

APPENDIX L

Appendix L discusses the methods by which highway and transit projects were scored and contains the resulting tables. This appendix should be used in conjunction with Chapter 6 as well as with Appendix M. Appendix M contains the resulting project ranking scores.

HIGHWAY PROJECT SCORING METHODS

WFRC weighed the results of three distinct scoring and ranking methods as well as other factors to assign highway projects from the list of selected projects into the 2030 Regional Transportation Plan (2030 RTP) phases. The three scoring methods used were the Congestion Management Process (CMP), the Local Scoring Method (including Growth Principles), and the UDOT Scoring Method. Other factors taken into account while phasing projects included: connectivity, local and regional support and input, and UDOT support and input. The CMP can be found in Chapter 6. The Local and UDOT Scoring Methods for the specific criteria within each method can be found below, while more criteria detail can be found in Section 6.1. Appendix M includes the project scores using the scoring methods from Section 6.1 and this appendix.

Local Scoring Method

The local scoring method used data from cost per delay per day (need), traffic volumes, volume per capacity (v/c), and growth principle factors to provide a score. Each factor was worth 25 points for a total of 100 points. Two separate scores were calculated for the local scoring method. The first was based on the 2015 transportation need compared to the 2012 Transportation Improvement Program (TIP) network. This score helped place projects into the first phase of the plan. The second score was based on the 2025 transportation need compared to the initially selected Phase 1 projects (2015). This helped place projects into the second and third phase of the plan. Scoring of the criteria used to provide the local scores are provided below.

Delay is calculated by the following formula:

$$\text{Delay} = ((1/\text{PM_SPD}) - (1/\text{SFF})) * \text{Distance} * \text{PM_Vol}; \text{ where}$$

PM_SPD = PM peak period speeds,
SFF = Free Flow Speed,
Distance = Length of a particular link, and
PM_Vol = Volume during the PM peak period.

The 2015 cost per delay per day (need) and the 2025 cost per delay per day (need) scoring can be found in Table L-1 on the following page.



Table L-1

**2015 COST PER DELAY PER DAY (NEED) AND
2025 COST PER DELAY PER DAY (NEED) SCORING**

COST / NEED MINIMUM	SCORE
0	25
10000	24
20000	23
30000	22
40000	21
50000	20
60000	19
70000	18
80000	17
90000	16
100000	15
200000	14
300000	13
400000	12
500000	11
600000	10
700000	9
800000	8
900000	7
1000000	6
2500000	5
5000000	4
10000000	3
25000000	2
50000000	1
100000000	0

The 2030 average annual daily traffic (AADT) scoring can be found in Table L-2 below.

Table L-2

2030 AVERAGE ANNUAL DAILY TRAFFIC (AADT) SCORING

2030 ADT MINIMUM	SCORE
0	2.5
11000	5
22000	7.5
33000	10
44000	12.5
55000	15



2030 ADT MINIMUM	SCORE
66000	17.5
77000	20
88000	22.5
99000	25

The 2015 traffic on the 2012 network and the 2025 traffic on the 2015 network (v/c) scoring can be found in Table L-3 below.

Table L-3

2015 TRAFFIC ON 2012 NETWORK AND 2025 TRAFFIC ON 2015 NETWORK (V/C)

VOLUME / CAPACITY (V/C) MINIMUM	SCORE
0	0
0.6	1.25
0.65	2.5
0.7	3.75
0.75	5
0.8	6.25
0.85	7.5
0.9	10
0.95	12.5
1	15
1.05	17.5
1.1	20
1.15	22.5
1.2	25

The degree of transit included scoring can be found in Table L-4 below.

Table L-4

DEGREE OF TRANSIT INCLUDED SCORING

CRITERIA	SCORE
Significant Enhanced Bus Segment	5
Intersects with BRT	10
BRT is on a portion of this segment or intersects with LRT / CRT	15
BRT is on this segment or LRT is on a portion of this segment	20
LRT or BRT exclusive bus lanes are on this segment	25



The extent of right-of-way preserved scoring can be found in Table L-5 below.

Table L-5

EXTENT OF RIGHT-OF-WAY PRESERVED SCORING

CRITERIA	SCORE
All right-of-way needed	0
More than 31 feet right-of-way needed	5
Between 21 and 30 feet of right-of-way needed	10
Between 11 and 20 feet of right-of-way needed	15
Between 1 and 10 feet of right-of-way needed	20
No right-of-way needed	25

UDOT Scoring Method

UDOT developed a scoring method to rank Phase I State owned projects against each other throughout the State. These rankings would then be used by the Transportation Commission as guidance to fund projects. AADT, Truck AADT, v/c, functional classification, growth rate, and the safety index were used to score projects. WFRRC scored state and local projects with this method and used parallel facilities or modeled data of local roads if data was not available for the roadway. A total of 100 points was available for this methodology. Scoring of the criteria used to provide the UDOT scores are provided below.

The 2005 annual average daily traffic (AADT) scoring can be found in Table L-6 below.

Table L-6

2005 AVERAGE ANNUAL DAILY TRAFFIC (AADT) SCORING

ADT MINIMUM	SCORE
0	2
11000	4
22000	6
33000	8
44000	10
55000	12
66000	14
77000	16
88000	18
99000	20

The 2005 truck annual average daily traffic (AADT) scoring can be found in Table L-7 below.



Table L-7**2005 TRUCK AVERAGE ANNUAL DAILY TRAFFIC (AADT) SCORING**

TRUCK ADT MINIMUM	SCORE
0	1
2001	2
3001	3
4001	4
5001	5
6001	6
7001	7
8001	8
9001	9
10001	10

The 2005 volume per capacity (v/c) scoring can be found in Table L-8 below.

Table L-8**2005 VOLUME PER CAPACITY (V/C) SCORING**

VOLUME / CAPACITY (V/C) MINIMUM	SCORE
0	0
0.6	1.25
0.65	2.5
0.7	3.75
0.75	5
0.8	6.25
0.85	7.5
0.9	10
0.95	12.5
1	15
1.05	17.5
1.1	20
1.15	22.5
1.2	25

The 2005 functional classification scoring can be found in Table L-9 below.



Table L-9

2005 FUNCTIONAL CLASSIFICATION SCORING

NUMBER	SCORE	DESCRIPTION
1	5	Rural Interstate
2	3	Rural Other Principal Arterial
6	2	Rural Minor Arterial
7	1	Rural Major Collector
8	0	Rural Minor Collector
9	0	Rural Local
11	5	Urban Interstate
12	4	Urban Other Freeway and Expressway
14	4	Urban Other Principal Arterial
16	2	Urban Minor Arterial
17	1	Urban Collector
19	0	Urban Local

The growth rate scoring can be found in Table L-10 below.

Table L-10

GROWTH RATE SCORING

TRANSPORTATION GROWTH PERCENTAGE	SCORE
-100.0%	0
0.0%	3
1.1%	6
2.1%	9
3.1%	12
4.1%	15

The 2001-2003 safety index scoring can be found in Table L-11 below.

