



# Wasatch Choice: 2023-2050 Regional Transportation Plan

Regional Growth Committee // May 20, 2021



# Wasatch Choice Vision



## Economic Development

Comprehensive  
Economic Development  
Strategy



## Land Use

Transportation  
and Land Use  
Connection

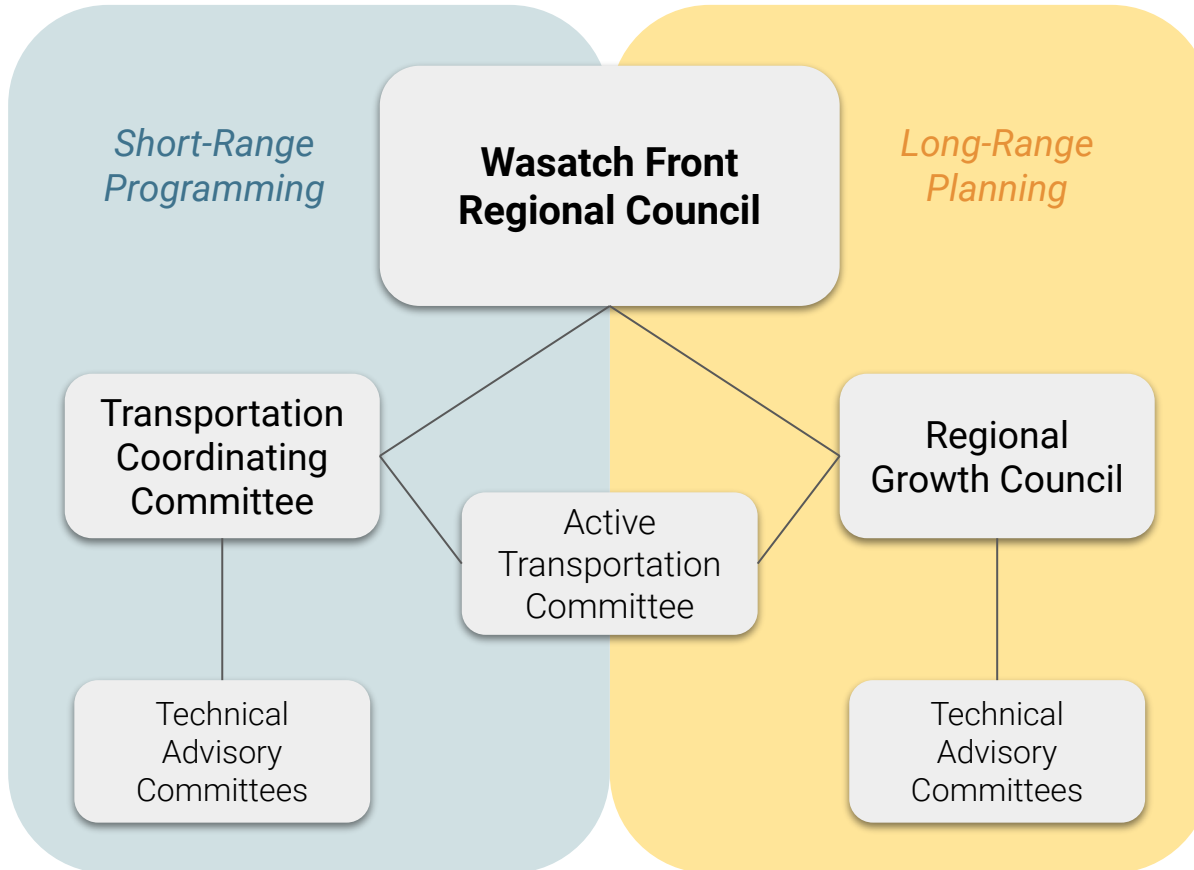
Local Plans and  
Ordinances

## Transportation

Regional  
Transportation  
Plan



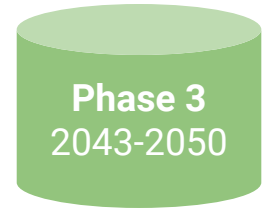
# WFRC Organization



# Regional Transportation Plan Overview



4 yrs





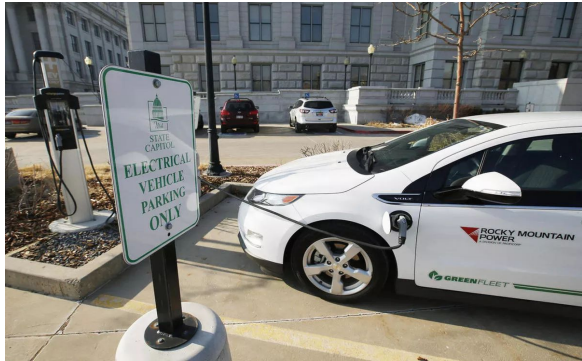
# 2023-2050 Regional Transportation Plan Schedule



# Process Goals for Wasatch Choice and 2023-2050 RTP

- 1 Engage **communities, partner agencies**, stakeholders, and the public in the planning process.
- 2 Provide resources to help local communities to implement the Regional Vision.
- 3 Address external forces and uncertainties, including COVID19.
- 4 Explore policies, including changes in investment frameworks.
- 5 Coordinate regional transportation with local land use considerations and plans.
- 6 Utilize a performance-based approach to planning, including using performance measures to inform decisions.

# WHAT IS LIFE LIKE IN 2050?



# Using Scenarios to Explore the Future

## BASELINE (2019 RTP)

### HIGH AUTOMATION



CONNECTED &  
AUTONOMOUS  
VEHICLES



HIGH-TECH  
TRANSIT SYSTEMS

### HIGH SHARED MOBILITY



MICRO-MOBILITY &  
E-BIKES



ON-DEMAND  
TRAVEL & SHARING  
SERVICES

### HIGH E-LIVING



E-COMMERCE &  
DELIVERY



TELECOMMUTING





# Potential Policies to Complement Investments

STATE/  
REGIONAL



Road Usage  
Charge



Managed  
Lanes



Fare Free  
Transit



Congestion  
Pricing

LOCAL



Centered  
Development



Street  
Connectivity



Curbside  
Management



Local Street Design  
Modifications



Parking  
Modernization

# Policy Exploration: the Long-View

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What was life like twenty years ago?

How will life be different in 10, 20, or 30 years?



# Potential Policies

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## Road Usage Charge

A road usage charge is a usage-based fee based on a certain rate per mile traveled, complementing gas taxes.



# Potential Policies

## Managed Lanes

Smart freeways that prevent congestion by continuously monitoring traffic flows and controlling freeway access using state of the art technologies including coordinated ramp signaling, variable speed limit and variable message signs, as well as lane use management. They optimize the efficiency of freeways and major arterial roads.





# Managed Lanes

## Regarding the Managed Lanes approaches

1. I strongly support exploration with minimal concerns
2. I support exploration despite some concerns
3. I support exploration but I have moderate concerns
4. I do not support exploration - my concerns are too significant

# Potential Policies

## Fare-Free Transit

Fare-free transit is a policy decision to remove the barrier of paying for transit services. This can be done system wide or within designated zones.



# Fare Free Transit

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## Regarding Fare Free Transit

1. I strongly support exploration with minimal concerns
2. I support exploration despite some concerns
3. I support exploration but I have moderate concerns
4. I do not support exploration - my concerns are too significant

# Potential Policies

## Congestion Pricing

Tolling to enter a cordoned area.  
Shifts some rush hour travel to off-peak periods or other transportation modes, taking advantage of the fact that the majority of rush hour drivers are not commuters





# Congestion Pricing

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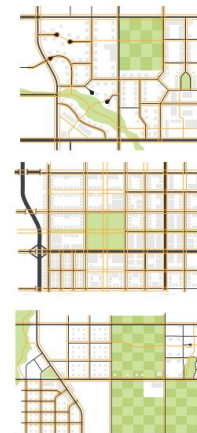
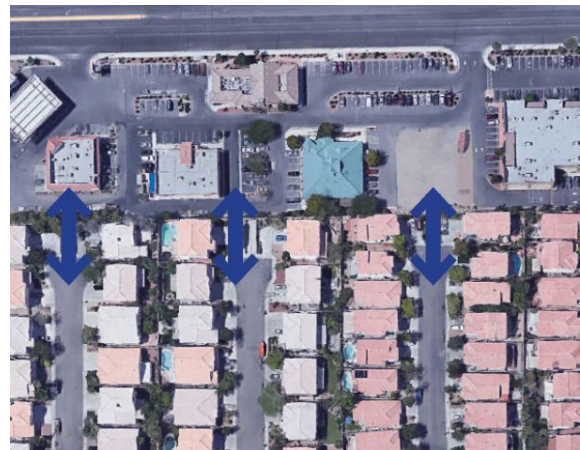
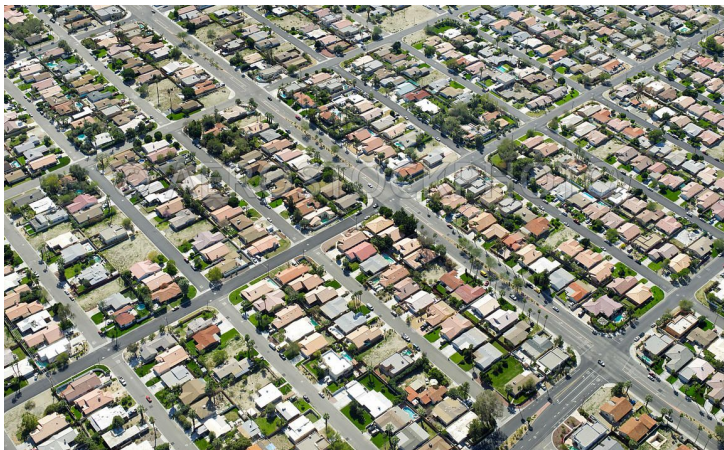
## Regarding the concept of Congestion Pricing

1. I strongly support exploration with minimal concerns
2. I support exploration despite some concerns
3. I support exploration but I have moderate concerns
4. I do not support exploration - my concerns are too significant

# Potential Policies

## Street Connectivity

Multiple routes and connections serving the same origins and destinations. some properties or easements may need to be acquired to connect roads, providing more route choices and taking less pressure off heavily congested arterials. Relative to external forces, a connected network helps amplify the potential benefits of micro-mobility - technologies that solve the first / last mile problem which would in turn help reduce single occupant vehicle (SOV) usage in those locations.



# Street Connectivity

On a scale of 1 to 5, approximate how much interest communities might have in improving Street Connectivity

1 No interest

2 Little interest

3 Some interest

4 Strongly interested

5 Extremely interested

# Potential Policies

## Curbside Management

Policies and practices that allocate curb space to different uses, potentially at different times, including transit, freight, passenger pick-up and drop-off, vehicle parking, micro-mobility device parking, and public space.





# Curbside Management

On a scale of 1 to 5, approximate how much interest communities might have in exploring new Curbside Management approaches

1 No interest

2 Little interest

3 Some interest

4 Strongly interested

5 Extremely interested

# Potential Policies

## Local Street Design Modifications

Policies that improve the suitability of roads for a variety of transportation modes through design and speed modifications.



Both are 20mph zones, but only one of them is designed like it.



# Local Street Design Modifications

On a scale of 1 to 5, approximate how much interest communities might have in exploring Local Street Design Modifications

1 No interest

2 Little interest

3 Some interest

4 Strongly interested

5 Extremely interested

# Potential Policies

## Modernization of Parking

Policies and practices that consider elimination of parking minimums, adoption of paid parking, unbundled parking costs, and impact of autonomous vehicles, etc.



