

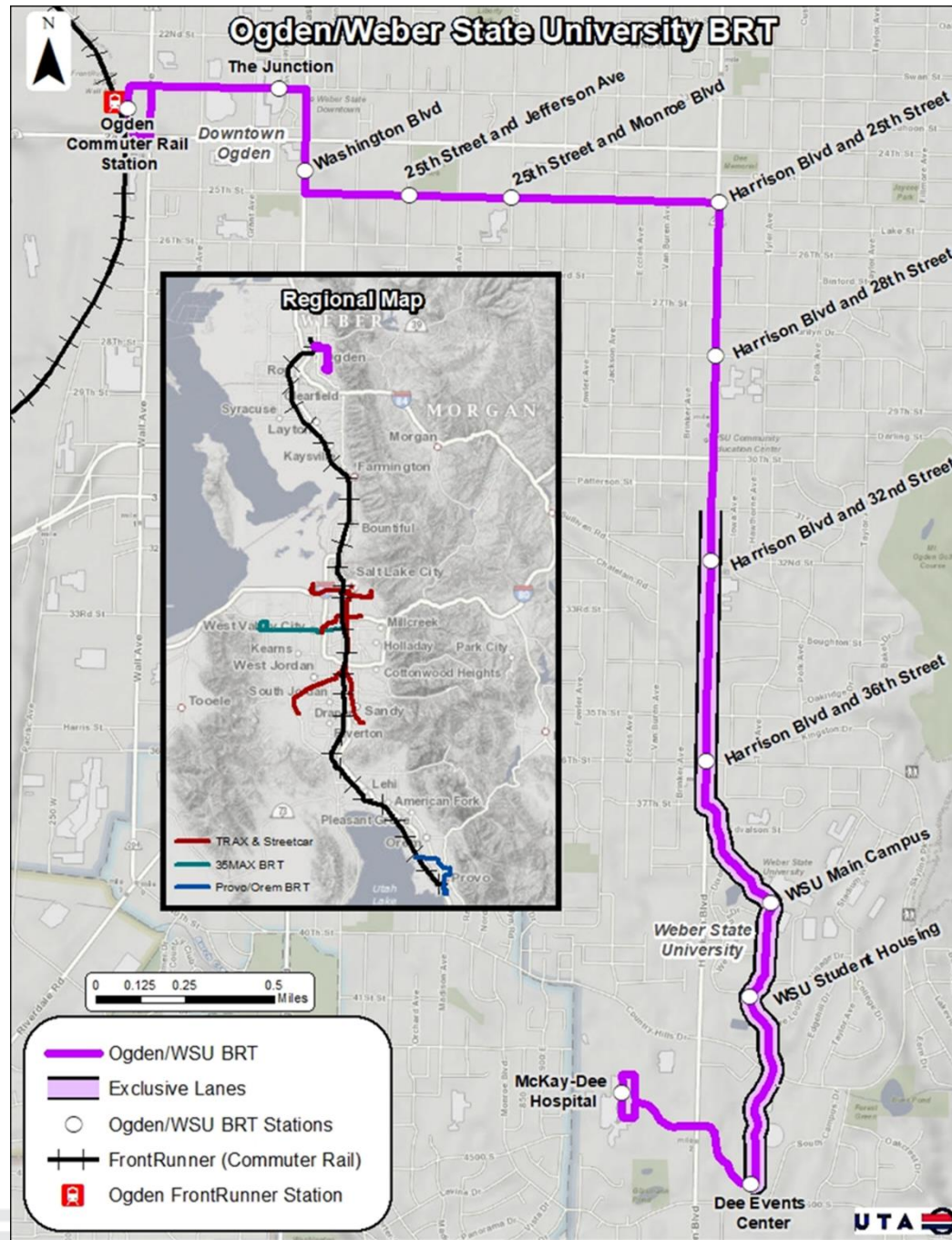
Corridor Studies/Projects

- **Ogden-WSU BRT**
- **Davis-Salt Lake Community Connector**
- **Midvalley Connector**
- **Southwest Salt Lake County Transit Study**
- **Point of the Mountain Transit Study**
- **Central Corridor Transit Study**
- **South Utah County Transit Analysis**



Ogden-WSU Project

- 5.3 mile BRT corridor
- 2.2 mile exclusive lane
- 13 stations
- 2500 projected daily riders/
5500 shuttle riders
- 10 minute peak-hour frequency



Ogden-WSU BRT Project

The Ogden/WSU BRT project begins at the Ogden Intermodal Center and serves Weber State University and McKay-Dee Hospital. The project will also replace the shuttle on the WSU campus.