Table L-11

2001-2003 SAFETY INDEX SCORING

SAFETY INDEX	SCORE
1	2.5
2	5
3	7.5
4	10
5	12.5
6	15
7	17.5



SAFETY INDEX	SCORE
8	20
9	22.5
10	25

TRANSIT PROJECT SCORING METHODS

In the project selection process individual projects were evaluated to define their needed individual characteristics such as length, general alignment, stations, and technology. Once a project was defined it was considered 'selected'. Many of the key criteria in the Project Definition Process were evaluated quantitatively; however, other criteria were assessed subjectively or qualitatively. A brief description of the transit types can be found in Chapter 8, Section 8.4. The rows grayed out in Table L-12 below represent projects no longer in the 2030 RTP or are categorized as 'unfunded' in the 2030 RTP.

New Alignment Boardings

Nearly half (45%) of the 'need' score was based upon the number of passenger boardings a modeled project and its underlying bus service would receive on the proposed new line segment. For example, if the existing University Line were to be evaluated, it would receive a score for its projected boardings only on the segment of track east of Gallivan Plaza TRAX Station starting with the Library TRAX Station and ending with the University Medical Center TRAX Station. The boardings on Bus Route 14, because it also travels much of this same path, would also be allocated to the University TRAX Line. The assignment of points was based upon the highest ridership project segment receiving the full 45 points and all other project segments would get points proportional to their new segment boardings.

All major investment corridors were compared with a light-rail attractiveness coefficient and with very little background bus service. All routes were modeled together.

TABLE L-12
TRANSIT PROJECT LIST WITH PASSENGER BOARDING INFORMATION

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		BOARDINGS FOR 2015	BOARDINGS FOR 2025	BOARDINGS FOR 2030	CAPITAL COST ('06 Mil)
Airport Line	(Energy Solutions Arena - SLIA)	6,006	7,288	7,824	\$ 326
Draper Core Line	(10000 South TRAX Station - 12400 South)	7,345	8,744	9,404	\$ 100
FrontRunner (South) Line	(Salt Lake CRT Station – Utah County Line)	11,200	13,832	14,919	\$ 400
Mid-Jordan Line	(6400 South TRAX Station - Bangerter Highway)	3,087	4,443	5,393	\$ 373
	(Bangerter Highway - Daybreak)	1,451	2,203	2,657	
West Valley Line	(2100 South TRAX Station - Valley Fair Mall)	5,018	5,900	6,366	\$ 253
3500 South (Granger) Line	(Valley Fair Mall – Bangerter Highway)	1,308	1,555	1,627	\$ 11
900 South ³	(400 West / 800 South – I-215)	N/A	N/A	N/A	\$ 5



DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		BOARDINGS FOR 2015	BOARDINGS FOR 2025	BOARDINGS FOR 2030	CAPITAL COST ('06 Mil)
Northern West Bench ³	(Salt Lake International Airport - International Center - 7200 West / I- 80)	N/A	N/A	N/A	\$ 11
5600 West ³	(International Center – Old Bingham Highway) and (11400 South - 12600 South)	N/A	N/A	N/A	\$ 34
5400 South / West Bench ³	(Mountain View Corridor – West Bench)	N/A	N/A	N/A	\$ 2
South Temple Line	(Salt Lake CRT Station – U of U)	9,644	10,412	10,866	\$ 67
South Temple - Foothill BRT Line	(Salt Lake CRT Station – U of U)	9,644	10,412	10,866	\$ 63
	(U of U - Parley's Way)	5,040	5,474	5,803	
5400 South (West) Line	(Murray CRT Station – Bangerter Hwy)	3,643	4,271	4,513	\$ 43
	(Bangerter Hwy - 5600 West)	185	239	266	
Fort Union Line	(Murray CRT Station – 6400 South TRAX Station - Union Park)	2,301	2,722	2,900	\$ 30
3500 South (Central) Line ³	(3300 South TRAX Station - Valley Fair Mall)	N/A	N/A	N/A	\$ 4
5600 South (East)	(Murray CRT Station – 5600 South - Union Park)	110	118	124	\$ 5
3500 South (Hunter) Line	(Bangerter Highway – 7200 South)	1,976	2,262	2,392	\$ 30
3900 South Line	(3900 South TRAX Station - Highland Drive)	2,627	3,223	3,473	\$ 17
	(Highland Drive - Wasatch Drive)	433	506	550	
State Street Line	(North Temple - 600 South)	N/A	N/A	N/A	\$ 84
	(600 South - Murray CRT Station)	5,465	6,125	6,592	
1300 East (South) Line	(Fort Union Blvd. - 12400 South)	3,731	4,076	4,219	\$ 46
4700 South Line ³	(3900 South TRAX Station – SLCC)	2,021	2,389	2,520	\$ 27
	(SLCC-Valley Fair Mall)	117	129	136	
Redwood Road Line	(North Temple - Mid-Jordan TRAX Line)	6,710	7,679	8,070	\$ 91
Mountain View Park and Rides ³	(3500 South, 5400 South, 7800 South, Herriman City, Bangerter Hwy / 3600 W.)	N/A	N/A	N/A	\$ 14
Fort Union Transit Hub ³	(Union Park Avenue / Fort Union Blvd.)	N/A	N/A	N/A	\$ 5
Bangerter Hwy/4000 West	(Airport TRAX Line - 5400 South)	1,147	1,477	1,562	\$ 19
	(5400 South - Mid-Jordan TRAX Line)	617	803	861	
1300 East (North) Line	(U of U - Fort Union)	5,682	6,285	6,653	\$ 79
Sugarhouse Line	(2100 South TRAX Station - Highland Drive)	2,452	2,814	2,950	\$ 57
Cottonwood Ski Park and Rides ³	(Big Cottonwood, Little Cottonwood, 9400 South / 1300 East)	N/A	N/A	N/A	\$ 8
3500 South Streetcar	(West Valley TRAX Line - Bangerter Highway)	1,308	1,555	1,627	\$ 137



DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		BOARDINGS FOR 2015	BOARDINGS FOR 2025	BOARDINGS FOR 2030	CAPITAL COST ('06 Mil)
	(Bangerter Highway - 7200 West)	1,976	2,262	2,392	
Draper (South Extension) Line ³	(12400 South -14600 South)	1,235	1,511	1,663	\$ 122
600 North Line	(South Davis Line - 2200 West)	1,262	1,214	1,263	\$ 29
Redwood Road (South) Line	(Mid-Jordan TRAX Line - Riverton/Bluffdale/Draper CRT Station)	206	241	260	\$ 18
Mountain View Line	(Airport TRAX Line - 7800 South) (7800 South – Riverton/Bluffdale/Draper CRT Station)	310 83	358 121	377 139	\$ 31
I-215 (East) Line	(Parley's Way - Fort Union Blvd.)	2,236	2,469	2,661	\$ 77
3500 South (Magna) Line	7200 West – U111 & SR 201	N/A	N/A	N/A	\$2
Utah Line ³	(14600 South - Utah County Line)	2,878	3,494	3,804	\$ 65
Summit Line ³	(Foothill Line - Summit County Line)	N/A	N/A	N/A	TBD
Tooele Line ³	(Salt Lake City - Tooele County Line)	N/A	N/A	N/A	TBD
Southwest Downtown Line ¹	(900 South TRAX Station – Salt Lake CRT Station)	6,791	9,306	10,316	\$ 19
200 South Line ²	(Capitol - 200 South - Salt Lake CRT Station)	N/A	N/A	N/A	\$ 6
200 West Branded Bus Line	(900 South TRAX Station – North Temple)	669	878	947	\$ 8
400 South Direct TRAX Link	(Main Street - Salt Lake CRT Station)	N/A	N/A	N/A	\$ 53
Hill Connector	(Layton CRT - Hill AFB - Clearfield CRT)	1,300	1,390	1,453	\$ 6
US-89 Park and Ride	200 North in Kaysville	N/A	N/A	N/A	\$ 3
Hill AFB Transfer Center ³	(SR-193 / University Avenue in Clearfield)	N/A	N/A	N/A	\$ 5
South Davis Line	(SLC CBD - Parrish Lane)	3,813	4,024	4,113	\$ 96
Bamburger Line ³	(Layton Hills/I-15) (West HAFB - Roy - East Ogden Airport - Wall Avenue)	N/A	N/A	N/A	\$ 26
North Redwood Line	(North Temple - Woods Cross CRT - East Bountiful)	542	627	655	\$ 15
South Davis Line Upgrades ³	(SLC CBD - Parrish Lane)	N/A	N/A	N/A	\$ 30
Centerville - Riverdale Line	(Ogden Intermodal - Ogden CBD - Riverdale - Roy – Parrish Ln.)	317	343	348	\$ 34
South Davis – Farmington Line	(Parrish Ln. - Lagoon)	N/A	N/A	N/A	\$ 9
Farmington – Riverdale Line	(Ogden Intermodal - Ogden CBD - Riverdale - Roy – Lagoon)	N/A	N/A	N/A	\$ 25
Weber State Line	(Ogden Intermodal Center - Downtown Ogden - WSU - McKay Dee Hospital)	3,859	4,266	4,462	\$ 34
Washington Boulevard BRT Line	(North Ogden - Harrisville – ATC) (ATC - Ogden Intermodal Center - Ogden CBD - Newgate Mall)	22 4,753	25 5,333	26 5,621	\$ 41



DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		BOARDINGS FOR 2015	BOARDINGS FOR 2025	BOARDINGS FOR 2030	CAPITAL COST ('06 Mil)
Washington Boulevard EB Line	(North Ogden – Ogden Intermodal Center - Ogden CBD - Newgate Mall - Riverdale)	N/A	N/A	N/A	\$ 16
West Davis/Weber	(Clearfield - Syracuse – West Point - Clinton - Ogden)	306	329	334	\$ 21
Box Elder County CRT Extension	(Pleasant View CRT Station - Box Elder County Line)	N/A	N/A	N/A	\$ 240

Employment, households, and households with fewer than two cars within one-quarter mile of new alignment stations

The demographic characteristics of the areas within one-quarter mile of new alignment stations are important to the potential ridership upon a given line. A one-quarter mile radius is considered the distance that most people consider an easy walk. Fifteen percent of the possible 'need' score was based upon the employment within ¼ mile of new alignment stations because it is at the end of the transit trip in which people are required to walk.

Six percent of the possible 'need' score was based upon the households within ¼ mile of new alignment stations because it is at the end of the transit trip in which people frequently have the option of driving. Another six percent of the possible 'need' score was based upon the households with fewer than two automobiles within ¼ mile of new alignment stations. In all three of these measures the project with the best demographics was given the full number of points. All other project segments received points proportional to their new segment demographics within ¼ mile. This information is displayed below in Table L-13

TABLE L-13
TRANSIT PROJECT LIST WITH 2025 STATION DEMOGRAPHIC INFORMATION

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		HOUSEHOLDS WITH FEWER THAN 2 AUTOS	HOUSEHOLDS	EMPLOYMENT	CAPITAL COST ('06 Mil)
Airport Line	(Energy Solutions Arena - SLIA)	1,600	2,266	11,801	\$ 326
Draper Core Line	(10000 South TRAX Station - 12400 South)	226	865	1,623	\$ 100
FrontRunner (South) Line	(Salt Lake CRT Station - Utah County Line)	6,204	7,223	10,590	\$ 400
Mid-Jordan Line	(6400 South TRAX Station - Bangerter Highway)	521	1,561	3,160	\$ 373
	(Bangerter Highway - Daybreak)	243	870	1,102	
West Valley Line	(2100 South TRAX Station - Valley Fair Mall)	1,231	2,650	13,977	\$ 253
3500 South (Granger) Line	(Valley Fair Mall - Bangerter Highway)	N/A	N/A	N/A	\$ 11
900 South ³	(400 West / 800 South – I-215)	N/A	N/A	N/A	\$ 5
Northern West Bench ³	(Salt Lake International Airport - International Center - 7200 West / I-80)	N/A	N/A	N/A	\$ 11

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		HOUSEHOLDS WITH FEWER THAN 2 AUTOS	HOUSEHOLDS	EMPLOYMENT	CAPITAL COST ('06 Mil)
5600 West ³	(International Center – Old Bingham Highway) and (11400 South - 12600 South)	N/A	N/A	N/A	\$ 34
5400 South / West Bench ³	(Mountain View Corridor – West Bench)	N/A	N/A	N/A	\$ 2
South Temple Line	(Salt Lake CRT Station – U of U)	7,757	9,850	23,832	\$ 67
South Temple - Foothill BRT Line	(Salt Lake CRT Station – U of U)	7,757	9,850	23,832	\$ 63
	(U of U - Parley's Way)	647	1,597	8,227	
5400 South (West) Line	(Murray CRT Station - Bangerter Hwy)	1,357	3,727	5,661	\$ 43
	(Bangerter Hwy - 5600 West)	684	2,251	1,098	
Fort Union Line	(Murray CRT Station – 6400 South TRAX Station - Union Park)	2,175	4,403	14,679	\$ 30
3500 South (Central) Line ³	(3300 South TRAX Station - Valley Fair Mall)	N/A	N/A	N/A	\$ 4
5600 South (East)	(Murray CRT Station – 5600 South - Union Park)	4,239	8,293	16,846	\$ 5
3500 South (Hunter) Line	(Bangerter Highway – 7200 South)	N/A	N/A	N/A	\$ 30
3900 South Line	(3900 South TRAX Station - Highland Drive)	1,458	2,550	7,627	\$ 17
	(Highland Drive - Wasatch Drive)	5,155	7,664	9,255	
State Street Line	(North Temple - 600 South)	184,236	198,507	341,438	\$ 84
	(600 South - Murray CRT Station)	7,730	11,004	60,783	
1300 East (South) Line	(Fort Union Blvd. - 12400 South)	2,352	5,993	8,959	\$ 46
4700 South Line ³	(3900 South TRAX Station – SLCC)	1,135	2,229	6,254	\$ 27
	(SLCC-Valley Fair Mall)	8,713	11,147	16,514	
Redwood Road Line	(North Temple - Mid-Jordan TRAX Line)	2,897	6,907	19,671	\$ 91
Mountain View Park and Rides ³	(3500 South, 5400 South, 7800 South, Herriman City, Bangerter Hwy / 3600 W.)	N/A	N/A	N/A	\$ 14
Fort Union Transit Hub ³	(Union Park Avenue / Fort Union Blvd.)	N/A	N/A	N/A	\$ 5
Bangerter Hwy/4000 West	(Airport TRAX Line - 5400 South)	2,552	7,598	28,163	\$ 19
	(5400 South - Mid-Jordan TRAX Line)	1,237	4,324	6,565	
1300 East (North) Line	(U of U - Fort Union)	6,748	12,402	21,927	\$ 79
Sugarhouse Line	(2100 South TRAX Station -Highland Drive)	997	1,703	10,948	\$ 57
Cottonwood Ski	(Big Cottonwood, Little	N/A	N/A	N/A	\$ 8



DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		HOUSEHOLDS WITH FEWER THAN 2 AUTOS	HOUSEHOLDS	EMPLOYMENT	CAPITAL COST ('06 Mil)
Park and Rides ³	Cottonwood, 9400 South / 1300 East)				
3500 South Streetcar	(West Valley TRAX Line - Bangerter Highway) (Bangerter Highway - 7200 West)	2,591	6,291	8,415	\$ 137
Draper (South Extension) Line ³	(12400 South -14600 South)	103	462	228	\$ 122
600 North Line	(South Davis Line - 2200 West)	1,470	2,565	9,721	\$ 29
Redwood Road (South) Line	(Mid-Jordan TRAX Line - Riverton/Bluffdale/Draper CRT Station)	781	2,839	3,406	\$ 18
Mountain View Line	(Airport TRAX Line - 7800 South)	319	1,160	2,095	\$ 31
	(7800 South – Riverton/Bluffdale/Draper CRT Station)	131	583	476	
I-215 (East) Line	(Parley's Way - Fort Union Blvd.)	1,256	2,981	5,469	\$ 77
3500 South (Magna) Line	7200 West – U111 & SR 201	N/A	N/A	N/A	\$ 2
Utah Line ³	(14600 South - Utah County Line)	N/A	N/A	N/A	\$ 65
Summit Line ³	(Foothill Line - Summit County Line)	N/A	N/A	N/A	TBD
Tooele Line ³	(Salt Lake City - Tooele County Line)	N/A	N/A	N/A	TBD
Southwest Downtown Line ¹	(900 South TRAX Station - Salt Lake CRT Station)	9,957	11,327	23,404	\$ 19
200 South Line ²	(Capitol - 200 South - Salt Lake CRT Station)	13,347	13,808	87,616	\$ 6
200 West Branded Bus Line	(900 South TRAX Station - North Temple)	9,779	11,237	52,465	\$ 8
400 South Direct TRAX Link	(Main Street - Salt Lake CRT Station)	N/A	N/A	N/A	\$ 53
Hill Connector	(Layton CRT - Hill AFB - Clearfield CRT)	15,780	20,035	28,933	\$ 6
US-89 Park and Ride	200 North in Kaysville	N/A	N/A	N/A	\$ 3
Hill AFB Transfer Center ³	(SR-193 / University Avenue in Clearfield)	N/A	N/A	N/A	\$ 5
South Davis Line	(SLC CBD - Parrish Lane)	2,569	4,834	19,559	\$ 96
Bamburger Line ³	(Layton Hills/I-15) (West HAFB - Roy - East Ogden Airport - Wall Avenue)	N/A	N/A	N/A	\$ 26
North Redwood Line	(North Temple - Woods Cross CRT - East Bountiful)	2,449	6,209	16,428	\$ 15
South Davis Line Upgrades ³	(SLC CBD - Parrish Lane)	N/A	N/A	N/A	\$ 30
Centerville - Riverdale Line	(Ogden Intermodal - Ogden CBD - Riverdale - Roy – Parrish Ln.)	5,176	15,307	45,237	\$ 34

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		HOUSEHOLDS WITH FEWER THAN 2 AUTOS	HOUSEHOLDS	EMPLOYMENT	CAPITAL COST ('06 Mil)
South Davis – Farmington Line	(Parrish Ln. - Lagoon)	N/A	N/A	N/A	\$ 9
Farmington – Riverdale Line	(Ogden Intermodal - Ogden CBD - Riverdale - Roy – Lagoon)	2,569	4,834	19,559	\$ 25
Weber State Line	(Ogden Intermodal Center - Downtown Ogden - WSU - McKay Dee Hospital)	5,101	8,855	26,058	\$ 34
Washington Boulevard BRT Line	(North Ogden - Harrisville – ATC)	749	2,094	1,506	\$ 41
	(ATC - Ogden Intermodal Center - Ogden CBD - Newgate Mall)	2,680	5,184	16,249	
Washington Boulevard EB Line	(North Ogden – Ogden Intermodal Center - Ogden CBD - Newgate Mall - Riverdale)	N/A	N/A	N/A	\$ 16
West Davis/Weber	(Clearfield - Syracuse – West Point - Clinton - Ogden)	6,861	14,996	43,335	\$ 21
Box Elder County CRT Extension	(Pleasant View CRT Station - Box Elder County Line)	N/A	N/A	N/A	\$ 240

Activity centers and mixed-use centers within one-half mile of the alignment

One of the Regional Growth Principles newly adopted by the Wasatch Front Regional Council is “to integrate local land-use with the regional transportation system”. For this reason projects that support regionally significant transit activity centers and mixed-use centers are more highly regarded.

Once again WFRC staff used the 55 activity centers and 14 mixed use centers identified for and discussed in Chapter 5 (Evaluation of System Alternatives), Section 5.3. Projects received one point for each regionally significant activity or mixed-use center within ½ mile radius of a project station. The project with the most regionally significant activity or mixed-use center within ½ mile radius of a project station was given the full six points and all other project segments received points proportional to that highest score.

Does the project provide an alternative in a regional geographic choke point?

The geography of the region includes several narrow areas which are significant barriers to smooth transportation flow during the typical commute and can become virtually impenetrable barriers when affected by major accidents and severe weather. For this reason WFRC staff elected to identify projects that provide transportation alternatives in these areas as more needed.

WFRC staff identified the most significant geographical choke points primarily using local knowledge. All identified areas were recorded on a map for future use. The eight identified geographic choke points are as follows: Willard Bay area, Ogden Canyon, Weber Canyon, Farmington, Beck Street area, Lake Point, Parley’s Canyon, and the Point of the Mountain.



Projects received one point for each regional geographic choke point they traversed (and thus added an alternative within). The project adding the most alternatives within these choke points was given the full six points. All other project segments received 'need' points proportional to that highest score.

Does the project run in a Constrained Critical Corridor?

WFRC staff defined constrained critical corridors as those areas, and sometimes specific streets, where significant congested is projected unless something is done and where the streets would be very difficult to widen.

Severe congestion was identified by WFRC staff by modeling projected 2030 area demographics on the existing and committed transportation system as found in the 2012 Transportation Improvement Program. Road segments of two or more miles in length that have afternoon peak period traffic volume far in excess of their theoretical traffic capacity (volume to capacity ratios greater than 1.2) were identified. Each of the roads projected to have severe congestion was evaluated via aerial and field studies for their ability to be reasonably expanded. Areas with regionally significant roads with two or more miles of severe congestion without the reasonable prospect of widening were identified as Constrained Critical Corridors. Projects in one or more Constrained Critical Corridors received the full six points. This information is displayed below in Table-L14.