# Parking Modernization

On a scale of 1 to 5, approximate how much interest communities might have in exploring Parking Modernization

1 No interest

2 Little interest

3 Some interest

4 Strongly interested

5 Extremely interested



# Potential Policies to Complement Investments

STATE/  
REGIONAL



Road Usage  
Charge



Managed  
Lanes



Fare Free  
Transit



Congestion  
Pricing

LOCAL



Centered  
Development



Street  
Connectivity



Curbside  
Management



Local Street Design  
Modifications



Parking  
Modernization

# Exploring Policies

## EXPLORE WITH TECHNICAL SUPPORT



FARE-FREE  
TRANSIT



TRANSIT  
PRIORITY



MANAGED  
LANES



ROAD USAGE  
CHARGE

## EXPLORE THROUGH ADDITIONAL STUDY



STREET  
CONNECTIVITY

## EXPLORE THROUGH CONVERSATIONS



CURBSIDE  
MANAGEMENT



PARKING  
MODERNIZATION



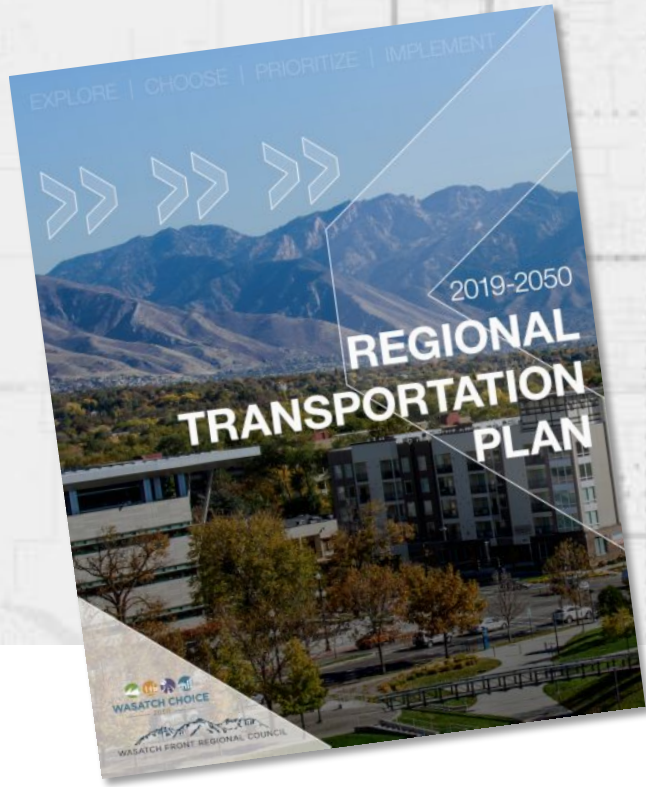
LOCAL STREET  
DESIGN  
MODIFICATIONS



CONGESTION  
PRICING

# 2023-2050 Regional Transportation Plan Schedule





# 2019-2050 RTP: Amendment 3

RGC // May 20, 2021





# Wasatch Choice Vision



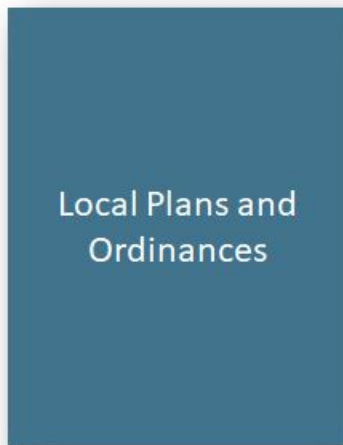
## Economic Development

Comprehensive  
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## Land Use

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## Transportation

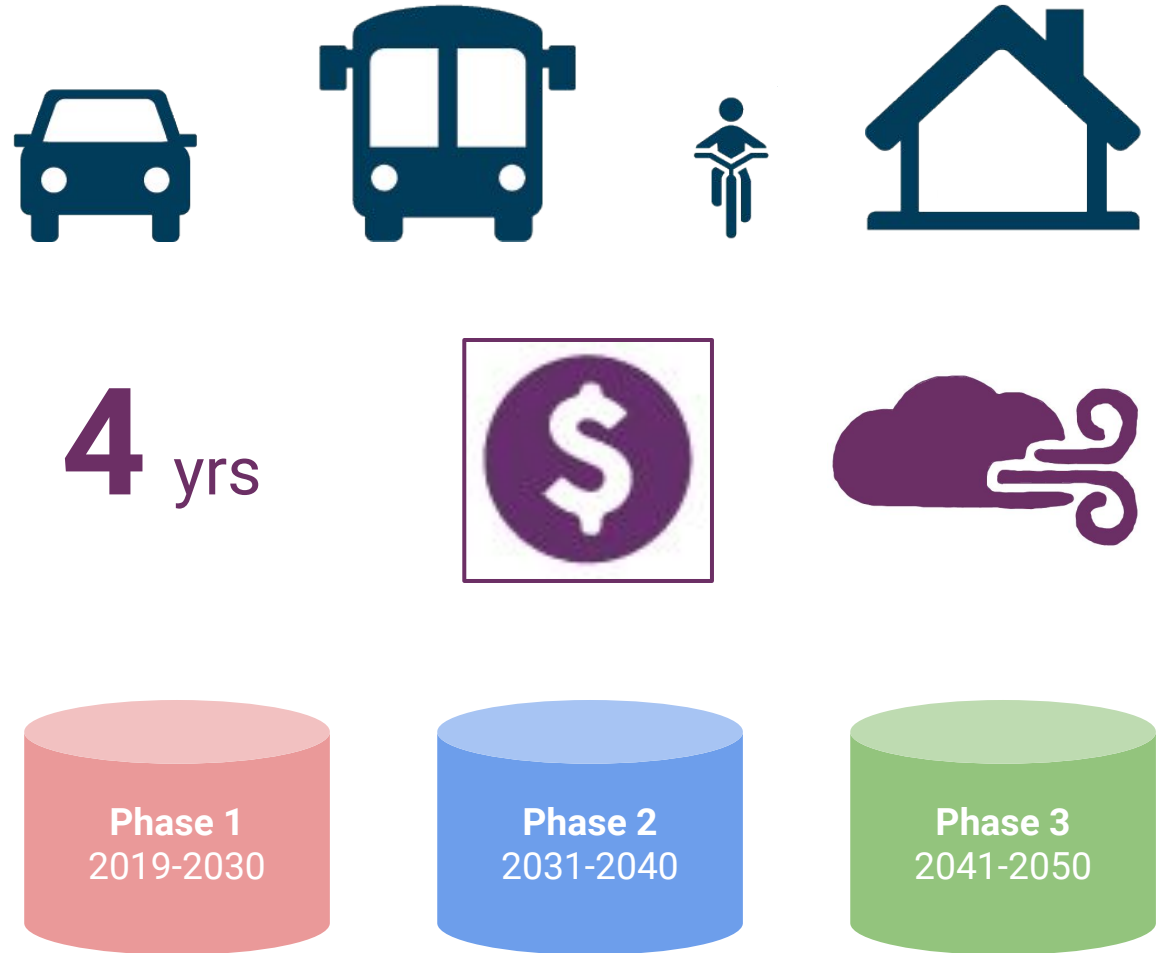
Regional  
Transportation  
Plan



-  Livable and healthy communities
-  Access to economic and educational opportunities
-  Manageable and reliable traffic conditions
-  Quality transportation choices
-  Safe, user friendly streets
-  Clean air
-  Housing choices and affordable living expenses
-  Fiscally responsible communities and infrastructure
-  Sustainable environment
-  Ample open space and recreational opportunities



# Regional Transportation Plan Overview

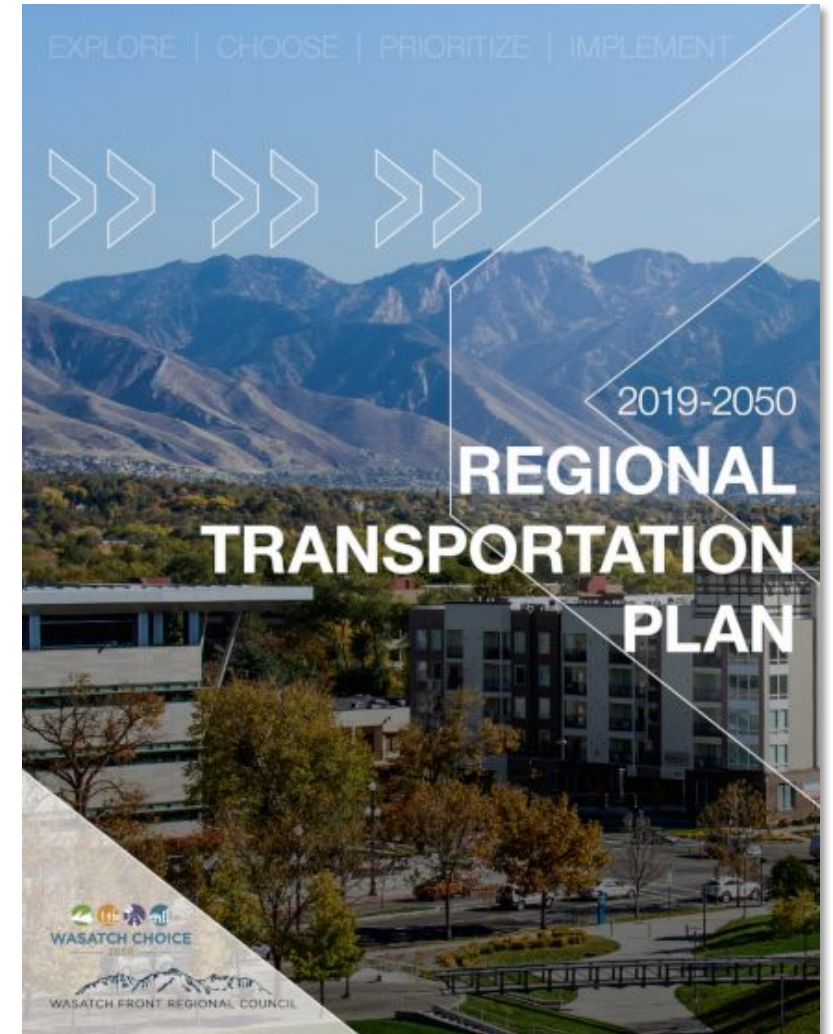


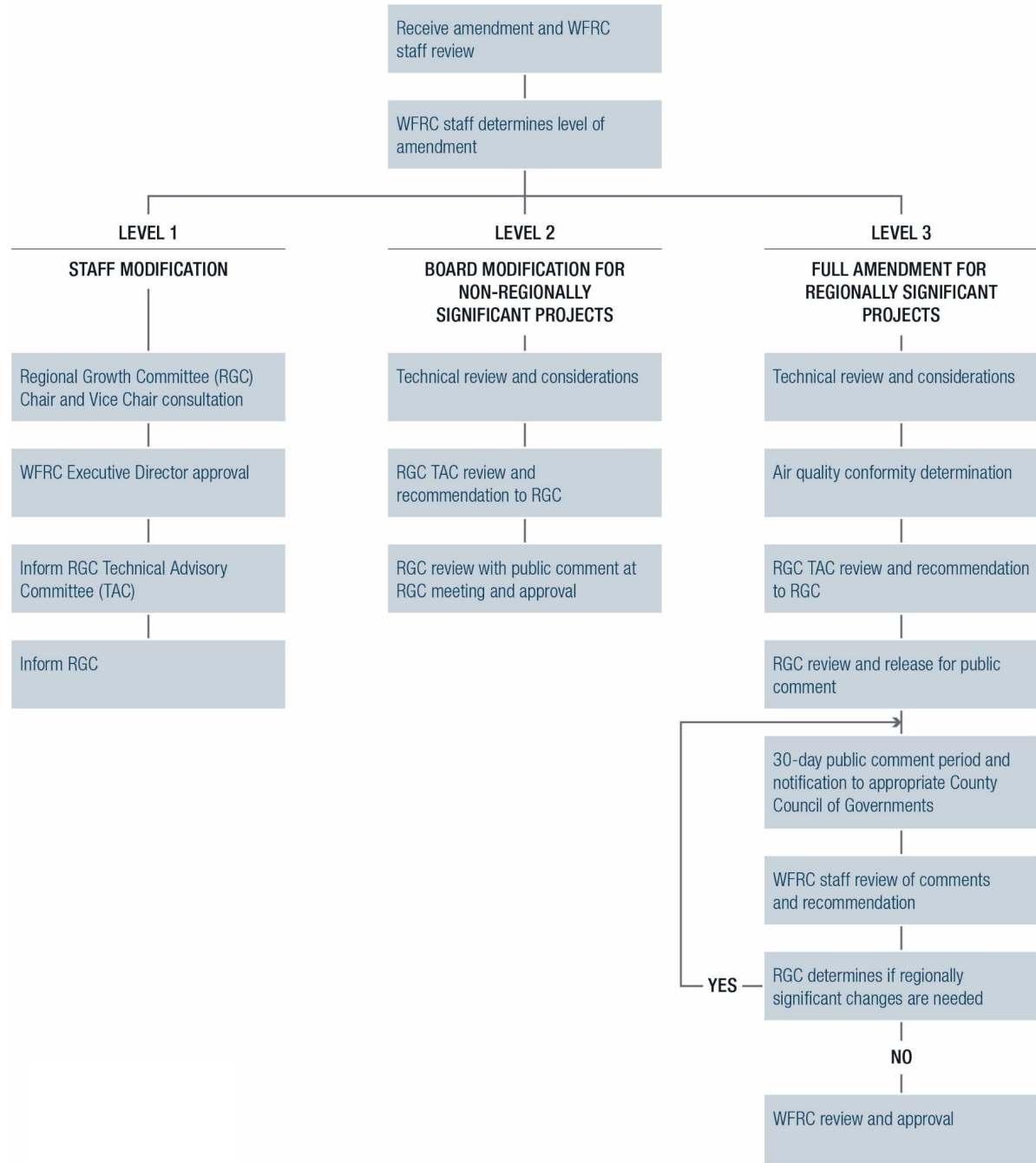
# RTP Amendment Process Overview

Periodic adjustments are needed between adoption cycles

WFRC's RTP amendment process:

- Financial constraints
- Public review and input
- Modeling and air quality conformity







		<b>LEVEL 1 STAFF MODIFICATION</b>	<b>LEVEL 2 BOARD MODIFICATION</b>	<b>LEVEL 3 FULL AMENDMENT</b>
		Staff or Regional Growth Committee Chair/Vice Chair could recommend elevating to Level 2	Regional Growth Committee could recommend 30-day public comment period	-
<b>Roadway</b>	Ownership change	All ownership changes	-	-
	Corridor preservation	All corridor preservation projects	-	-
	Operational projects	Collectors and minor arterials	Principal arterial and freeways	-
	New construction or widening projects	Collectors and minor arterials, less than \$10 Million	Collectors and minor arterials, \$10 Million or more	Principal arterials and freeways
<b>Transit</b>	Corridor preservation	All corridor preservation projects	-	-
	New construction, operational, or point projects	Core route and express bus, less than \$5 Million	Core route and express bus, \$5 Million or more	Fixed guideway and bus rapid transit
<b>Active Transportation</b>		Individual active transportation facilities	Full city-wide active transportation plan updates	-
<b>Land Use</b>		-	Wasatch Choice 2050 land use centers	-



## **HB433**

\$705 M statewide one-time funds  
\$313 M in the WFRC planning area

Bonding for transit  
~\$200 M in the WFRC planning area

## **SB2**

\$35 M statewide for Active Transportation

## **TIF**

Legislature directed UDOT to program  
the Transportation Investment Fund  
from 2025 to 2030

Statewide total around \$4.3 B  
About \$4.0 B in the WFRC planning area



0

New Road or  
Transit Projects

1

New Active  
Transportation Project

7

Phase Changes

3

Projects Deleted

6

Cost and Alignment/  
Extent Changes

3

City-wide Active  
Transportation Plans

1

Center Change

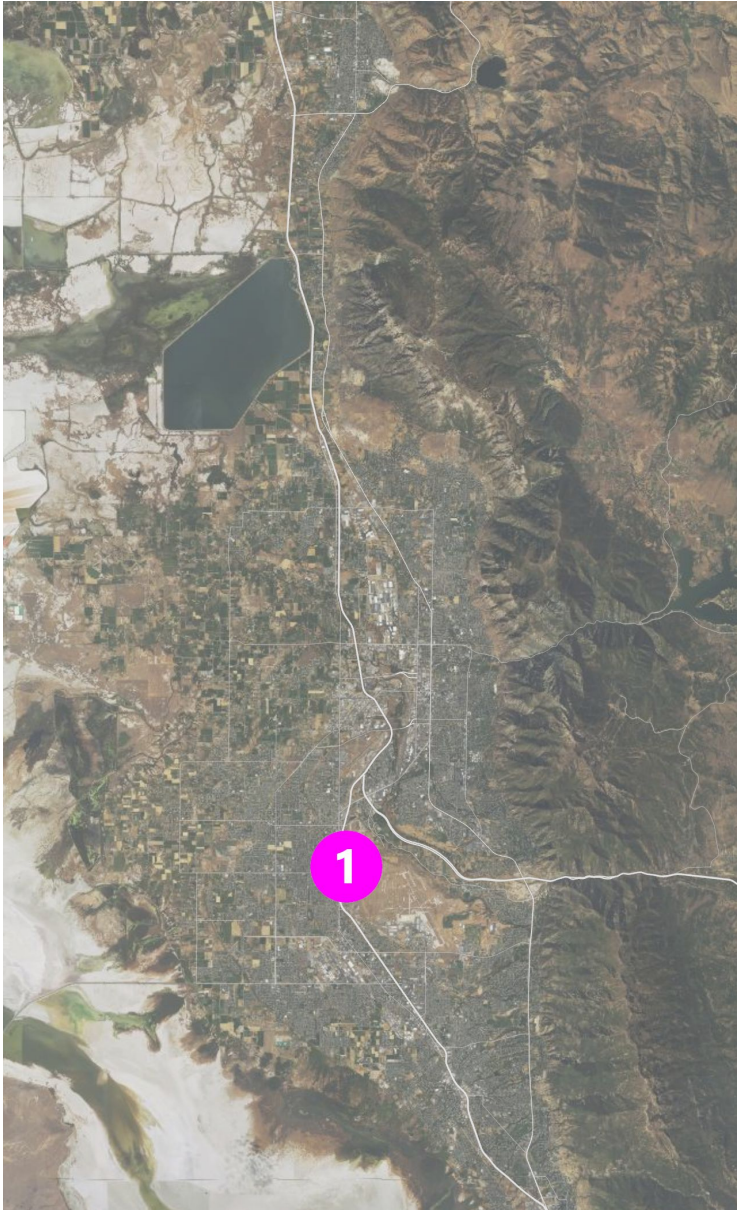


# Amendment 3 Projects

Region-wide

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	PROJECT TYPE
<b>LEVEL 1</b>			
MIDA	3 Gate Rail Trail	Roy to Clearfield West HAFB Gates	New regional active transportation project
<b>LEVEL 2</b>			
Brigham City	Forest Street RR Crossing	@ 900 West RR Crossing	Phase change
South Weber	South Bench Drive	I-84 to South Weber Drive	Alignment change
South Weber	South Bench Drive	South Weber Drive to Fairfield Road	Project removal
West Jordan	7800 South	MVC and SR-111	Phase change
Draper	Draper Active Transportation Plan	City-wide	New regional active transportation plan
Sandy	Sandy Active Transportation Plan	City-wide	New regional active transportation plan
West Jordan	West Jordan Active Transportation Plan	City-wide	New regional active transportation plan
Murray	Murray Fashion Place Mall Center	Fashion Place Employment District	Center modification
<b>LEVEL 3</b>			
UTA	FrontRunner Strategic Double Tracking	Spot locations	Phase change
UTA	S-Line Streetcar Extension	McClelland to Highland Drive	Phase change
UDOT	I-15 Interchange	@ 5600 South	Update costs
UDOT	I-15	Farmington to SL Co. Line	Phase change
UDOT	I-15	2600 South to SL Co. Line	Project removal
UDOT	I-15	Davis Co. Line to 600 N	Phase change
UDOT	I-15 Northbound	2100 South to Bangerter Hwy	Extent update and cost update
UDOT	I-15 Collector and Distributors (NB)	I-215 to Bangerter Hwy	Extent update and cost update
UDOT	Bangerter Hwy Interchange (Upgrade)	@ SR-201	Project removal
UDOT	Mountain View Corridor	Old Bingham Hwy to 13400 South	Phase change and extent update
UDOT	Mountain View Corridor	13400 South to Utah Co. Line	Extent update and costs
UDOT	US-89 Interchange	@ I-84	Phase change and cost update
UDOT	US-89 Interchange	@ I-84	New project

# Level 1 Amendments





# 3-Gate Rail Trail

Level 1 Request

Military Installation Development Authority (MIDA)

## SCOPE

New project

Off-street 2.8 mile trail adjacent to the I-15 corridor from the Roy Gate to the West Gate of Hill Air Force Base. The project utilizes an abandoned rail corridor.

## COST (2019)

Approximately \$9 Million

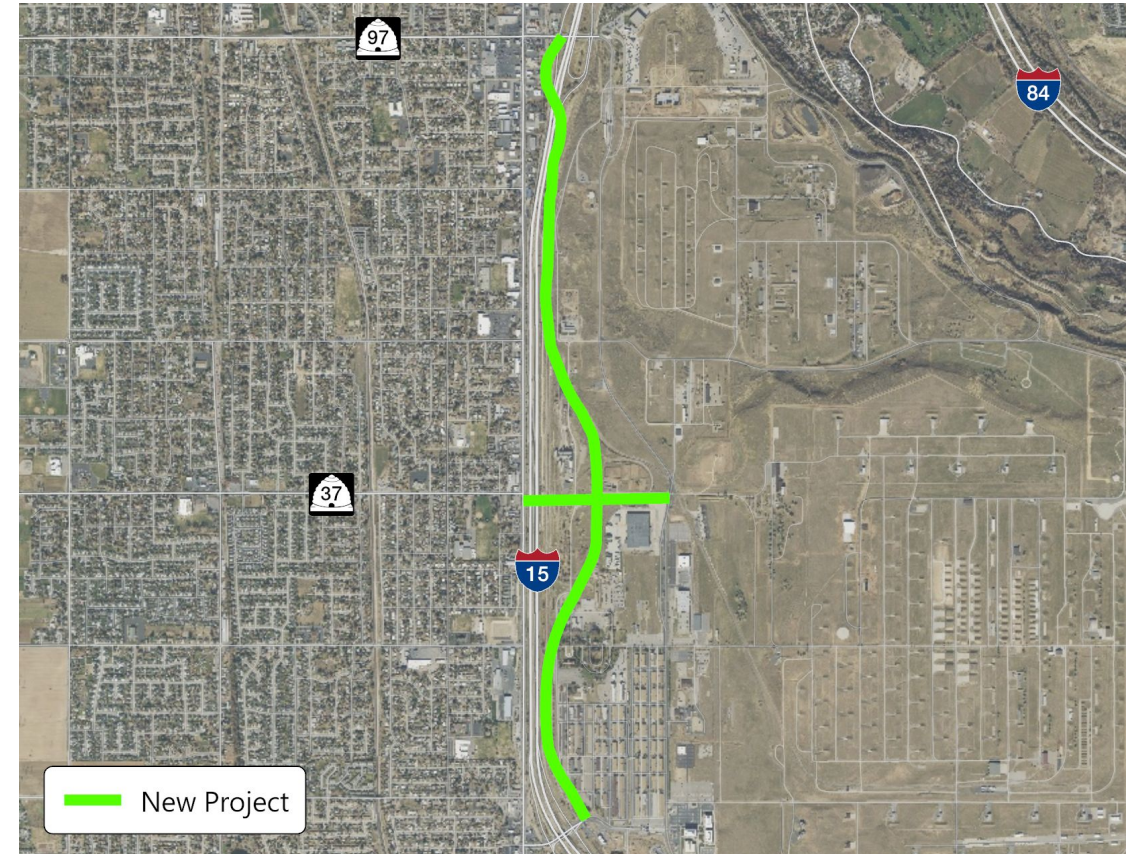
## FUNDING SOURCES

Potential funding sources include the Defense Community Infrastructure Pilot Program and Military Installation Development Authority funds as well as County funds, STP, CMAQ, TAP, TIF Active