Project Partners: Ogden City, WSU, McKay-Dee Hospital, Weber County, WFRC, UDOT, FTA, and UTA

Current Status: Final Design/Preconstruction, estimated completion Nov 2020

Estimated Cost: \$115,500,000

Potential/Committed Funding Sources: CMAQ, STP, Weber County, Ogden City, UDOT, UTA, Rocky Mountain Power, TTIF, FTA Small Starts Grant

Next Steps: Submit Small Starts Grant Application and Start Construction

Estimated Opening: December 2022



Ogden-WSU BRT Project Funding

Committed	WFRC (CMAQ & STP): \$7,500,000
	Weber County: \$7,500,000
	WSU (ROW donation): \$3,600,000
	Ogden City: \$4,100,000
	UDOT: \$50,000
	UTA: \$8,000,000
Anticipated	TTIF: \$4,429,000
	FTA Small Starts Grant: \$75,075,000
	Rocky Mountain Power: \$500,000
Funding Gap:	\$4,746,000



Davis –Salt Lake Connector

- 12.4 mile corridor
- 8.5 miles Enhanced Bus (Farmington to Bountiful)
- Up to 3.5 miles exclusive lane Woods Cross to SLC
- 2,000 to 4,200 projected daily riders depending on LPA
- 10 minute peak-hour frequency



Davis-Salt Lake Community Connector Project

The Davis-SLC Community Connector project is evaluating BRT and Enhanced Bus transit investment options to better connect Davis County with Salt Lake County, from Bountiful to Salt Lake City, with a potential operational connection to Centerville and Farmington.

Project Partners: Bountiful, Woods Cross, North Salt Lake, Farmington, Centerville, Davis County, Salt Lake County, WFRC, UDOT, and UTA

Current Status: Environmental Analysis, estimated completion June 2021

Estimated Cost: TBD depending on LPA selected

Potential Funding Sources: FTA Small Starts, TTIF, CMAQ, Davis County Transportation Fund, Salt Lake County Transportation Fund, local partners