**TABLE L-14
TRANSIT PROJECT LIST WITH SELECT GROWTH PRINCIPLE SCORES (1 OF 2)**

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		ACCESS TO ACTIVITY & MIXED-USE CENTERS	CHOKEPOINTS	CONSTRAINED CRITICAL CORRIDOR	CAPITAL COST ('06 Mil)
Airport Line	(Energy Solutions Arena - SLIA)	2.0	0	0	\$ 326
Draper Core Line	(10000 South TRAX Station - 12400 South)	0.5	0	0	\$ 100
FrontRunner (South) Line	(Salt Lake CRT Station - Utah County Line)	2.5	3	0	\$ 400
Mid-Jordan Line	(6400 South TRAX Station - Bangerter Highway)	0	0	6	\$ 373
	(Bangerter Highway - Daybreak)	0.5	0	0	
West Valley Line	(2100 South TRAX Station - Valley Fair Mall)	1.3	0	0	\$ 253
3500 South (Granger) Line	(Valley Fair Mall - Bangerter Highway)	0.5	0	6	\$ 11
900 South ³	(400 West / 800 South – I-215)	N/A	N/A	N/A	\$ 5
Northern West Bench ³	(Salt Lake International Airport - International Center - 7200 West / I-80)	N/A	N/A	N/A	\$ 11
5600 West ³	(International Center – Old Bingham Highway) and (11400 South - 12600 South)	N/A	N/A	N/A	\$ 34
5400 South / West Bench ³	(Mountain View Corridor – West Bench)	N/A	N/A	N/A	\$ 2
South Temple Line	(Salt Lake CRT Station – U of U)	3.8	0	0	\$ 67
South Temple -	(Salt Lake CRT Station – U	3.8	0	0	\$ 63

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		ACCESS TO ACTIVITY & MIXED-USE CENTERS	CHOKEPOINTS	CONSTRAINED CRITICAL CORRIDOR	CAPITAL COST ('06 Mil)
Foothill BRT Line	of U)				
	(U of U - Parley's Way)	0.5	3	6	
5400 South (West) Line	(Murray CRT Station - Bangerter Hwy)	0.5	0	6	\$ 43
	(Bangerter Hwy - 5600 West)	0	0	0	
Fort Union Line	(Murray CRT Station – 6400 South TRAX Station - Union Park)	1.0	0	6	\$ 30
3500 South (Central) Line ³	(3300 South TRAX Station - Valley Fair Mall)	N/A	N/A	N/A	\$ 4
5600 South (East)	(Murray CRT Station – 5600 South - Union Park)	0.8	0	6	\$ 5
3500 South (Hunter) Line	(Bangerter Highway – 7200 South)	0	0	6	\$ 30
3900 South Line	(3900 South TRAX Station - Highland Drive)	0.5	0	0	\$ 17
	(Highland Drive - Wasatch Drive)	0.3	0	0	
State Street Line	(North Temple - 600 South)	6.0	0	0	\$ 84
	(600 South - Murray CRT Station)	6.0	0	0	
1300 East (South) Line	(Fort Union Blvd. - 12400 South)	1.5	0	0	\$ 46
4700 South Line ³	(3900 South TRAX Station – SLCC)	0.3	0	0	\$ 27
	(SLCC-Valley Fair Mall)				
Redwood Road Line	(North Temple - Mid-Jordan TRAX Line)	0.8	0	6	\$ 91
Mountain View Park and Rides ³	(3500 South, 5400 South, 7800 South, Herriman City, Bangerter Hwy / 3600 W.)	N/A	N/A	N/A	\$ 14
Fort Union Transit Hub ³	(Union Park Avenue / Fort Union Blvd.)	N/A	N/A	N/A	\$ 5
Bangerter Hwy/4000 West	(Airport TRAX Line - 5400 South)	0.8	0	6	\$ 19
	(5400 South - Mid-Jordan TRAX Line)	0.5	0	6	
1300 East (North) Line	(U of U - Fort Union)	1.5	0	6	\$ 79
Sugarhouse Line	(2100 South TRAX Station -Highland Drive)	0.5	0	0	\$ 57
Cottonwood Ski Park and Rides ³	(Big Cottonwood, Little Cottonwood, 9400 South / 1300 East)	N/A	N/A	N/A	\$ 8
3500 South Streetcar	(West Valley TRAX Line - Bangerter Highway)	0.5	0	0	\$ 137
	(Bangerter Highway - 7200 West)				
Draper (South Extension) Line ³	(12400 South -14600 South)	0	0	0	\$ 122



DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		ACCESS TO ACTIVITY & MIXED-USE CENTERS	CHOKEPOINTS	CONSTRAINED CRITICAL CORRIDOR	CAPITAL COST ('06 Mil)
600 North Line	(South Davis Line - 2200 West)	2.3	0	0	\$ 29
Redwood Road (South) Line	(Mid-Jordan TRAX Line - Riverton/Bluffdale/Draper CRT Station)	0	0	6	\$ 18
Mountain View Line	(Airport TRAX Line - 7800 South)	0.5	0	0	\$ 31
	(7800 South - Riverton/Bluffdale/Draper CRT Station)	0.3	0	0	
I-215 (East) Line	(Parley's Way - Fort Union Blvd.)	0.5	3	0	\$ 77
3500 South (Magna) Line	7200 West - U111 & SR 201	N/A	N/A	N/A	\$ 2
Utah Line ³	(14600 South - Utah County Line)	N/A	N/A	N/A	\$ 65
Summit Line ³	(Foothill Line - Summit County Line)	N/A	N/A	N/A	TBD
Tooele Line ³	(Salt Lake City - Tooele County Line)	N/A	N/A	N/A	TBD
Southwest Downtown Line ¹	(900 South TRAX Station - Salt Lake CRT Station)	3.5	0	0	\$ 19
200 South Line ²	(Capitol - 200 South - Salt Lake CRT Station)	4.0	0	0	\$ 6
200 West Branded Bus Line	(900 South TRAX Station - North Temple)	4.0	0	0	\$ 8
400 South Direct TRAX Link	(Main Street - Salt Lake CRT Station)	N/A	N/A	N/A	\$ 53
Hill Connector	(Layton CRT - Hill AFB - Clearfield CRT)	0.8	0	0	\$ 6
US-89 Park and Ride	200 North in Kaysville	N/A	N/A	N/A	\$ 3
Hill AFB Transfer Center ³	(SR-193 / University Avenue in Clearfield)	N/A	N/A	N/A	\$ 5
South Davis Line	(SLC CBD - Parrish Lane)	1.3	0	0	\$ 96
Bamburger Line ³	(Layton Hills/I-15) (West HAFB - Roy - East Ogden Airport - Wall Avenue)	N/A	N/A	N/A	\$ 26
North Redwood Line	(North Temple - Woods Cross CRT - East Bountiful)	0.5	3	0	\$ 15
South Davis Line Upgrades ³	(SLC CBD - Parrish Lane)	N/A	N/A	N/A	\$ 30
Centerville - Riverdale Line	(Ogden Intermodal - Ogden CBD - Riverdale - Roy - Parrish Ln.)	1.5	0	0	\$ 34
South Davis - Farmington Line	(Parrish Ln. - Lagoon)	1.3	6	0	\$ 9
Farmington - Riverdale Line	(Ogden Intermodal - Ogden CBD - Riverdale - Roy - Lagoon)	1.5	0	0	\$ 25
Weber State Line	(Ogden Intermodal Center - Downtown Ogden - WSU - McKay Dee Hospital)	2.0	0	6	\$ 34