## BENEFITS

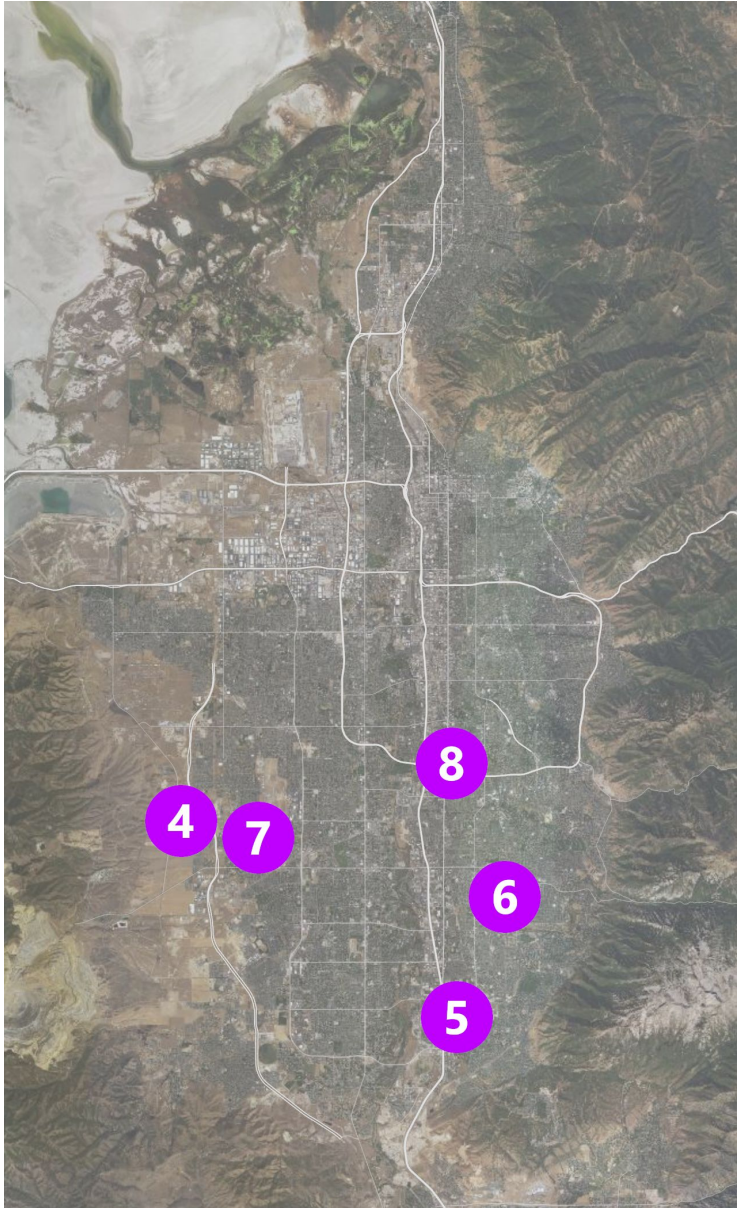
Hill Air Force Base lacks walking and biking choices. The 3-Gate Trail will:

- increase commuter options
- mitigate traffic congestion and air pollution
- encourage healthy lifestyle choices
- allow service members and dependents to exercise safely outdoors
- incentivize military housing development
- create meeting places for spousal and support networks





# Level 2 Amendments





# Level 2 Amendment Requests

Region-wide

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	PROJECT TYPE
Brigham City	Forest Street RR Crossing	@ 900 West RR Crossing	Phase change
South Weber	South Bench Drive	I-84 to South Weber Drive	Alignment change
South Weber	South Bench Drive	South Weber Drive to Fairfield Road	Project removal
West Jordan	7800 South	MVC and SR-111	Phase change
Draper	Draper Active Transportation Plan	City-wide	New regional active transportation plan
Sandy	Sandy Active Transportation Plan	City-wide	New regional active transportation plan
West Jordan	West Jordan Active Transportation Plan	City-wide	New regional active transportation plan
Murray	Murray Fashion Place Mall Center	Fashion Place Employment District	Center modification

# Forest Street @ 900 West Railroad Crossing

Level 2 Request

Brigham City

## SCOPE

Phase change - Phase 3 to Phase 1

Legislatively appropriated funding

## COST (2019)

\$22 Million

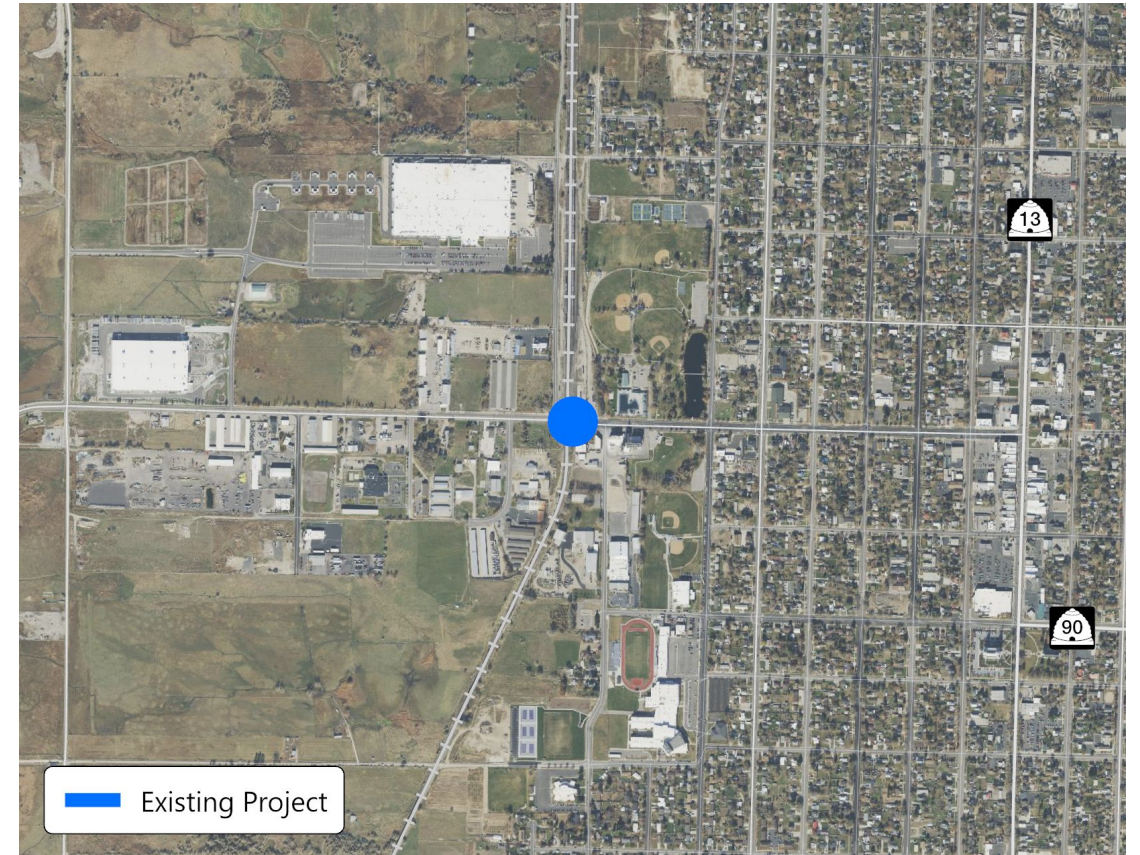
## FUNDING SOURCES

This project has revenue from bonding approved during the 2021 Legislative Session

## BENEFITS

Improves travel time reliability

Improves safety by grade separating railroad crossing





# South Bench Drive

Level 2 Request

South Weber City

### SCOPE

Realign new construction of a three-lane collector between I-84 and South Weber Drive

Remove new construction project between South Weber Drive and Fairfield Road

### COST (2019)

Realignment: \$14 Million  
Removed project: \$43 Million

### FUNDING SOURCES

Potential developer, city, county, and state funds

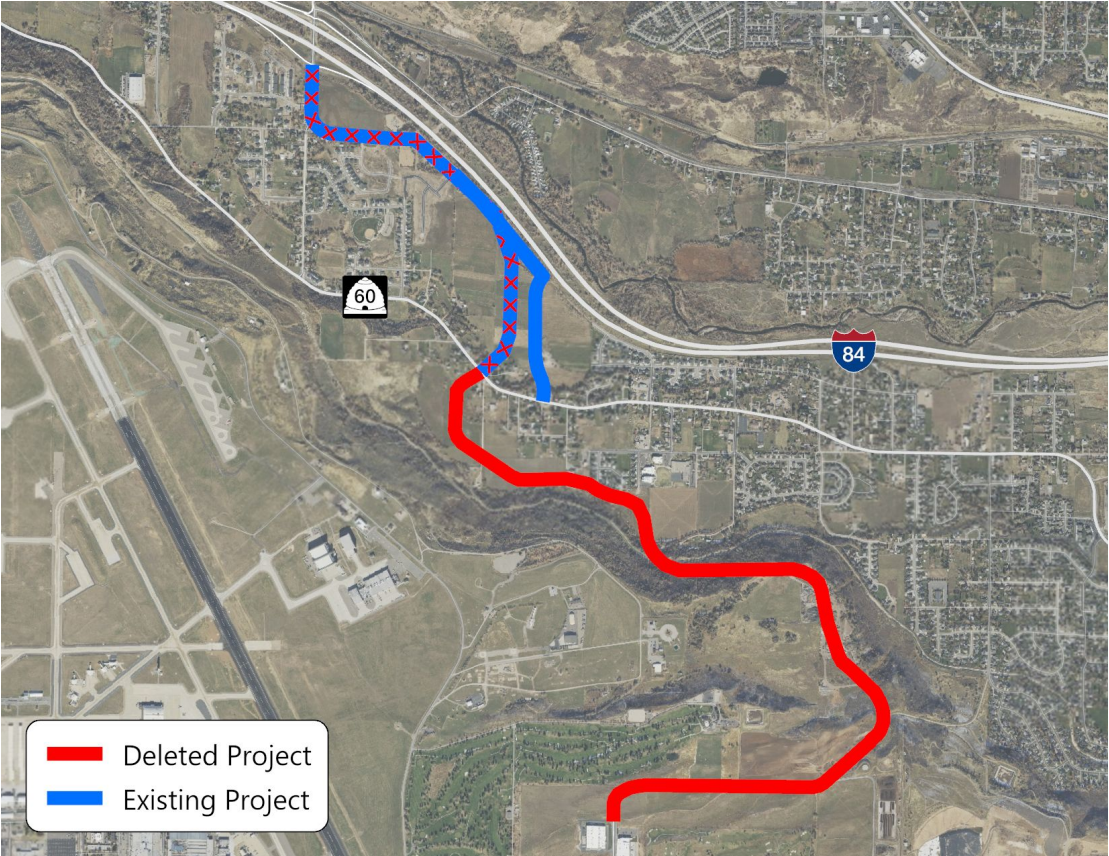
### BENEFITS

Improves street connectivity and network capacity in developing area

Will expand the active transportation network

Will improve access to parks and trails

Changes will better align the RTP with adopted South Weber General Plan





# 7800 South

Level 2 Request

West Jordan

## SCOPE

Widening on 7800 South between SR-111 and 5600 West

Change from Phase 3 to Phase 1

## COST (2019)

\$11 Million

## FUNDING SOURCES

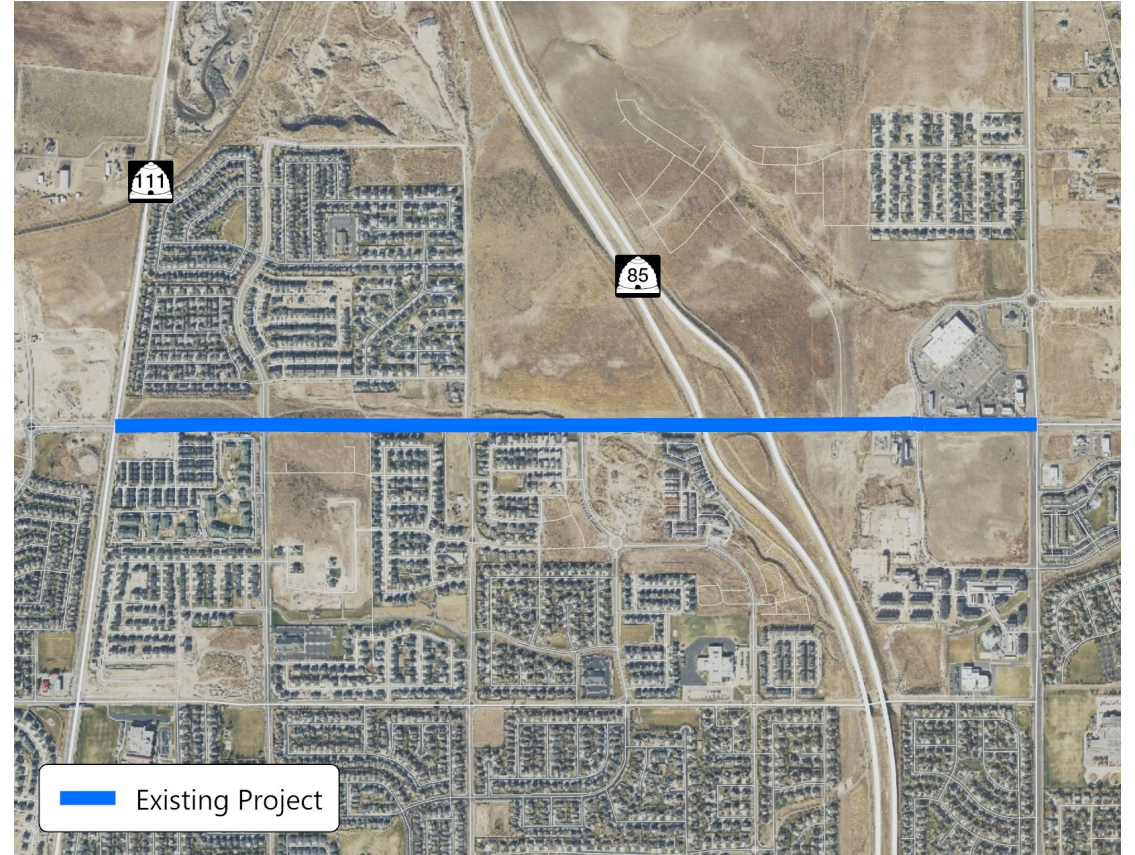
This project has approved STP funds

## BENEFITS

Improves local mobility

Prepares for upcoming development

Relieves congestion on parallel facilities





# Active Transportation Plan Amendments

Level 2 Request

Draper, Sandy, and West Jordan

### SCOPE

City-wide active transportation plans:

- Draper
- Sandy
- West Jordan

41 new projects

### COST

- Approximately:
- Draper: \$15.3 Million
  - Sandy: \$20.9 Million
  - West Jordan: \$10.3 Million

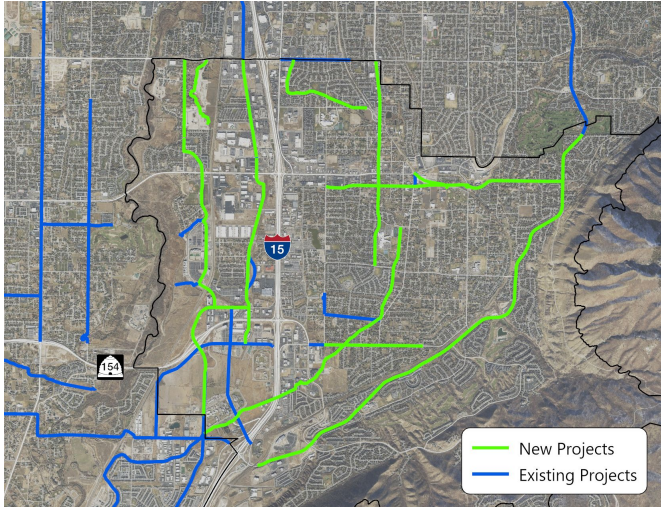
### FUNDING SOURCES

Potential funding sources include City funds, County funds, STP, CMAQ, TAP, TIF Active, TTIF First-/Last-Mile

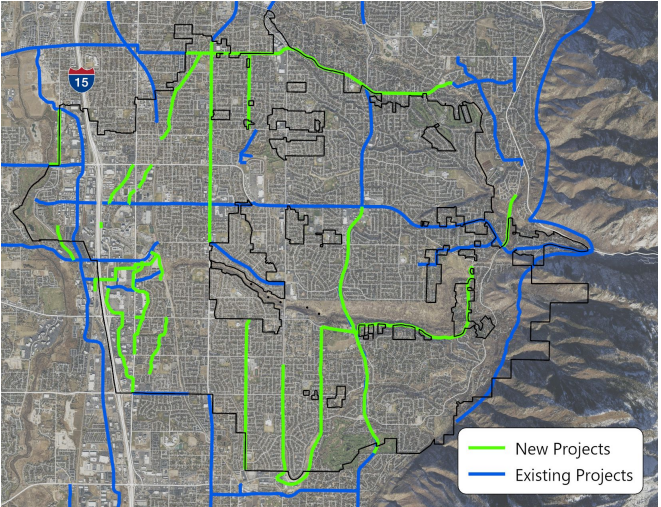
### BENEFITS

- Updates include:
- Upgrades of existing bicycle facilities to higher comfort
  - Safety improvements to intersections
  - Improves connections to existing and planned regional trails

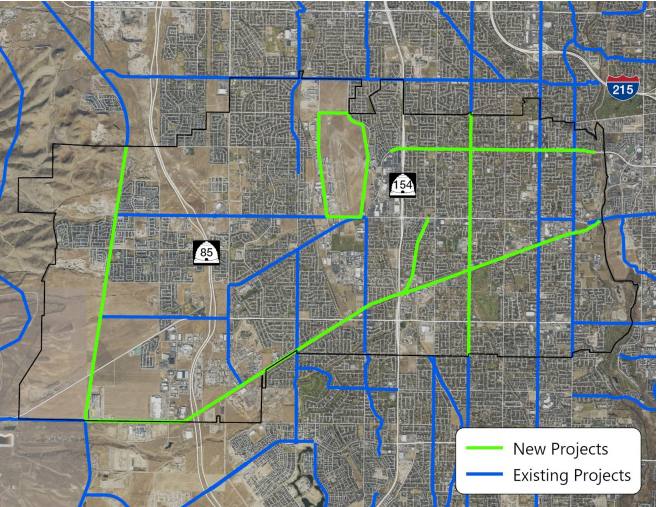
DRAPER



SANDY



WEST JORDAN





# Murray Fashion Place Mall Center

Level 2 Request

Murray

## SCOPE

New urban center combining existing neighborhood, industrial, and employment centers

Center is bounded by I-15, Fashion Boulevard, 6100 South, and 6790 South and includes the Fashion Place West TRAX station and the Fashion Place Mall

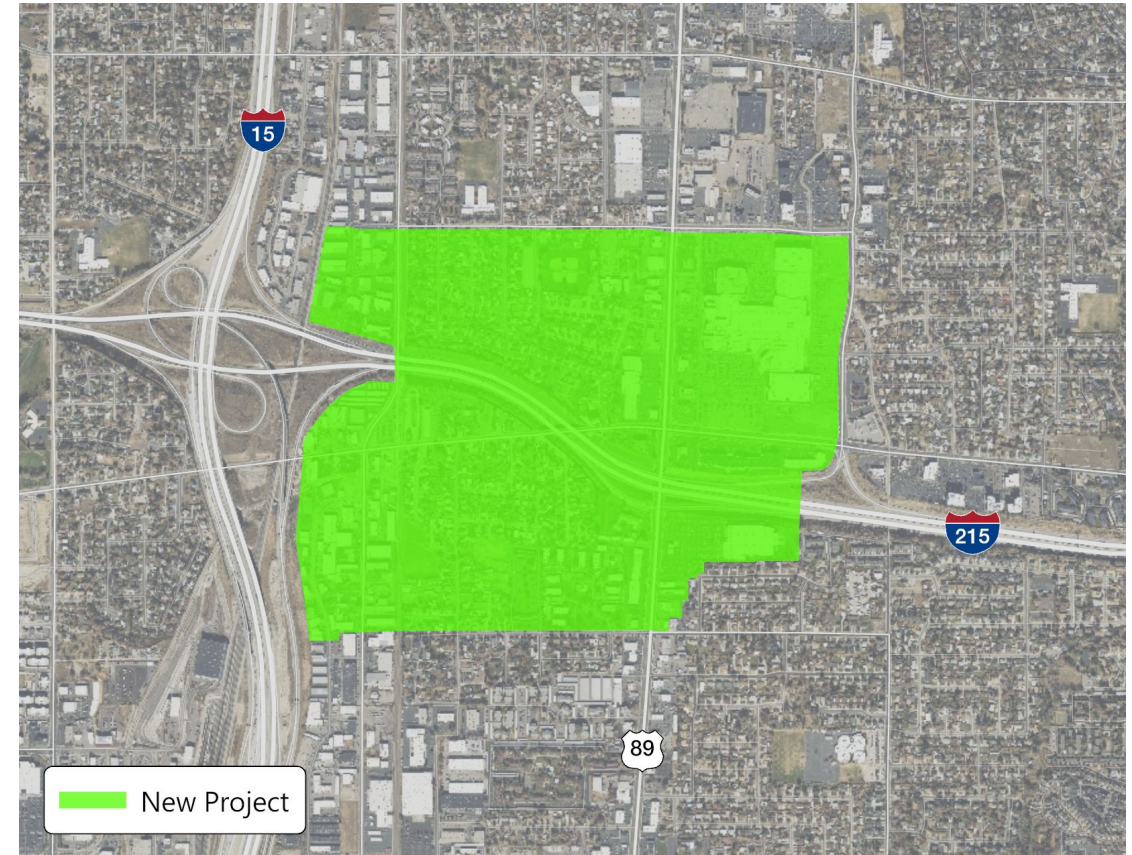
## BENEFITS

Increased connectivity between Fashion Place West Station and Fashion Place Mall and the Medical Employment Center

Improve neighborhood connectivity and quality

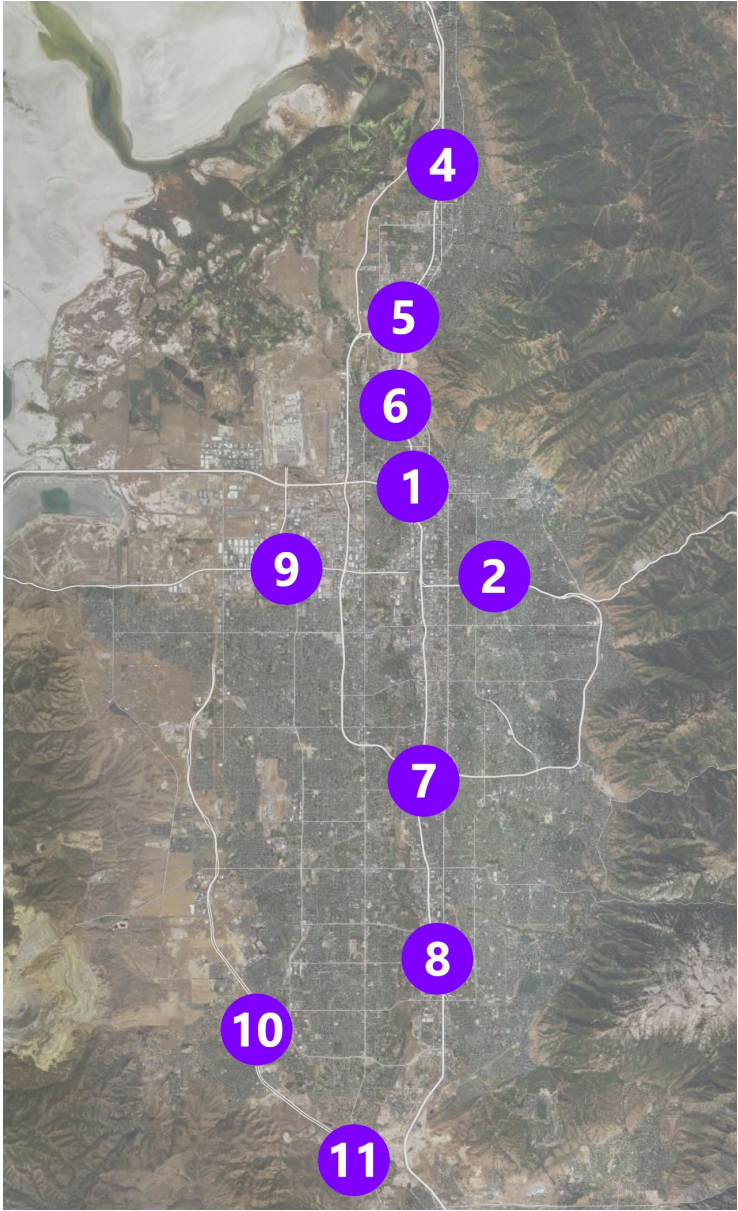
Promote transit use and active transportation

Creates opportunity for improved urban design in future expansion projects at Fashion Place Mall.