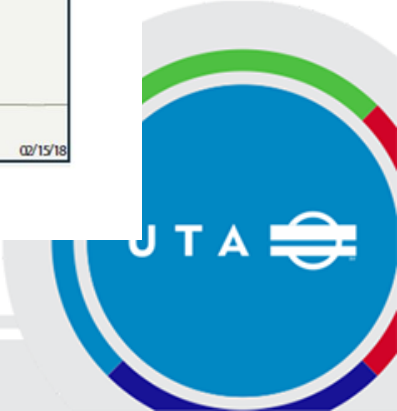
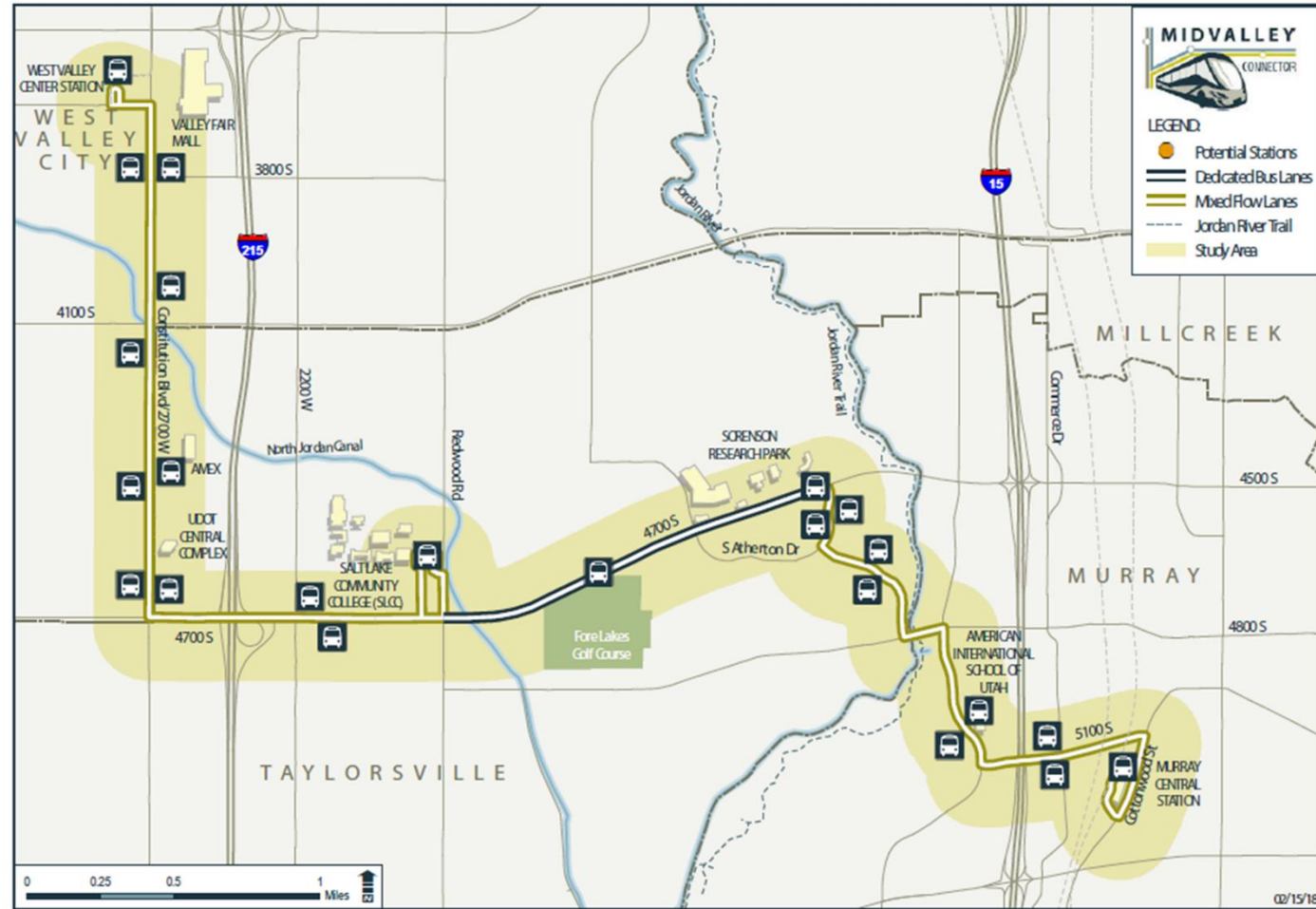
Next Steps: Finalize LPA and start Design



MIDVALLEY CONNECTOR ALIGNMENT: OVERALL STUDY AREA

Midvalley Connector

- 7 mile BRT corridor
- 1.4 mile exclusive lane
- 15 stations
- 2200-2700 projected daily riders
- 15 minute peak-hour frequency



Midvalley Connector Project

The Midvalley Connector project is a 7-mile BRT route connecting Murray Central Station to Salt Lake Community College and the West Valley Central TRAX Station.

