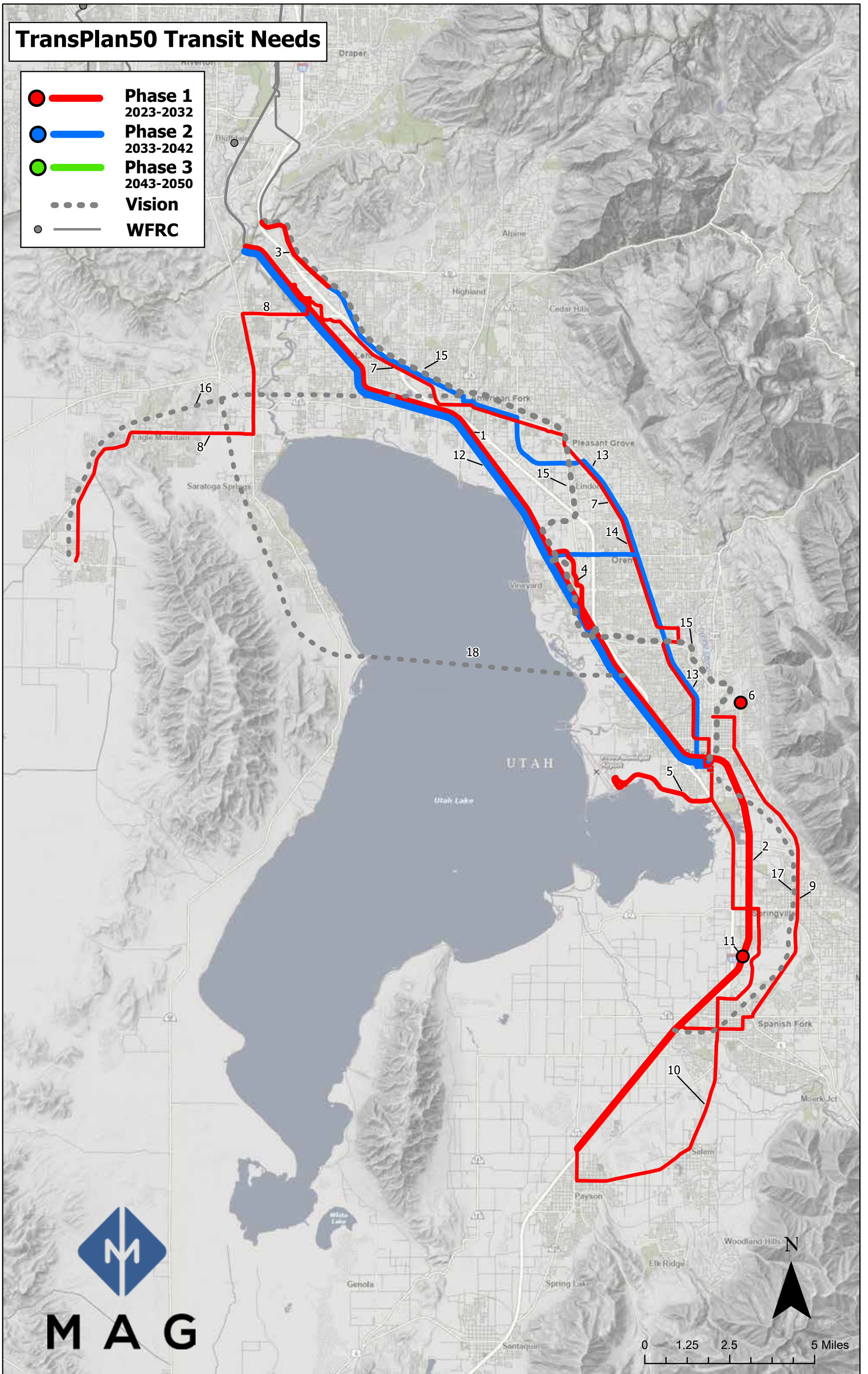
Transplan 50 2023 HWY Projects

NF= Not Funded

65	2	3	North	Cory Wride FWY	East Expressway	Ranches PKWY	New freeway	\$276.0M
66	2	3	North	East Expressway	Eagle Mtn BLVD	Eagle Mtn BLVD	New 5 lane road	\$69.4M
67	2	3	North	Foothill BLVD	Stillwater DR	Redwood RD	New 4 lane road	\$209.8M
68	2	NF	North	Foothill FWY	Cory Wride FWY	Stillwater DR	New freeway	\$329.0M
69	2	3	North	I-15/Traverse Mtn BLVD Interchange	BLVD		New Interchange	\$85.2M
70	2	3	North	Lehi 3600 W/Point of the Mtn Connector	SLCounty	Lehi 2600 N	New 5 lane road	\$50.9M
71	2	3	North	Mountain View FWY	Cory Wride HWY	Porter Rockwell PKWY	Widen, 1 lane NB and SB	\$206.8M
72	2	NF	North	Pioneer Crossing Expressway	Foothill FWY	I-15	New freeway	\$740.8M
73	2	3	North	State ST	American Fork 900 W	ST	Widen to 6 lanes	\$20.3M
74	2	3	North	Timpanogos HWY Express Lanes	I-15	Triumph BLVD	New connection to I-15	\$69.7M
75	2	3	North	Timpanogos HWY Express Lanes	Triumph BLVD	Lehi 1200 E	Widen to 4 lanes	\$148.1M
76	2	3	North	Traverse Mtn BLVD	West Connector	East Connector	New 5 lane road	\$29.9M
77	2	3	Central	I-15 Freeway - Widening	University Pkwy	University Ave	Widen 1 NB lane	\$227.6M
78	2	3	Central	Interchange	PKWY	Sandhill RD	New Interchange	\$70.2M
79	2	NF	Central	Orem 800 E	Orem Center ST	Orem 800 S	Widen to 5 lanes	\$21.1M
80	2	3	South	Elk Ridge DR/Mount Loafer Pkwy	UC 6400 S	UC 11200 S	New and widen to 5 lanes	\$28.8M
81	2	NF	South	I-15 Widening South	US 6	Nebo Belt Rd	Widen, 1 lane NB and SB	\$241.6M
82	2	NF	South	Salem 750 N	Elk Ridge DR	Powerhouse RD	New and widen to 3 lanes	\$37.4M
83	2	NF	South	Spanish Fork 2300 E/Nebo Belt RD	SF Canyon Road	11200 S	New 5 lane road	\$98.3M
84	2	NF	South	Springville 1400 N SR75	I-15	US89	Widen to 5 lanes	\$99.1M
85	2	3	South	SR198	Payson 800 E	Salem 400 N	Widen to 5 lanes	\$69.1M
86	2	NF	South	UC 11200 S	Elk Ridge DR	Woodland Hills Dr	Widen to 5 lanes	\$16.2M
87	2	NF	South	UC 5600 S/Spanish Fork 1900 N	UC 3200 W	SF Main ST	New and widen to 3 lanes	\$59.6M
88	2	3	South	UC 8000 S/Woodland Hills DR	Arrowhead Trail	Nebo Belt RD	New and widen to 5 lanes	\$29.8M
89	2	3	South	US-6 Expressway	I-15	Spanish Fork 2300 E	Convert to freeway	\$121.3M
90	3	NF	Wide	Lakeview Expressway	Utah Lake Bridge	I-15 Payson	New freeway	\$825.5M
