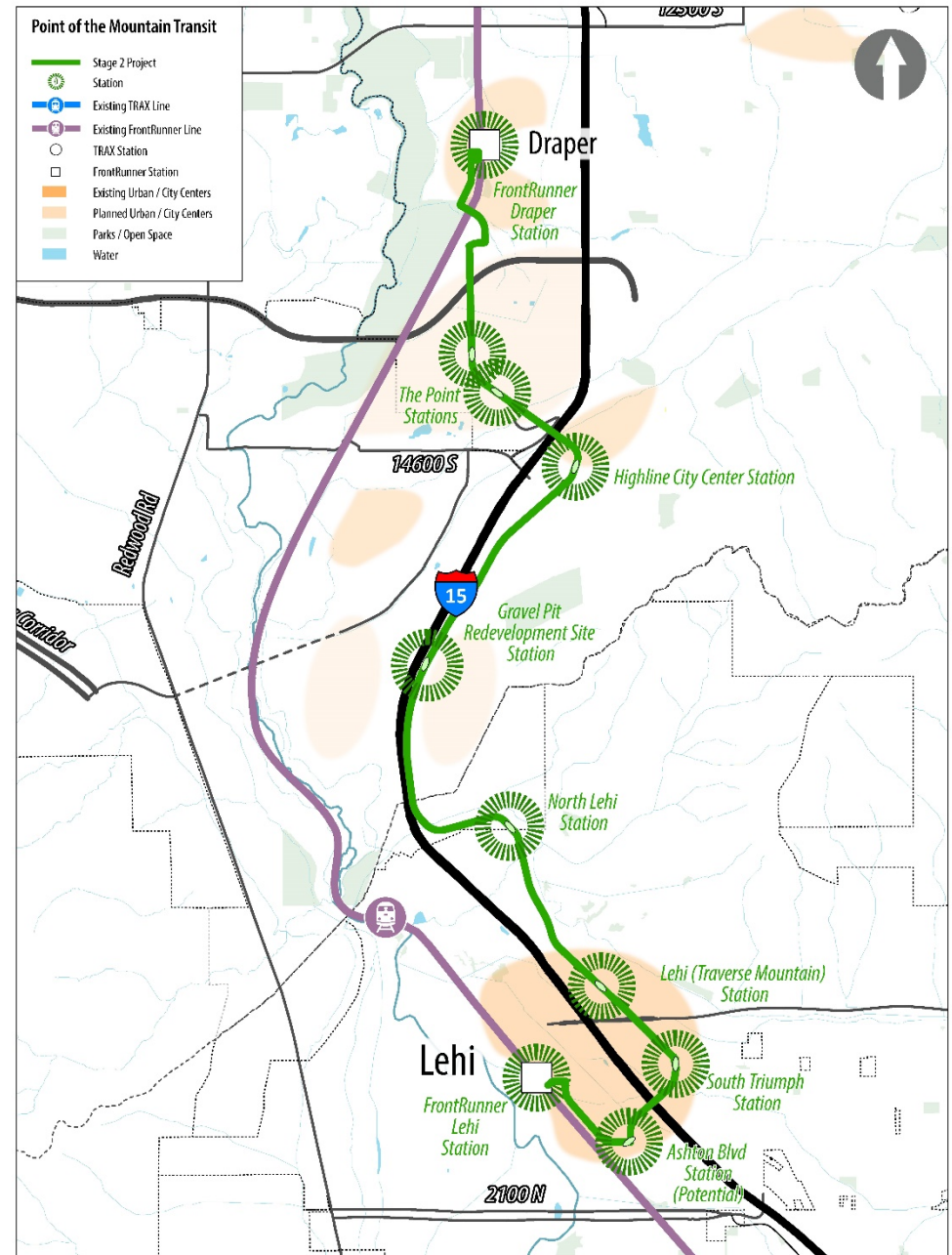


Key Findings for the Preferred Alternative

A high quality, 10-station, 10-mile Bus Rapid Transit (BRT) project is proposed that connects FrontRunner Draper to FrontRunner Lehi to support the major economic development and mobility goals for the Point of the Mountain area. The project is proposed because:

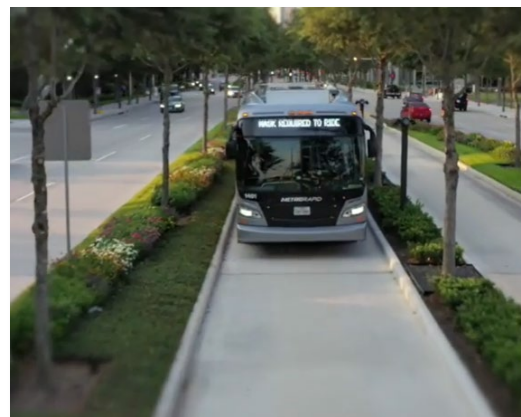
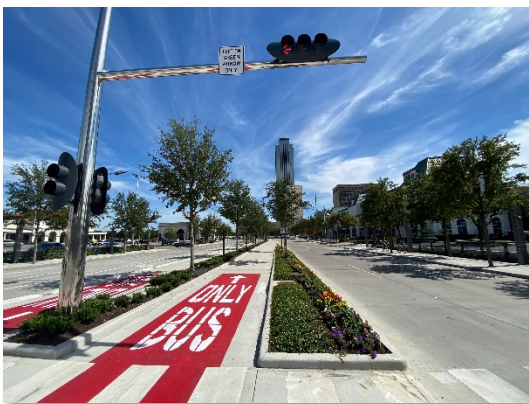
- Most of the highest growth, highest economic development centers in the Point of the Mountain area would be served by the Preferred Alternative.
- The current pace of growth and development in the corridor calls for the Preferred Alternative to be developed as quickly as possible to maximize economic development and transit-oriented development opportunities.
- The Preferred Alternative would effectively connect with other existing or planned regional transit services, including FrontRunner and the proposed Central Corridor Transit project.
- The Preferred Alternative would retain the ability to make other priority investments for the Point of the Mountain area.
- The Preferred Alternative is projected to meet current and long-term future travel demands.
- A “gold standard” Bus Rapid Transit has the same or better transit and economic performance as a rail alternative, but would be more economical to construct and quicker to implement.



Key Attributes of the Preferred Alternative

The BRT Common Ground Segment offers a “gold standard” BRT with the following key features:

- Nearly 90% exclusive guideway for transit to operate outside of traffic. Additional features such as gated crossings, level boarding vehicles, and high frequency service can also help maximize speed and reliability.
- A guideway with an attractive urban design and distinctive, high-quality station areas that feature off-bus payment, real-time travel information and wayfinding, amenities to enhance passenger comfort and safety, and consistent branding.
- More flexibility to accommodate stations that fit within existing and planned development, including the potential for two stations at “The Point.”
- Capital cost of \$425-600M, up to half the cost of light rail with similar forecasted ridership.
- More flexibility to implement transit service for the whole corridor sooner while new developments come online.



Supporting Investment Recommendations

A BRT connection to serve Sandy Cairns between Sandy Civic Center Station and South Jordan FrontRunner, as envisioned in the Sandy South Jordan Circulator Study, would also improve ridership and economic development in the Point of the Mountain area.

Next Steps

After the Preferred Alternative is confirmed, additional design, environmental review, and operations and funding plans would advance the project toward construction.