Project Partners: Murray City, Taylorsville City, West Valley City, UDOT, Salt Lake Community College, Salt Lake County, WFRC, and UTA

Current Status: Final Design, estimated completion December 2020

Estimated Cost: \$40,500,000

Funding Sources: CMAQ, STP, Salt Lake County, TTIF, UTA

Next Steps: Secure TTIF/additional funding and Start Construction (estimated 2 year construction)



Midvalley Connector Project Funding

Committed	WFRC (STP): \$2,000,000
	Salt Lake County: \$6,800,000
	Local City Match: \$600,000
Anticipated	TTIF: \$22,800,000
Funding Gap:	\$8,300,000



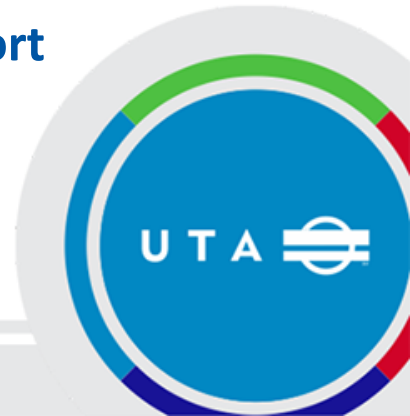
Southwest Salt Lake County Transit

Corridor preservation efforts underway

- Herriman and Riverton have preserved significant sections of the corridor through development agreements
- Corridor preservation included in long range plans by cities



* From 2012 Southwest Salt Lake County Transit Study Report



Southwest Salt Lake County Transit

The need to improve transit options for the southwest Salt Lake County area has been identified in a number of studies. The project partners are currently working on corridor preservation for future fixed guideway options, including Express Bus, BRT and LRT. Salt Lake County is leading a Shared Vision and Growth Strategy for the Southwest area of the County.

Project Partners: South Jordan, Herriman, Riverton, Draper, WFRC, UDOT, and UTA

Current Status: Corridor Preservation and participation in the County's Southwest Vision Planning, to be completed in 2020

Estimated Cost: TBD depending on transit options to be considered

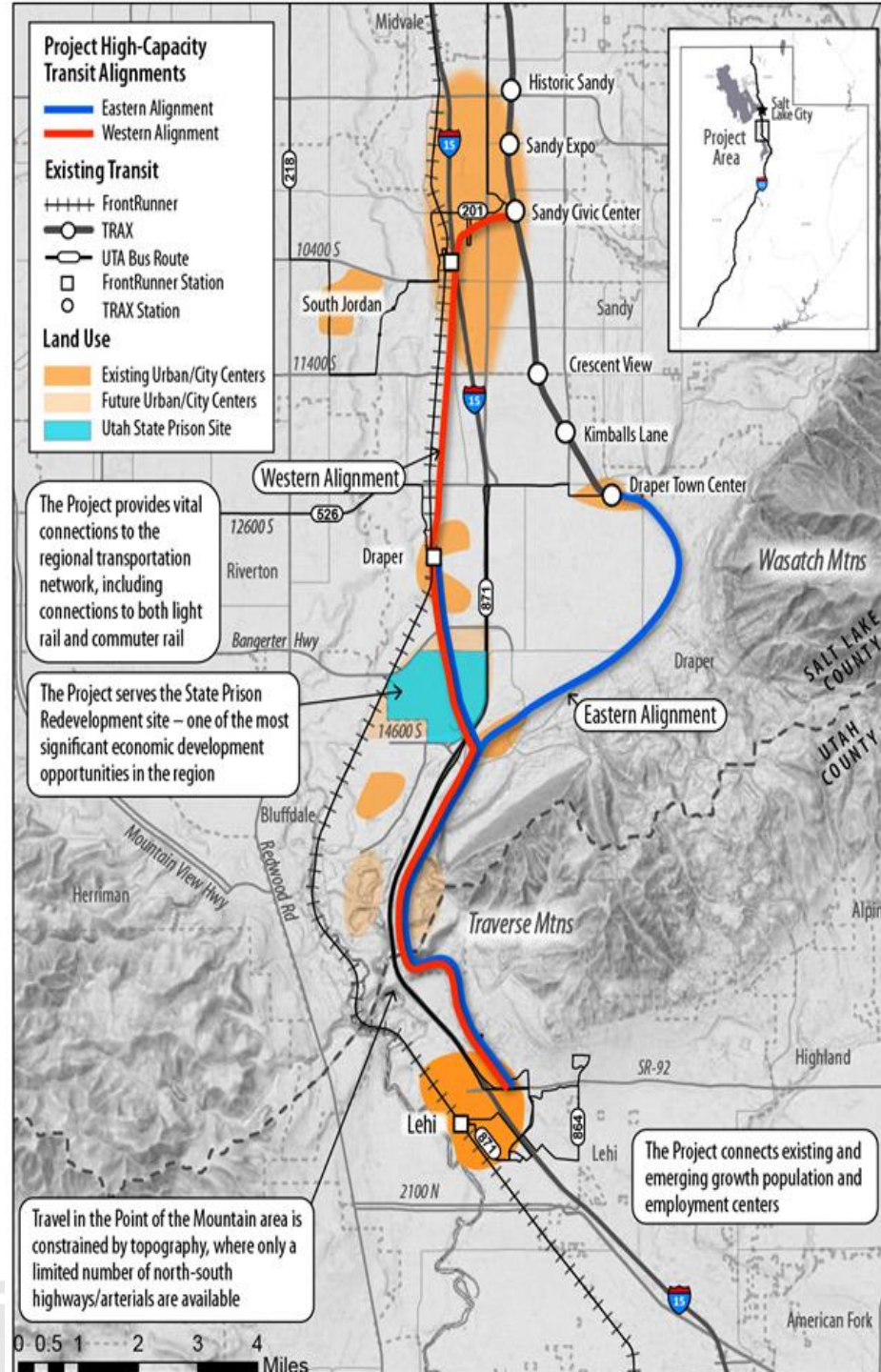
Potential Funding Sources: TBD depending on transit options to be considered