91	3	NF	North	Cedar Valley FWY	East Expressway	UC 4000 N	New freeway	\$166.4M
92	3	NF	North	Central Valley RD	Mid Valley RD	UC 2400 N	New 3 lane road	\$51.5M
93	3	NF	North	Eagle Mountain BLVD	SR 73	East Expressway	Widen to 5 lanes	\$44.0M
94	3	NF	North	Foothill FWY	Stillwater DR	Redwood RD	Convert to freeway	\$312.7M
95	3	NF	North	Hidden Valley RD	East Expressway	Redwood RD	New 5 lane road	\$86.2M
96	3	NF	North	Mid Valley RD	Cedar Fort RD	Eagle Mountain BLVD	New 3 lane road	\$37.3M
97	3	NF	North	Mill Pond RD	Pioneer Crossing	Pony Express PKWY	New and widen to 3 lanes	\$20.1M
98	3	NF	North	UC 8000 N	UC 17600 W	Cedar Fort RD	New 3 lane road	\$42.0M
99	3	NF	Central	Orem Geneva RD	Orem 1600 N	University PKWY	Widen to 7 lanes	\$86.6M
100	3	NF	Central	Provo 500 W	Provo 300 S	Lakeview PKWY	Widen to 5 lanes	\$36.1M
101	3	NF	Central	Provo 500 W/ 600 S Bridge	Crossing		New bridge	\$50.0M
102	3	NF	Central	Utah Lake Bridge	Redwood RD	I-15	New freeway bridge	\$1.4B
103	3	NF	Central	Orem 800 E	1600 N	Center ST	Widen to 5 lanes	\$25.4M
104	3	NF	South	I-15 Freeway	Payson Main ST	Utah County Line	Widen to 6 lanes	\$472.6M
105	3	NF	South	I-15/UC 12400 S Interchange	UC 12400 S		New Interchange	\$50.0M
106	3	NF	South	Nebo Belt RD	SR198	Elk Ridge Dr	New 3 lane road	\$23.4M
107	3	NF	South	Payson 800 S	UC 5200 W	Payson 1700 W	New 3 lane road	\$62.2M
108	3	NF	South	Springville 2600 W/ SF Main ST	Lakeview Drive	SF 1400 N	New and widen to 5 lanes	\$91.9M
109	3	NF	South	Springville 500 N	Springville 2250 W	Springville 400 W	New and widen to 3 lanes	\$40.0M
110	3	NF	South	SR198	Payson 800 S	12400 S	Widen to 5 lanes	\$20.3M
111	3	NF	South	UC 12400 S	Mountain RD	SR198	New and widen to 5 lanes	\$56.6M
112	3	NF	South	UC 8000 S	UC 5600 W	UC 3200 W	New 3 lane road	\$50.2M
113	Vision		Wide	Cedar Valley to SR-68			Proposed Freeway	\$0.0M
114	Vision		Wide	Saratoga Springs to Santaquin			Proposed Freeway	\$0.0M
115	Vision		North	Cedar Valley West Expressway			Proposed Expressway	\$0.0M
116	Vision		North	East Expressway			Proposed Expressway	\$0.0M
117	Vision		North	Point of the Mountain Connector			Proposed Freeway	\$0.0M
118	Vision		North	Tooele County to Cedar Valley			Proposed Highway	\$0.0M
119	Vision		Central	Orem Center ST	Orem 1200 W	State ST	Widen to 7 lanes	\$0.0M
120	Vision		Central	Orem 1600 N	State ST	1600 N	Widen to 5 lanes	\$0.0M