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		ACCESS TO ACTIVITY & MIXED-USE CENTERS	CHOKEPOINTS	CONSTRAINED CRITICAL CORRIDOR	CAPITAL COST ('06 Mil)
Washington Boulevard BRT Line	(North Ogden - Harrisville - ATC)	2.0	0	0	\$ 41
	(ATC - Ogden Intermodal Center - Ogden CBD - Newgate Mall)				
Washington Boulevard EB Line	(North Ogden - Ogden Intermodal Center - Ogden CBD - Newgate Mall - Riverdale)	N/A	N/A	N/A	\$ 16
West Davis/Weber	(Clearfield - Syracuse - West Point - Clinton - Ogden)	0.8	0	0	\$ 21
Box Elder County CRT Extension	(Pleasant View CRT Station - Box Elder County Line)	0	3	0	\$ 240

Has the project gone through any individual study? Is it on the city plans? Has its' right-of-way been preserved?

A project that has full community support is more likely to be successful than a project that is being ignored by the community. Projects that have gone through the planning process have more details identified allowing the jurisdictions to properly plan for the project.

A project is likely to be less expensive when the right-of-way is being preserved, developers are active participants in accommodating the project, and the cities and state are thinking about the ultimate needs of the transit projected when they place infrastructure in the corridor. Proper placement of utilities alone can save as much as 20 percent of the costs of light-rail in a corridor.

A project that has full community support is more likely to have more riders because the city is placing higher densities next to future stations, orienting the openings to businesses and apartment complexes towards future stations, and insuring that sidewalks and bike lanes are serving the project. The project is also less likely to have opposition the longer the project has been on city plans as more adjacent property owners come into the area knowing that a project is being planned and sensitive land uses are steered away from properties adjacent to the project.

Projects received one and one-half 'need' points if they had undergone a planning study and three 'need' points if they have undergone a study that met the requirements for the National Environmental Policy Act (NEPA). Additionally, the projects receive three points if they are on the city's plans and there is an additional three points if their right-of-ways have been preserved. The above information is displayed below in Table L-15.



**TABLE L-15
TRANSIT PROJECT LIST WITH SELECT GROWTH PRINCIPLE SCORES (2 OF 2)**

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		EXTENT OF STUDY COMPLETED	DEGREE ON CITY PLANS	EXTENT RIGHT-OF-WAY PRESERVED	CAPITAL COST ('06 Mil)
Airport Line	(Energy Solutions Arena - SLIA)	3.0	3.0	6.0	\$ 326
Draper Core Line	(10000 South TRAX Station - 12400 South)	1.5	3.0	6.0	\$ 100
FrontRunner (South) Line	(Salt Lake CRT Station - Utah County Line)	1.5	0	6.0	\$ 400
Mid-Jordan Line	(6400 South TRAX Station - Bangerter Highway)	3.0	3.0	6.0	\$ 373
	(Bangerter Highway - Daybreak)				
West Valley Line	(2100 South TRAX Station - Valley Fair Mall)	3.0	3.0	3.0	\$ 253
3500 South (Granger) Line	(Valley Fair Mall - Bangerter Highway)	1.5	3.0	3.0	\$ 11
900 South ³	(400 West / 800 South - I-215)	N/A	N/A	N/A	\$ 5
Northern West Bench ³	(Salt Lake International Airport - International Center - 7200 West / I-80)	N/A	N/A	N/A	\$ 11
5600 West ³	(International Center - Old Bingham Highway) and (11400 South - 12600 South)	N/A	N/A	N/A	\$ 34
5400 South / West Bench ³	(Mountain View Corridor - West Bench)	N/A	N/A	N/A	\$ 2
South Temple Line	(Salt Lake CRT Station - U of U)	0	0	0	\$ 67
South Temple - Foothill BRT Line	(Salt Lake CRT Station - U of U)	0	0	0	\$ 63
	(U of U - Parley's Way)	0	0	0	
5400 South (West) Line	(Murray CRT Station - Bangerter Hwy)	0	0	0	\$ 43
	(Bangerter Hwy - 5600 West)	0	0	0	
Fort Union Line	(Murray CRT Station - 6400 South TRAX Station - Union Park)	0	0	0	\$ 30
3500 South (Central) Line ³	(3300 South TRAX Station - Valley Fair Mall)	N/A	N/A	N/A	\$ 4
5600 South (East)	(Murray CRT Station - 5600 South - Union Park)	0	0	0	\$ 5
3500 South (Hunter) Line	(Bangerter Highway - 7200 South)	N/A	N/A	N/A	\$ 30
3900 South Line	(3900 South TRAX Station - Highland Drive)	0	0	0	\$ 17
	(Highland Drive - Wasatch Drive)	0	0	0	
State Street Line	(North Temple - 600 South)	0	0	0	\$ 84
	(600 South - Murray CRT Station)	0	0	0	

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		EXTENT OF STUDY COMPLETED	DEGREE ON CITY PLANS	EXTENT RIGHT-OF-WAY PRESERVED	CAPITAL COST ('06 Mil)
1300 East (South) Line	(Fort Union Blvd. - 12400 South)	0	0	0	\$ 46
4700 South Line ³	(3900 South TRAX Station – SLCC)	0	0	0	\$ 27
	(SLCC-Valley Fair Mall)				
Redwood Road Line	(North Temple - Mid-Jordan TRAX Line)	0	0	0	\$ 91
Mountain View Park and Rides ³	(3500 South, 5400 South, 7800 South, Herriman City, Bangerter Hwy / 3600 W.)	N/A	N/A	N/A	\$ 14
Fort Union Transit Hub ³	(Union Park Avenue / Fort Union Blvd.)	N/A	N/A	N/A	\$ 5
Bangerter Hwy/4000 West	(Airport TRAX Line - 5400 South)	0	0	0	\$ 19
	(5400 South - Mid-Jordan TRAX Line)	0	0	0	
1300 East (North) Line	(U of U - Fort Union)	0	0	0	\$ 79
Sugarhouse Line	(2100 South TRAX Station -Highland Drive)	0	3.0	6.0	\$ 57
Cottonwood Ski Park and Rides ³	(Big Cottonwood, Little Cottonwood, 9400 South / 1300 East)	N/A	N/A	N/A	\$ 8
3500 South Streetcar	(West Valley TRAX Line - Bangerter Highway)	1.5	3.0	3.0	\$ 137
	(Bangerter Highway - 7200 West)				
Draper (South Extension) Line ³	(12400 South -14600 South)	1.5	3.0	6.0	\$ 122
600 North Line	(South Davis Line - 2200 West)	0	0	0	\$ 29
Redwood Road (South) Line	(Mid-Jordan TRAX Line - Riverton/Bluffdale/Draper CRT Station)	0	0	0	\$ 18
Mountain View Line	(Airport TRAX Line - 7800 South)	1.5	3.0	0	\$ 31
	(7800 South – Riverton/Bluffdale/Draper CRT Station)	1.5	3.0	0	
I-215 (East) Line	(Parley's Way - Fort Union Blvd.)	0	0	0	\$ 77
3500 South (Magna) Line	7200 West – U111 & SR 201	N/A	N/A	N/A	\$ 2
Utah Line ³	(14600 South - Utah County Line)	N/A	N/A	N/A	\$ 65
Summit Line ³	(Foothill Line - Summit County Line)	N/A	N/A	N/A	TBD
Tooele Line ³	(Salt Lake City - Tooele County Line)	N/A	N/A	N/A	TBD
Southwest Downtown Line ¹	(900 South TRAX Station - Salt Lake CRT Station)	0	3.0	3.0	\$ 19
200 South Line ²	(Capitol - 200 South - Salt Lake CRT Station)	1.5	3.0	0	\$ 6



DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES	EXTENT OF STUDY COMPLETED	DEGREE ON CITY PLANS	EXTENT RIGHT-OF-WAY PRESERVED	CAPITAL COST ('06 Mil)	
200 West Branded Bus Line	(900 South TRAX Station - North Temple)	1.5	3.0	0	\$ 8
400 South Direct TRAX Link	(Main Street - Salt Lake CRT Station)	N/A	N/A	N/A	\$ 53
Hill Connector	(Layton CRT - Hill AFB - Clearfield CRT)	0	0	0	\$ 6
US-89 Park and Ride	200 North in Kaysville	N/A	N/A	N/A	\$ 3
Hill AFB Transfer Center ³	(SR-193 / University Avenue in Clearfield)	N/A	N/A	N/A	\$ 5
South Davis Line	(SLC CBD - Parrish Lane)	1.5	0	0	\$ 96
Bamburger Line ³	(Layton Hills/1-15) (West HAFB - Roy - East Ogden Airport - Wall Avenue)	0	0	3.0	\$ 26
North Redwood Line	(North Temple - Woods Cross CRT - East Bountiful)	0	0	0	\$ 15
South Davis Line Upgrades ³	(SLC CBD - Parrish Lane)	N/A	N/A	N/A	\$ 30
Centerville - Riverdale Line	(Ogden Intermodal - Ogden CBD - Riverdale - Roy - Parrish Ln.)	0	0	0	\$ 34
South Davis - Farmington Line	(Parrish Ln. - Lagoon)	N/A	N/A	N/A	\$ 9
Farmington - Riverdale Line	(Ogden Intermodal - Ogden CBD - Riverdale - Roy - Lagoon)	0	0	0	\$ 25
Weber State Line	(Ogden Intermodal Center - Downtown Ogden - WSU - McKay Dee Hospital)	1.5	0	0	\$ 34
Washington Boulevard BRT Line	(North Ogden - Harrisville - ATC)	0	0	0	\$ 41
	(ATC - Ogden Intermodal Center - Ogden CBD - Newgate Mall)	0	0	0	
Washington Boulevard EB Line	(North Ogden - Ogden Intermodal Center - Ogden CBD - Newgate Mall - Riverdale)	N/A	N/A	N/A	\$ 16
West Davis/Weber	(Clearfield - Syracuse - West Point - Clinton - Ogden)	0	0	0	\$ 21
Box Elder County CRT Extension	(Pleasant View CRT Station - Box Elder County Line)	0	0	6.0	\$ 240

Need Scores and Findings

The 'need' score for each of the assessed projects is found in Table 6-8. With the exception of the 'core projects', proposed projects are sorted by ranking within each county or county sub-heading. Some projects were merged after the need scores were developed. The combined project need score would be the product of the per mile average of both project segments. Occasionally a lower performing line portion was placed with the higher ranking portion of a line.



The projects were ranked by dividing the annualized project capital and operating cost by the 2025 project need score. The smaller the number the better it ranked. The capital costs were annualized based upon UTA and Federal Transit Administration (FTA) guidelines. With the exception of light-rail and commuter rail, the annual operating costs were derived from the Ogden / Weber State Transit Corridor Study. Light-rail and commuter rail operating costs were received from UTA. Appendix M shows, among other things, the project ranking scores. Corridor preservation was placed in the first phase regardless of ranking. The transit project list with the 'need' score is on the following page in Table L-16

TABLE L-16

TRANSIT PROJECT LIST WITH NEED SCORES

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		TRANSIT TYPE	NEED SCORES FOR 2015	NEED SCORES FOR 2025	NEED SCORES FOR 2030	CAPITAL COST ('06 Mil)
Salt Lake County Projects						
Salt Lake County Core Projects (sorted alphabetically)						
Airport Line	(Energy Solutions Arena – SLIA)	LRT	32.5	36.4	38.0	\$ 326
Draper Core Line	(10000 South TRAX Station - 12400 South)	LRT	33.2	37.4	39.4	\$ 100
FrontRunner (South) Line	(Salt Lake CRT Station – Utah County Line)	CRT	47.3	55.2	58.5	\$ 400
Mid-Jordan Line	(6400 South TRAX Station - Bangerter Highway)	LRT	27.7	31.8	34.6	\$ 373
	(Bangerter Highway – Daybreak)		16.7	18.9	20.3	
West Valley Line	(2100 South TRAX Station - Valley Fair Mall)	LRT	25.8	28.5	29.9	\$ 253
Salt Lake County Projects (sorted by ranking)						
3500 South (Granger) Line	(Valley Fair Mall – Bangerter Highway)	BRT	18.3	19.6	20.3	\$ 11
900 South ³	(400 West / 800 South – I-215)	CP	7.5	7.5	7.5	\$ 5
Northern West Bench ³	(Salt Lake International Airport - International Center - 7200 West / I- 80)	CP	N/A	N/A	N/A	\$ 11
5600 West ³	(International Center – Old Bingham Highway) and (11400 South - 12600 South)	CP	N/A	N/A	N/A	\$ 34
5400 South / West Bench ³	(Mountain View Corridor – West Bench)	CP	6.6	6.8	6.9	\$ 2
South Temple Streetcar Line	(Salt Lake CRT Station – U of U)	SC	33.8	36.1	37.5	\$ 67
South Temple - Foothill BRT Line	(Salt Lake CRT Station – U of U)	BRT	33.8	36.1	37.5	\$ 63
	(U of U - Parley's Way)		25.0	26.3	27.3	
5400 South (West) Line	(Murray CRT Station - Bangerter Hwy)	BRT ⁴	17.7	19.6	20.4	\$ 43
	(Bangerter Hwy - 5600 West)		6.6	6.8	6.9	
Fort Union Line	(Murray CRT Station - 6400 South TRAX Station - Union Park)	BRT	14.4	15.7	16.3	\$ 30
3500 South (Central) Line ³	(3300 South TRAX Station - Valley Fair Mall)	EB	N/A	N/A	N/A	\$ 4
5600 South (East)	(Murray CRT Station - 5600 South - Union Park)	EB	7.7	7.8	7.8	\$ 5



DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		TRANSIT TYPE	NEED SCORES FOR 2015	NEED SCORES FOR 2025	NEED SCORES FOR 2030	CAPITAL COST ('06 Mil)
3500 South (Hunter) Line	(Bangerter Highway - 7200 South)	EB	N/A	N/A	N/A	\$ 30
3900 South Line	(3900 South TRAX Station - Highland Drive)	BRT ⁴	8.7	10.5	11.3	\$ 17
	(Highland Drive - Wasatch Drive)		1.7	2.2	2.7	
State Street Line	(North Temple - 600 South)	BRT	11.6	21.3	31.0	\$ 84
	(600 South - Murray CRT Station)		24.3	26.5	28.0	
1300 East (South) Line	(Fort Union Blvd. - 12400 South)	BRT	18.1	19.2	19.6	\$ 46
4700 South Line ³	(3900 South TRAX Station – SLCC)	BRT ⁴	6.6	7.7	8.1	\$ 27
	(SLCC-Valley Fair Mall)	EB	7.4	7.9	8.4	
Redwood Road Line	(North Temple - Mid-Jordan TRAX Line)	BRT	27.6	30.6	31.8	\$ 91
Mountain View Park and Rides ³	(3500 South, 5400 South, 7800 South, Herriman City, Bangerter Hwy / 3600 W.)	P&R	N/A	N/A	N/A	\$ 14
Fort Union Transit Hub ³	(Union Park Avenue / Fort Union Blvd.)	Hub	N/A	N/A	N/A	\$ 5
Bangerter Hwy/4000 West	(Airport TRAX Line - 5400 South)	EB	11.0	12.2	12.5	\$ 19
	(5400 South - Mid-Jordan TRAX Line)		8.6	9.2	9.4	
1300 East (North) Line	(U of U - Fort Union)	BRT	25.5	27.4	28.5	\$ 79
Sugarhouse Line	(2100 South TRAX Station - Highland Drive)	SC	17.3	18.3	18.8	\$ 57
Cottonwood Ski Park and Rides ³	(Big Cottonwood, Little Cottonwood, 9400 South / 1300 East)	P&R	N/A	N/A	N/A	\$ 8
3500 South Streetcar	(West Valley TRAX Line - Bangerter Highway)	SC	18.3	19.6	20.3	\$ 137
	(Bangerter Highway - 7200 West)		13.6	14.4	14.8	
Draper (South Extension) Line ³	(12400 South - 14600 South)	LRT	14.2	15.1	15.5	\$ 122
600 North Line	(South Davis Line - 2200 West)	BRT	6.4	6.3	6.4	\$ 29
Redwood Road (South) Line	(Mid-Jordan TRAX Line - Riverton/Bluffdale/Draper CRT Station)	EB	6.7	6.9	7.0	\$ 18
	(Airport TRAX Line - 7800 South)	XEB	6.0	6.2	6.2	
Mountain View Line	(7800 South – Riverton/Bluffdale/Draper CRT Station)		5.0	5.1	5.2	\$ 31
I-215 (East) Line	(Parley's Way - Fort Union Blvd.)	BRT	10.4	11.2	11.8	\$ 77
3500 South (Magna) Line	7200 West – U111 & SR 201	EB	N/A	N/A	N/A	\$ 2
Utah Line ³	(14600 South - Utah County Line)	LRT	17.7	19.5	20.5	\$ 65
Summit Line ³	(Foothill Line - Summit County Line)	XEB	N/A	N/A	N/A	TBD
Tooele Line ³	(Salt Lake City - Tooele County Line)	XEB	N/A	N/A	N/A	TBD
Downtown Salt Lake Projects						

DRAFT WFRC RTP TRANSIT PROJECT LIST WITH NEED SCORES		TRANSIT TYPE	NEED SCORES FOR 2015	NEED SCORES FOR 2025	NEED SCORES FOR 2030	CAPITAL COST ('06 Mil)
Southwest Downtown Line ¹	(900 South TRAX Station - Salt Lake CRT Station)	SC/LRT	31.0	38.5	41.6	\$ 19
200 South Line ²	(Capitol - 200 South - Salt Lake CRT Station)	BRT	11.4	11.4	11.4	\$ 6
200 West Branded Bus Line	(900 South TRAX Station - North Temple)	BRT	12.1	12.8	13.0	\$ 8
400 South Direct TRAX Link	(Main Street - Salt Lake CRT Station)	LRT	10.0	10.0	10.0	\$ 53
Davis County Projects						
Hill Connector	(Layton CRT - Hill AFB - Clearfield CRT)	EB	5.2	6.3	7.4	\$ 6
US-89 Park and Ride	200 North in Kaysville	P&R	N/A	N/A	N/A	\$ 3
Hill AFB Transfer Center ³	(SR-193 / University Avenue in Clearfield)	Hub	N/A	N/A	N/A	\$ 5
South Davis Line	(SLC CBD - Parrish Lane)	BRT	20.9	21.6	21.9	\$ 96
Bamburger Line ³	(Layton Hills/I-15) (West HAFB - Roy - East Ogden Airport - Wall Avenue)	CP	4.0	4.0	4.0	\$ 26
North Redwood Line	(North Temple - Woods Cross CRT - East Bountiful)	EB	5.7	6.0	6.1	\$ 15
South Davis Line Upgrades ³	(SLC CBD - Parrish Lane)	BRT	N/A	N/A	N/A	\$ 30
Centerville - Riverdale Line	(Ogden Intermodal - Ogden CBD - Riverdale - Roy - Parrish Ln.)	EB	3.9	4.1	4.2	\$ 34
South Davis - Farmington Line	(Parrish Ln. - Lagoon)	EB	N/A	N/A	N/A	\$ 9
Farmington - Riverdale Line	(Ogden Intermodal - Ogden CBD - Riverdale - Roy - Lagoon)	EB	N/A	N/A	N/A	\$ 25
Weber County Projects						
Weber State Line	(Ogden Intermodal Center - Downtown Ogden - WSU - McKay Dee Hospital)	BRT	22.1	23.3	23.9	\$ 34
Washington Boulevard BRT Line	(North Ogden - Harrisville - Ogden Intermodal Center - Ogden CBD - Newgate Mall)	BRT ⁴	16.6	18.4	19.3	\$ 41
Washington Boulevard EB Line	(North Ogden - Ogden Intermodal Center - Ogden CBD - Newgate Mall - Riverdale)	EB	N/A	N/A	N/A	\$ 16
West Davis/Weber	(Clearfield - Syracuse - West Point - Clinton - Ogden)	EB	3.1	3.3	3.4	\$ 21
Box Elder County CRT Extension	(Pleasant View CRT Station - Box Elder County Line)	CRT	9.0	9.0	9.0	\$ 240
NOTES / LEGEND:						
- Projects are ranked within each heading / sub-heading unless indicated.			Commuter Rail		CRT	
- The middle of each phase was assumed for start of each construction project.			Light-Rail		LRT	
- Operations are assumed to start about two to three years after construction starts.			Street Car		SC	
- Projects are placed under a specific county even if they serve two WFRC counties.			Bus Rapid Transit (BRT II)		BRT	
¹ This line is important to fitting additional rail services downtown after 2015.			Corridor Preservation		CP	
² This line also provides for a linear transit hub downtown.			Enhanced Bus-other street types (BRT I)		EB	
³ This line is unranked.			Enhanced Bus on Freeways (BRT I)		XEB	
⁴ This line is primarily BRT (BRTII) with a minor Enhanced Bus (BRT1) segment.			Park and Ride		P&R	
			Transit Hub		Hub	



