Redefining Phase 1 Transit:
- "Phase 1 Transit" is defined in the ROD as constructing and operating Bus Rapid Transit (BRT) from 6200 South to 2700 South.
- An alternative bus concept is being developed to replace BRT as "Phase 1 Transit" in the written language of the ROD.

BRT vs. Alternative Bus Concept:
- The alternative bus route will be about six times as long as BRT (29 miles vs. 5 miles).
- The alternative bus concept ridership is forecasted to be 3,600 to 4,400 per day in 2020 compared to 300 to 500 per day for BRT.
- The alternative bus concept will serve four cities, while BRT serves two cities.
- The alternative bus concept serves Salt Lake International Airport and Downtown Salt Lake City; BRT does not.
- The alternative bus concept's capital costs will be less than BRT.
- The alternative bus concept's operating and maintenance (O&M) costs per mile will be less than BRT.

Next Steps:
- Revise the official language in the ROD to specify the alternative bus concept instead of BRT.
- Identify funding to build, operate and maintain the alternative bus concept.
- When the alternative bus concept is built and operating, MVC can convert existing intersections into freeway interchanges.

5600 West Alternative Bus Concept Ridership Numbers

<table>
<thead>
<tr>
<th>From</th>
<th>to 2700 South</th>
<th>to Airport</th>
<th>to Airport &amp; Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>6200 South</td>
<td>200-300</td>
<td>700-1,000</td>
<td>2,800-3,600</td>
</tr>
<tr>
<td>Old Bingham</td>
<td>800-1,100</td>
<td>1,400-1,900</td>
<td>3,600-4,400</td>
</tr>
</tbody>
</table>