Next Steps: Continue Transit Corridor planning based on outcome of Southwest Vision Planning effort



Point of the Mountain Transit

- 9.5 to 12.8 mile corridor
- BRT and LRT being considered
- 6 to 18 stops/stations being considered
- all corridors cross prison site
- frequency to be determined



Point of the Mountain Transit Study

The POM Transit Study is analyzing transit improvements to serve urban growth centers and destinations in Southern Salt Lake County and Northern Utah County. Alternatives being considered include Enhanced Bus, BRT, and LRT.

Project Partners: Bluffdale, Draper City, Lehi, South Jordan, Sandy City, Salt Lake County, WFRC, MAG, UDOT, Point of the Mountain State Lands Authority, and UTA

Current Status: Transit Alternatives Analysis, estimated completion Fall 2020

Estimated Cost: TBD depending on alternative selected

Potential Funding Sources: FTA New Starts, TTIF, local partners

Next Steps: Environmental Analysis and Preliminary Engineering



Central Corridor Transit

Draft concepts (July 2020):

- ~ 20-mile corridor from Lehi to Provo
- ~ 70-80% exclusive lanes
- 24-25 potential stations
- Connections to UVX and Provo FrontRunner
- Exploring potential connections to Lehi and/or Vineyard FrontRunner



Central Corridor Transit Study

The Central Corridor Transit Study, being led by UDOT, is evaluating BRT and LRT alternatives to connect the northern Utah communities from Orem to Lehi by transit. The current transit service (Route 850) is on a State facility.

Project Partners: Lehi, American Fork, Pleasant Grove, Vineyard, Orem, MAG, UDOT, and UTA