# Level 3 Amendments



# Level 3 Amendments

Region-wide

AGENCY	PROJECT CORRIDOR	PROJECT EXTENTS	PROJECT TYPE
UTA	FrontRunner Strategic Double Tracking	Spot locations	Phase change
UTA	S-Line Streetcar Extension	McClelland to Highland Drive	Phase change
UDOT	I-15 Interchange	@ 5600 South	Update costs
UDOT	I-15	Farmington to SL Co. Line	Phase change
UDOT	I-15	2600 South to SL Co. Line	Project removal
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UDOT	I-15 Northbound	2100 South to Bangerter Hwy	Extent update and cost update
UDOT	I-15 Collector and Distributors (NB)	I-215 to Bangerter Hwy	Extent update and cost update
UDOT	Bangerter Hwy Interchange (Upgrade)	@ SR-201	Project removal
UDOT	Mountain View Corridor	Old Bingham Hwy to 13400 South	Phase change and extent update
UDOT	Mountain View Corridor	13400 South to Utah Co. Line	Extent update and costs
UDOT	US-89 Interchange	@ I-84	Phase change and cost update
UDOT	US-89 Interchange	@ I-84	New project



# FrontRunner Strategic Double-Tracking

Level 3 Request

UTA

## SCOPE

Double tracking of FrontRunner in strategic locations

Change from Phase 2 to Phase 1

## COST (2019)

\$200 Million

## FUNDING SOURCES

This project has an approved one-time Legislative appropriation and bonding from the Transit Transportation Investment Fund (TTIF)

## BENEFITS

Increased reliability

Faster travel times

Ability to increase frequency and provide additional service



# S-Line Streetcar Extension

Level 3 Request

UTA

### SCOPE

Extension of S-Line Streetcar from McClelland to Highland Drive in Salt Lake City

Change from unfunded to Phase 1

### COST (2019)

\$12 Million

### FUNDING SOURCES

This project has bonding revenue from the Transit Transportation Investment Fund

### BENEFITS

Increased access to new development

Ability to extend to the north (Salt Lake City) and south (Millcreek) in the future

Increased visibility





# I-15 Interchange @ 5600 South (Weber County)

Level 3 Request

UDOT

## SCOPE

Rebuild and upgrade of the 5600 South interchange at I-15 in Roy

Project also includes widening and active transportation facilities along 5600 South between I-15 and 3500 West

## COST (2019)

\$188 Million

## FUNDING SOURCES

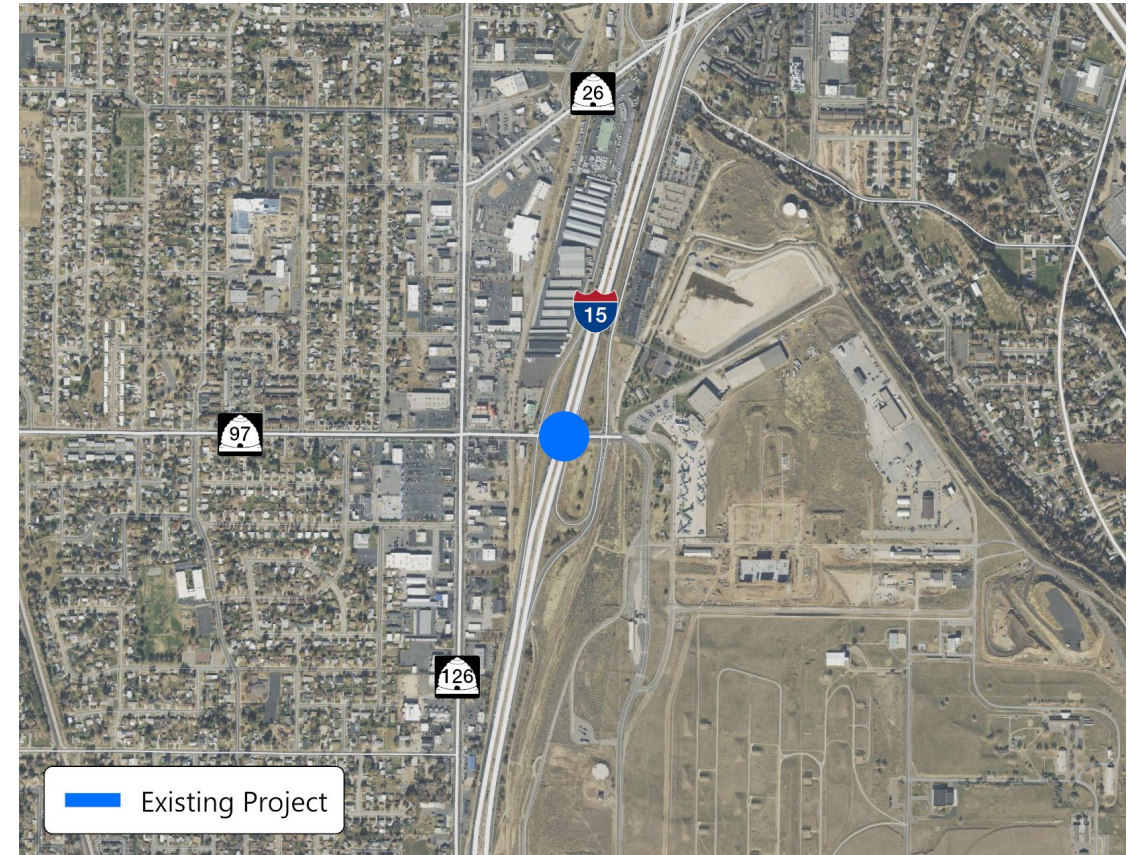
This project has an approved one-time Legislative appropriation

## BENEFITS

Improves safety

Accommodates active transportation

Reduces congestion and delay





# I-15: Farmington to 600 North

Level 3 Request

UDOT

## SCOPE

Reconstruct and widen I-15 from Farmington to 600 North in Salt Lake City

Phase change from Phase 3 to Phase 1

Due to this project moving forward, Phase 1 widening project of I-15 from 2600 South to Salt Lake/Davis County Line will be removed from RTP

## COST (2019)

\$1.8 Billion

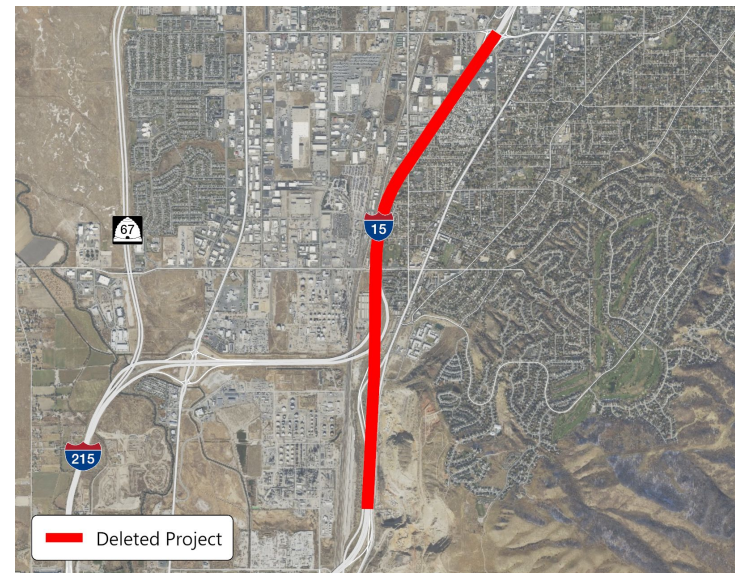
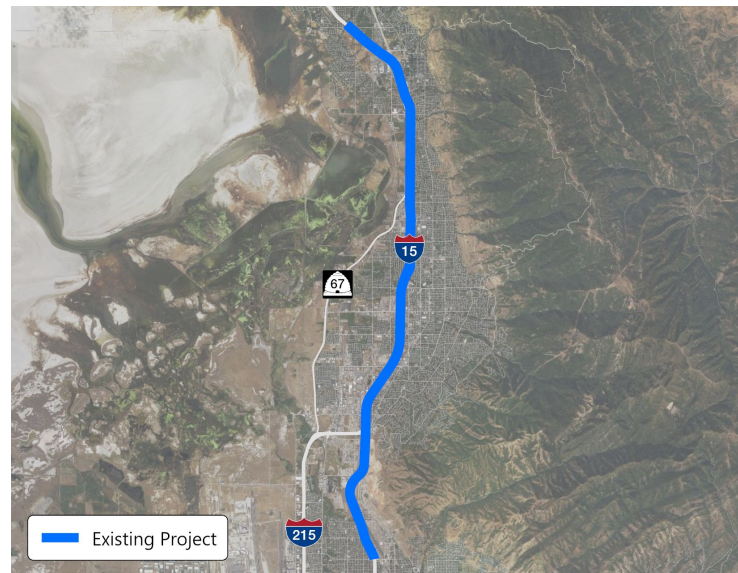
## FUNDING SOURCES

This project will receive Transportation Investment Fund funding

## BENEFITS

Reconstructs roadway and replaces pavement, some of which is the original pavement from the 1970s

Provides additional capacity through Davis County, decreasing travel time and increasing access to opportunities



# I-15 (Northbound): 2100 South to Bangerter

Level 3 Request

UDOT

## SCOPE

Update project extents from 2100 South to Bangerter to 600 South to I-215

Update project costs

## COST (2019)

\$289 Million

## FUNDING SOURCES

This project will receive Transportation Investment Fund funding

## BENEFITS

Optimize mobility by adding additional capacity through additional lanes and ramp modifications

Improve safety by eliminating congestion and substandard merge points





# I-15 (NB C-D System): I-215 to Bangerter

Level 3 Request

UDOT

## SCOPE

Update the northern limit of the project from I-215 to 9000 South

Update project costs

## COST (2019)

\$296 Million

## FUNDING SOURCES

This project will receive Transportation Investment Fund funding

## BENEFITS

Increase mobility, reduce congestion, and improve overall safety by limiting merge and diverge movements on mainline I-15



# Bangerter Highway Interchange @ SR-201

Level 3 Request

UDOT

## SCOPE

Removal of an upgrade to the SR-201 interchange at Bangerter Highway

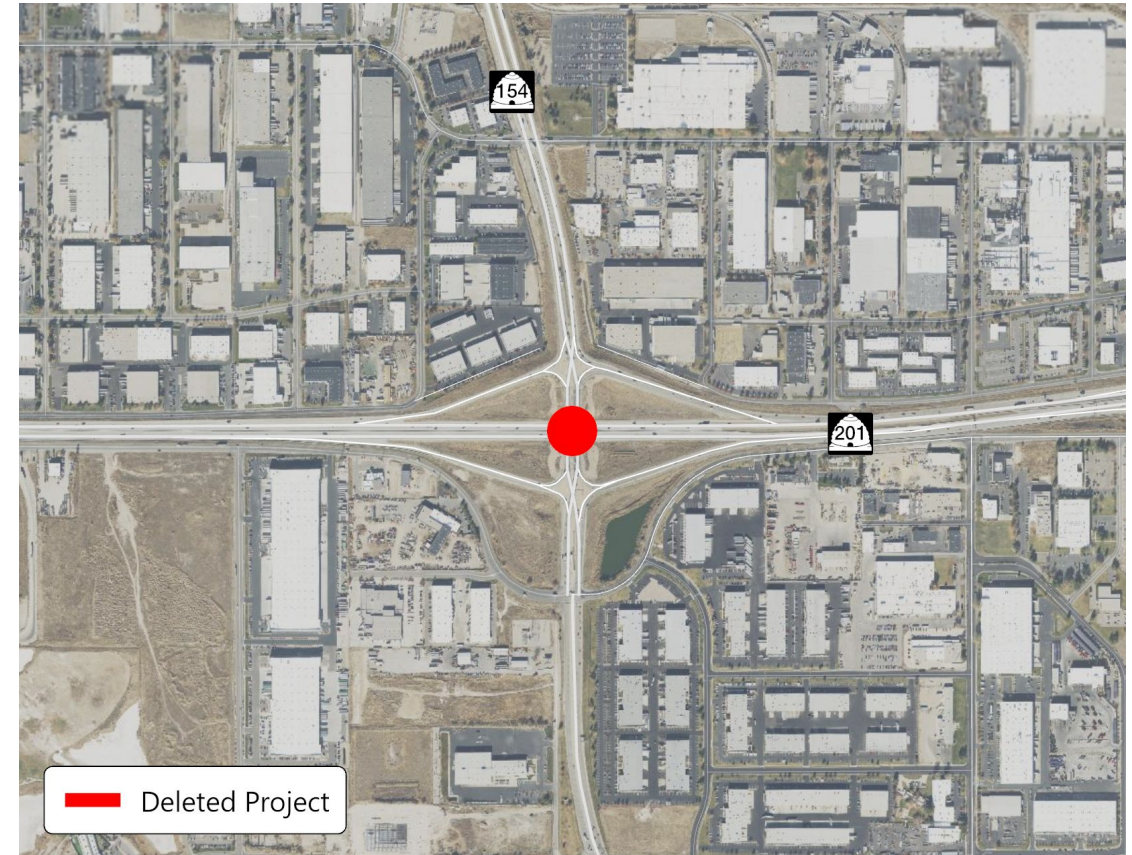
System-to-system improvements of interchange will remain on the RTP