TransPlan50 Transit Needs




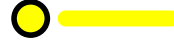


-  **Phase 1**
2023-2032
-  **Phase 2**
2033-2042
-  **Phase 3**
2043-2050
-  **Vision**
-  **WFRC**

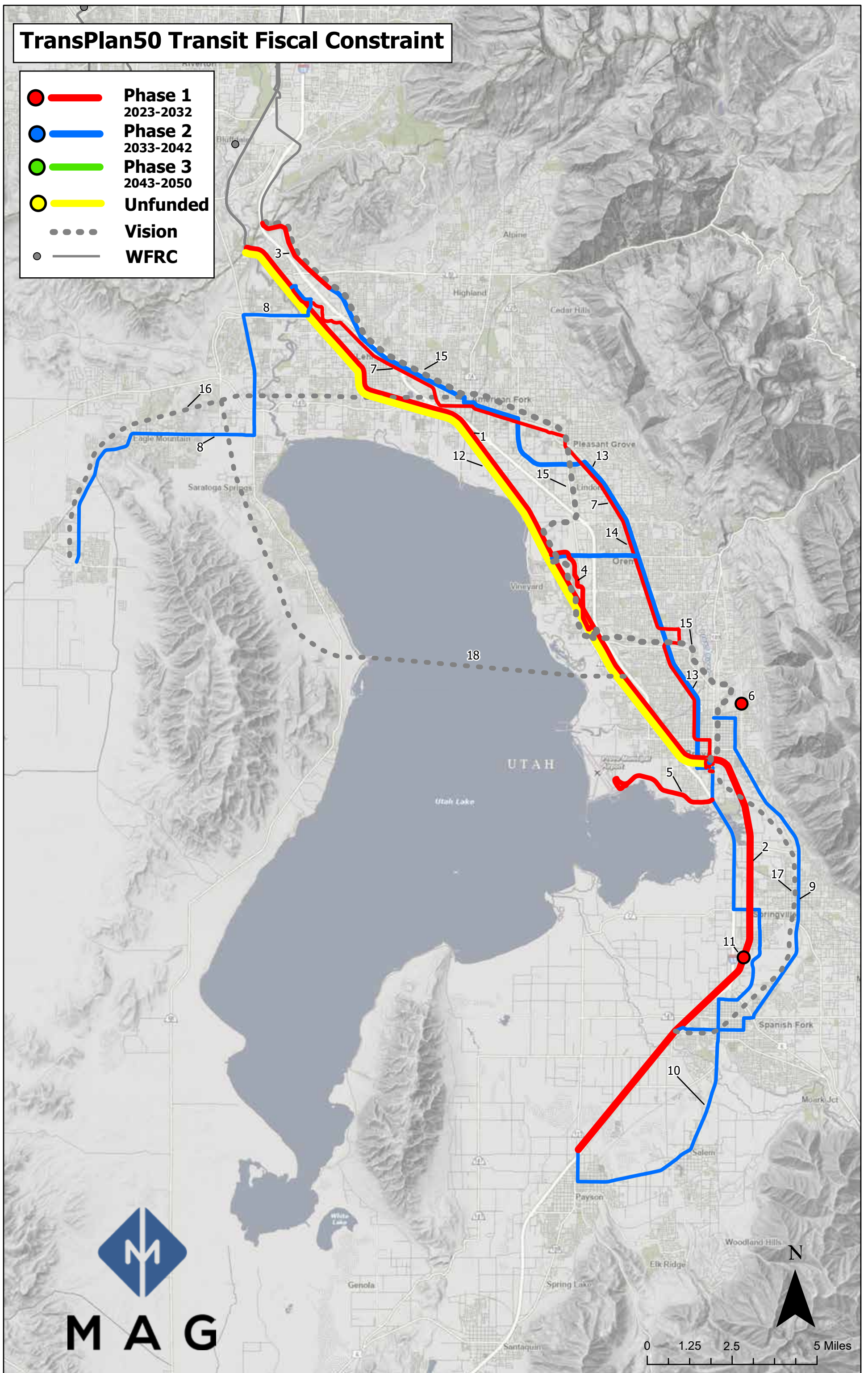


M A G

0 1.25 2.5 5 Miles

TransPlan50 Transit Fiscal Constraint

-  **Phase 1**
2023-2032
-  **Phase 2**
2033-2042
-  **Phase 3**
2043-2050
-  **Unfunded**
-  **Vision**
-  **WFRC**



M A G

0 1.25 2.5 5 Miles

Transplan 50 2023 Transit Projects

Proj#	Phase Need	Phase Fund	Project	Begin	End	Description	2023 Total
1	1	1	FrontRunner Forward Investment Package Utah County	SLC County Line	Provo	Double Track, New Service, other Improvements	\$247.7M
2	1	1	South Commuter Rail	Provo	Payson	New Rail Service	\$577.8M
3	1	1	Point of Mountain BRT	Draper	Lehi	New BRT Service	\$210.0M
4	1	1	UVX Extention to Vineyard/UVU	Vineyard	Orem	BRT Extension	\$1.5M
5	1	1	UVX Airport Extension	Provo Airport	Provo Frontrunner Station	BRT Extension	\$1.1M
6	1	1	900 E UVX Station	Provo 900 E		New BRT Station	\$4.3M