Current Status: Transit Alternatives Analysis, estimated completion Fall 2020

Estimated Cost: TBD depending on alternative selected

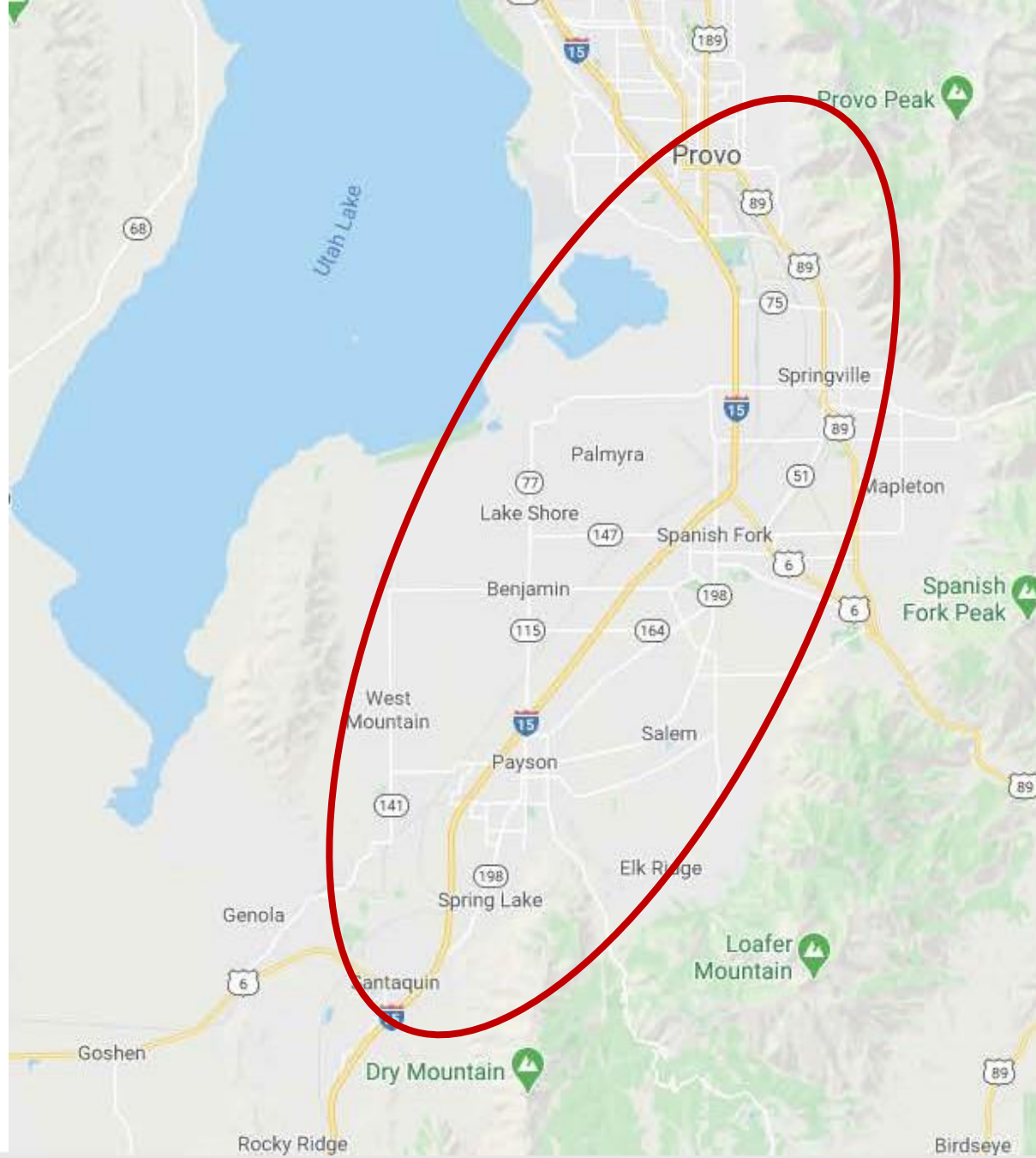
Potential Funding Sources: FTA Small Starts, TTIF, local partners

Next Steps: Environmental Analysis to be led by UTA



South Utah County Transit

- 20-mile corridor from Provo to Santaquin
- Identified as FrontRunner Extension in the RTP
- A range of modes and alignments being explored
- Two major educational facilities planned within corridor: UVU and MTECH



South Utah County Transit Analysis

The South Utah County Transit Study will analyze different mode and alignment alternatives, including Express Bus, BRT, and commuter rail, to develop short-, mid-, and long-term transit alternatives to connect the South Utah County communities between Provo and Santaquin via transit.

Project Partners: Provo, Springville, Salem, Spanish Fork, Payson, Santaquin, MAG, UDOT, and UTA

Current Status: Transit Alternatives Analysis, estimated completion Summer 2021

Estimated Cost: TBD depending on alternative selected

Potential Funding Sources: FTA Small Starts or New Starts, TTIF, local partners

Next Steps: Develop Corridor Implementation Plan