## COST (2019)

\$18 Million

## BENEFITS

Cost savings by prioritizing system-to-system improvements





# Mountain View Corridor: Old Bingham to 13400 South

Level 3 Request

UDOT

## SCOPE

Widening and constructing interchanges along Mountain View Corridor from Porter Rockwell Boulevard to Old Bingham Hwy

Phase change from Phase 2 to Phase 1, update to project extents, and update to cost

## COST (2019)

\$316 Million

## FUNDING SOURCES

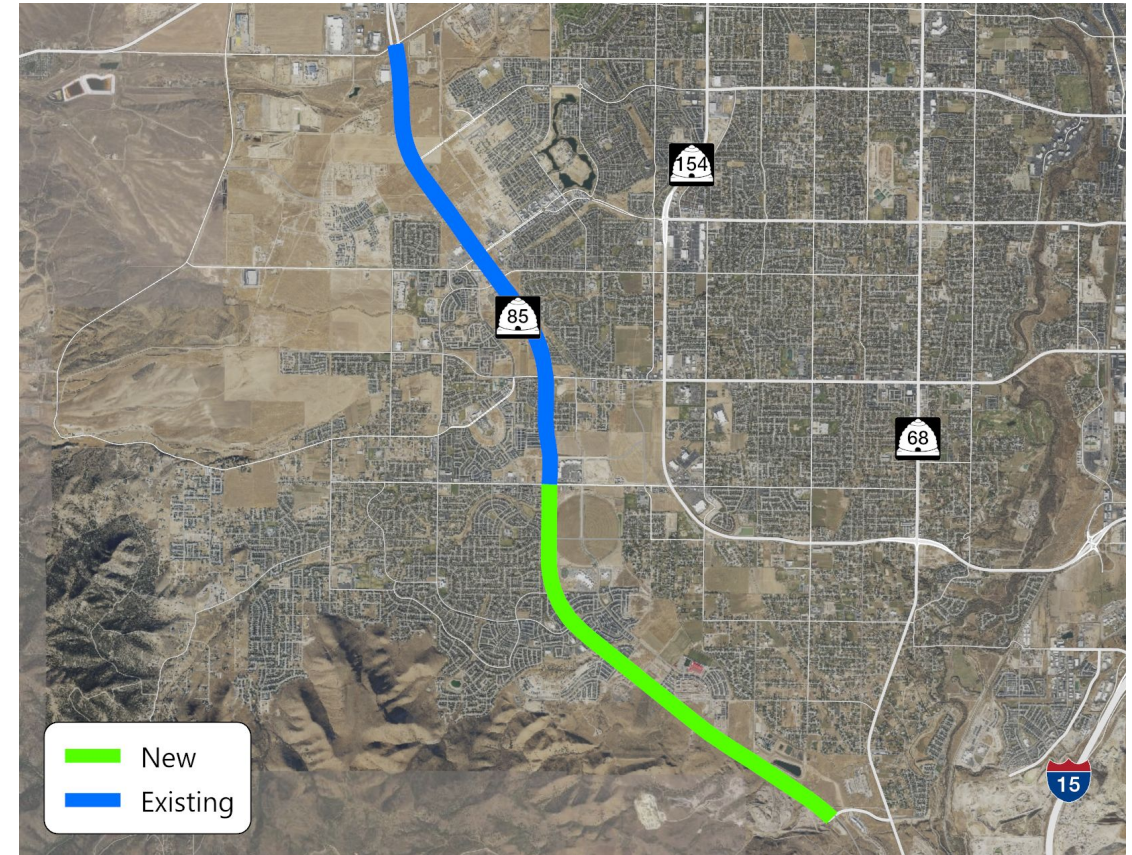
This project will receive Transportation Investment Fund funding

## BENEFITS

Increases accessibility and mobility

Reduces travel time and improves reliability

Relieves congestion on parallel facilities





# Mountain View Corridor: 13400 South to Utah Co. Line

Level 3 Request

UDOT

## SCOPE

Future widening along Mountain View Corridor from Porter Rockwell Boulevard to Utah County line

Update project costs and extents

## COST (2019)

\$126 Million

## FUNDING SOURCES

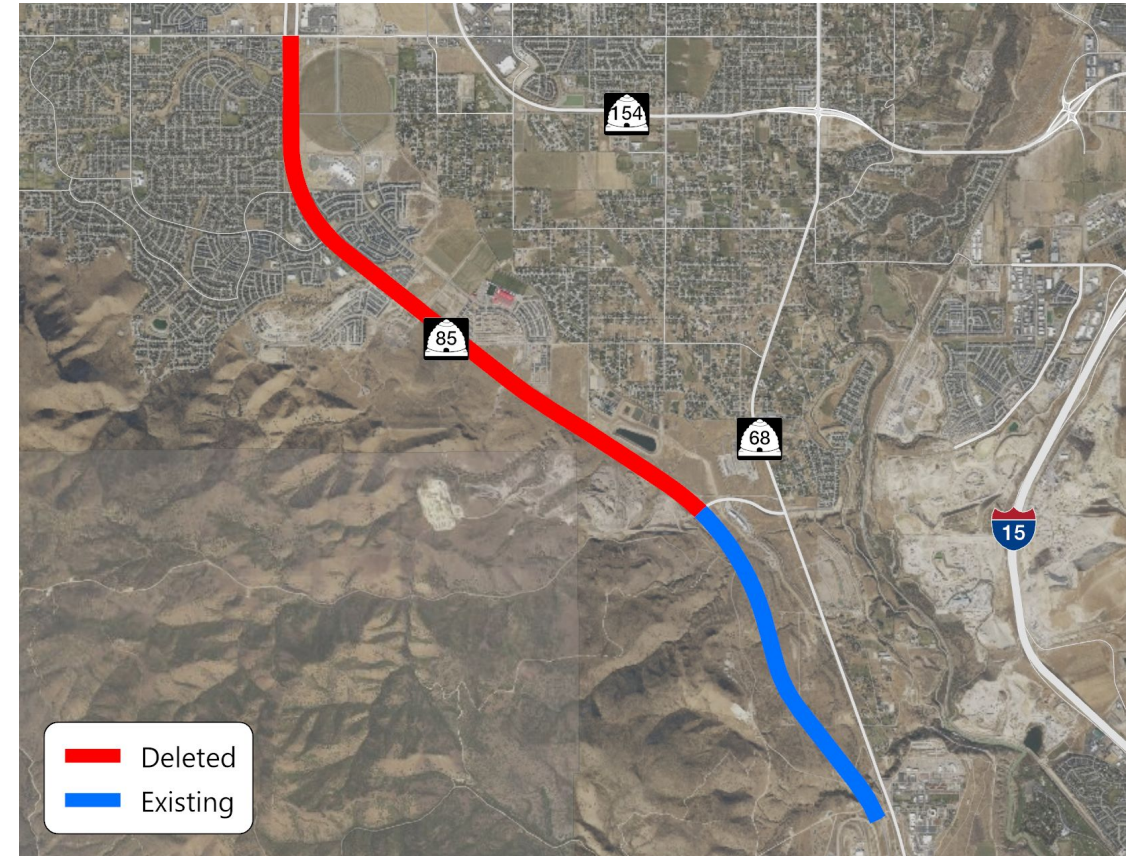
This project will receive Transportation Investment Fund funding

## BENEFITS

Increases accessibility and mobility

Reduces travel time and improves reliability

Relieves congestion on parallel facilities





# US-89 Interchange @ I-84

Level 3 Request

UDOT

## SCOPE

Scope change by separating US-89/I-84 interchange improvements into two projects:

1. New project to the RTP - Phase 1 for SPUI
2. Phase change from Phase 1 to Phase 2 for system-to-system interchange upgrade

New project to the RTP - Phase 1.

## COST (2019)

Phase 1 SPUI: \$60 M  
Phase 2 System-to-System: \$240 M

## BENEFITS

Reduced travel time and congestion along corridor by increasing capacity and reducing queueing at the interchange

Will provide a less expensive, near-term solution than full build of system-to-system interchange

Phase in full system-to-system interchange with little "throw away"

## FUNDING SOURCES

US-89 corridor project has received additional Transportation Investment Fund funds to construct the Phase 1 SPUI upgrade




Technical Considerations





# Impacts of Amendment

TECHNICAL CONSIDERATION	BOX ELDER COUNTY	WEBER COUNTY	DAVIS COUNTY	SALT LAKE COUNTY	MORGAN COUNTY	TOOELE COUNTY
 <b>Vehicle Hours Traveled</b>	No change	-100	-450	-4,630	Improvements to the US-89/I-84 Interchange will improve travel time and reliability to Morgan County	I-80 improvements funded in TIF in Statewide Plan

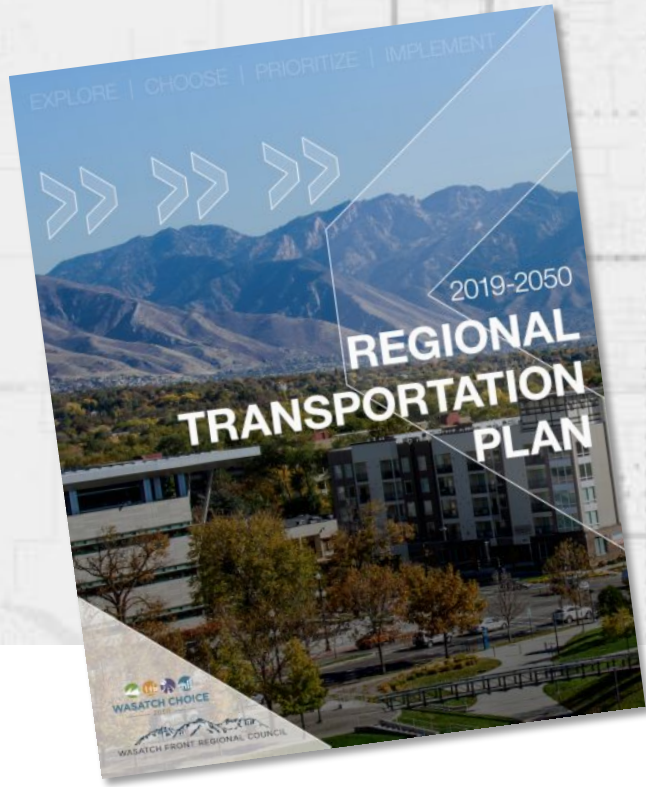
# Next Steps

MEETING DATE	LEVEL 1	LEVEL 2	LEVEL 3
<b>April 28</b> Regional Growth Committee Technical Advisory Committee	Inform RGC TACs	RGC TAC review and recommendation to RGC	
<b>May 20</b> Regional Growth Committee	Inform RGC	RGC review (public comment at meeting) and approval	RGC review and release for public comment
<b>May / June / July</b> County Councils of Government			Inform County Councils of Government (COG)
<b>June 26 - July 31</b> Comment Period			Public Comment Period and Open Houses (July 13th and 15th)
<b>August 19</b> Regional Growth Committee			RGC recommendation to WFRC
<b>August 26</b> Wasatch Front Regional Council			WFRC approval

# Suggested Motion

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*“ I make a motion to approve the Level 2 - Board Modification projects and release the Level 3 - Full Amendment projects and the air quality conformity determination as found in Draft Air Quality Memorandum 40 for public comment for Amendment Number 3 to the 2019-2050 RTP. ”*



# 2019-2050 RTP: Amendment 3

RGC // May 20, 2021





An architectural rendering of a transit station and street scene. A white bus is stopped at a station platform with a grey roof. The platform has a yellow tactile strip and people are waiting. The street is paved with asphalt and has a red-paved bus lane with white markings. A green-paved bicycle lane is on the right side of the street, with a white bicycle symbol. There are trees, a pedestrian, and a cyclist on the right. The scene is set in a modern urban environment with buildings in the background.