7	1	1	Central Corridor State Street Core Bus Route	Lehi	Provo	Service Improvements	\$13.8M
8	1	2	Cedar Valley Core Bus Route	Eagle Mtn	Am Fork	New Bus Service	\$15.0M
9	1	2	Maple Core Bus Route	Provo	Spanish Fork	New Bus Service	\$6.6M
10	1	2	Nebo Core Bus Route	Provo	Payson	New Bus Service	\$11.7M
11	1	1	Sharp-Tintic Railroad Realignment	Springville		Railroad Realignment	\$15.5M
12	2	Not Funded	FrontRunner Fleet Upgrades Utah County	Provo	SLC County Line	Rail Electrification	\$573.9M
13	2	2	Central Corridor State Street Bus Rapid Transit	Lehi	Provo	New BRT Service	\$736.0M
14	2	2	800 N Bus Rapid Transit	Vineyard	Orem	New BRT Service	\$64.0M
15	Vision		North Valley Light Rail	Lehi	Provo	New Rail Service, Vision	
16	Vision		Cedar Valley High Frequency Corridor	Eagle Mtn	Am Fork	High Frequency Corridor	
17	Vision		South Valley High Frequency Corridor	Provo	Spanish Fork	High Frequency Corridor	
18	Vision		Utah Lake Bridge High Frequency Corridor	EM/SS	Provo/Orem	High Frequency Corridor	