**Point of the  
Mountain  
Transit**

**Patti Garver  
UTA**







# Project Purpose

High-capacity transit connection between southern Salt Lake County and northern Utah County with connections to existing and emerging development areas





**Level 2  
Alternatives –  
Similarities**

## **Steering Committee Recommendation Based On:**

### **□ Cost**

- BRT is approximately half the cost of rail

### **□ Construction and Operational Complexity**

- BRT is easier to construct and operate than rail

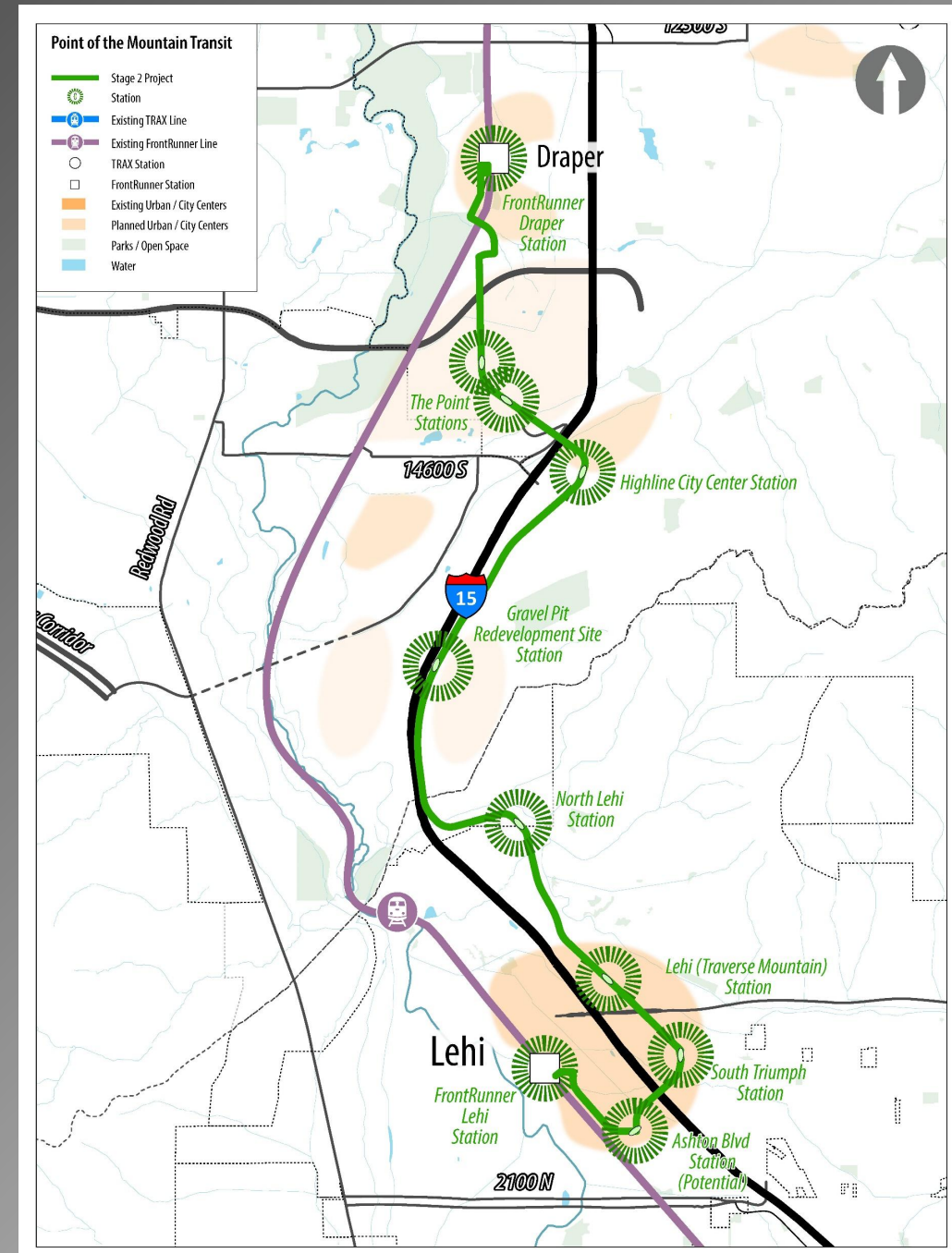
### **□ Timing and Implementation**

- BRT is faster to implement than rail



# Preferred Alternative

- High-quality (“gold-standard”) BRT
- Connects FrontRunner Draper to Lehi FrontRunner
- Connects The Point and other emerging economic development areas
- Up to 10 stations



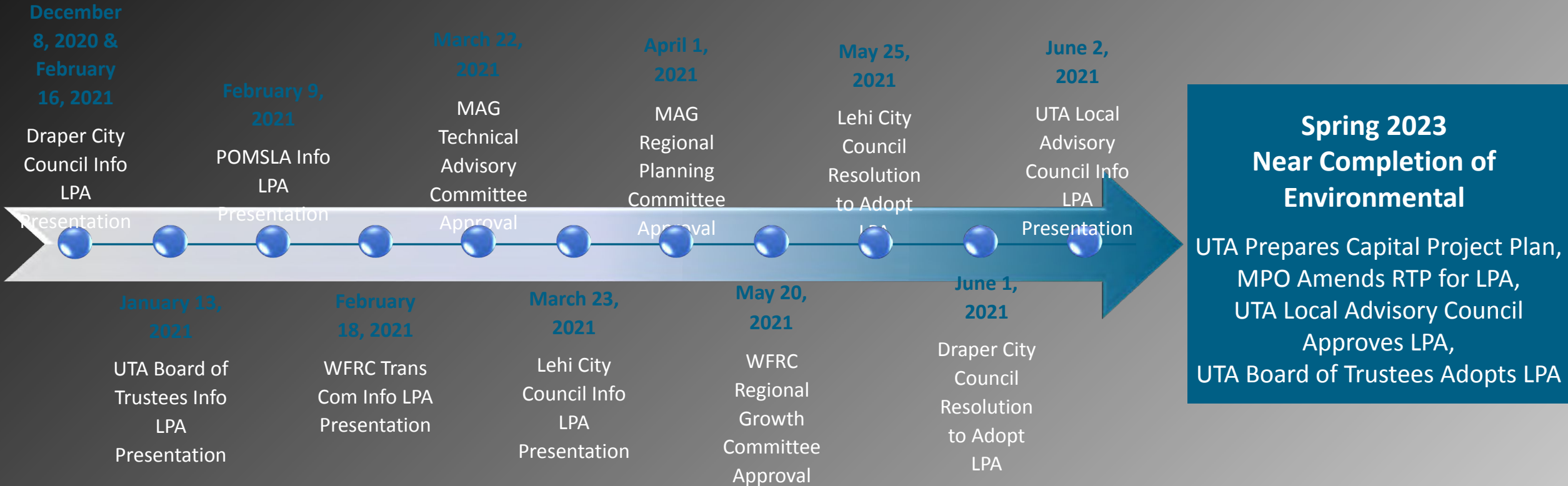


# Gold-standard BRT

- Dedicated guideway for transit priority
- High-quality station amenities and urban design amenities
- Bus vehicles interior mimic rail look and feel



# LPA Approval/ Adoption







# Funding

## □ Funding

- \$2M STBG Funds - WFRC Trans Com recommended
- \$750K 2020 Legislative appropriation – TTIF
- \$5M 2021 Legislative appropriation - TTIF
- \$500K UTA 2021 funds

# Next Phase Timeline

## □ Next Phase:

- Preferred alternative refinements
  - ❖ Bangerter and I-15 Crossings
  - ❖ South Triumph to FrontRunner Lehi Connection
- Conceptual engineering of full alignment
- Environmental review



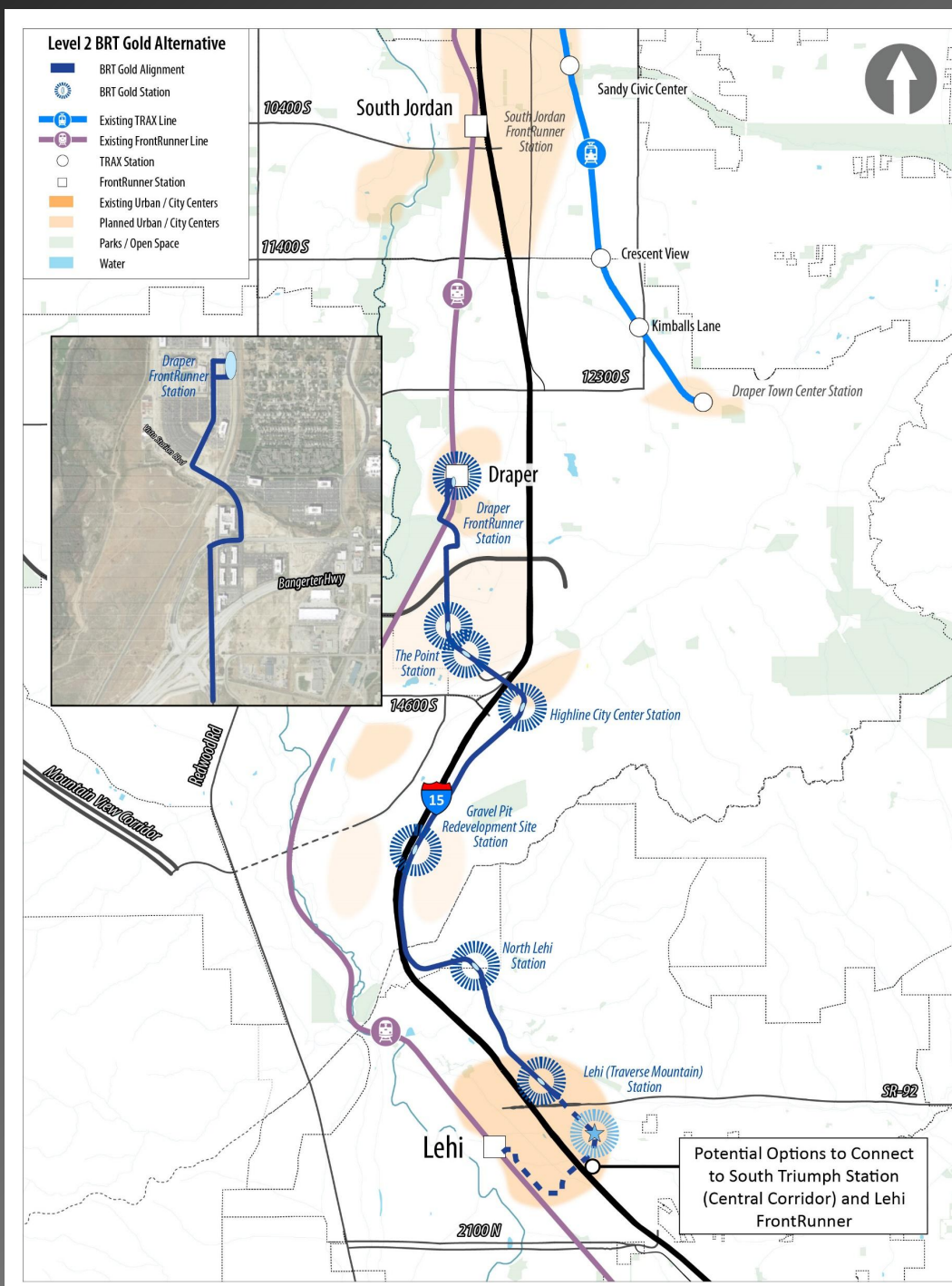


Questions?

Vote of Support?



# Level 2 Alternative S - BRT



Cleveland Healthline BRT



UTA UVX BRT

- High-quality “gold standard” BRT
- Nearly 90% exclusive operations with distinctive guideway
- 6 to 7 stations with enhanced area amenities, option for 2 more to south



# Level 2 Alternative s - Rail

- Two technologies considered: Diesel Multiple Unit (DMU) and Light Rail Transit (LRT)
- Nearly 95% exclusive operations in an independent rail line
- 6 stations with enhanced area amenities, with option for 2 to the south
- Connected to Satellite maintenance facility nearby

