

POINT OF THE MOUNTAIN TRANSIT STUDY



Project Overview

The Point of the Mountain Transit Study advanced a proposal to investigate options to expand the regional high-capacity transit system to **provide high-quality transit connecting Utah's fastest growing areas** in southern Salt Lake County and northern Utah County. The study led to regional consensus for a Preferred Alternative to develop a world class bus rapid transit line from Draper to Lehi, serving up to 10 stations, and connecting to FrontRunner and the proposed Central Corridor Bus Rapid Transit project. The next steps include engineering design and environmental study to help move the project toward rapid implementation.

The Point of the Mountain Transit Study was a collaborative partnership of local governments, agencies, and business groups committed to developing regional transit improvements to enhance mobility and complement the region's unique economic growth opportunities.



Connects Economic Centers



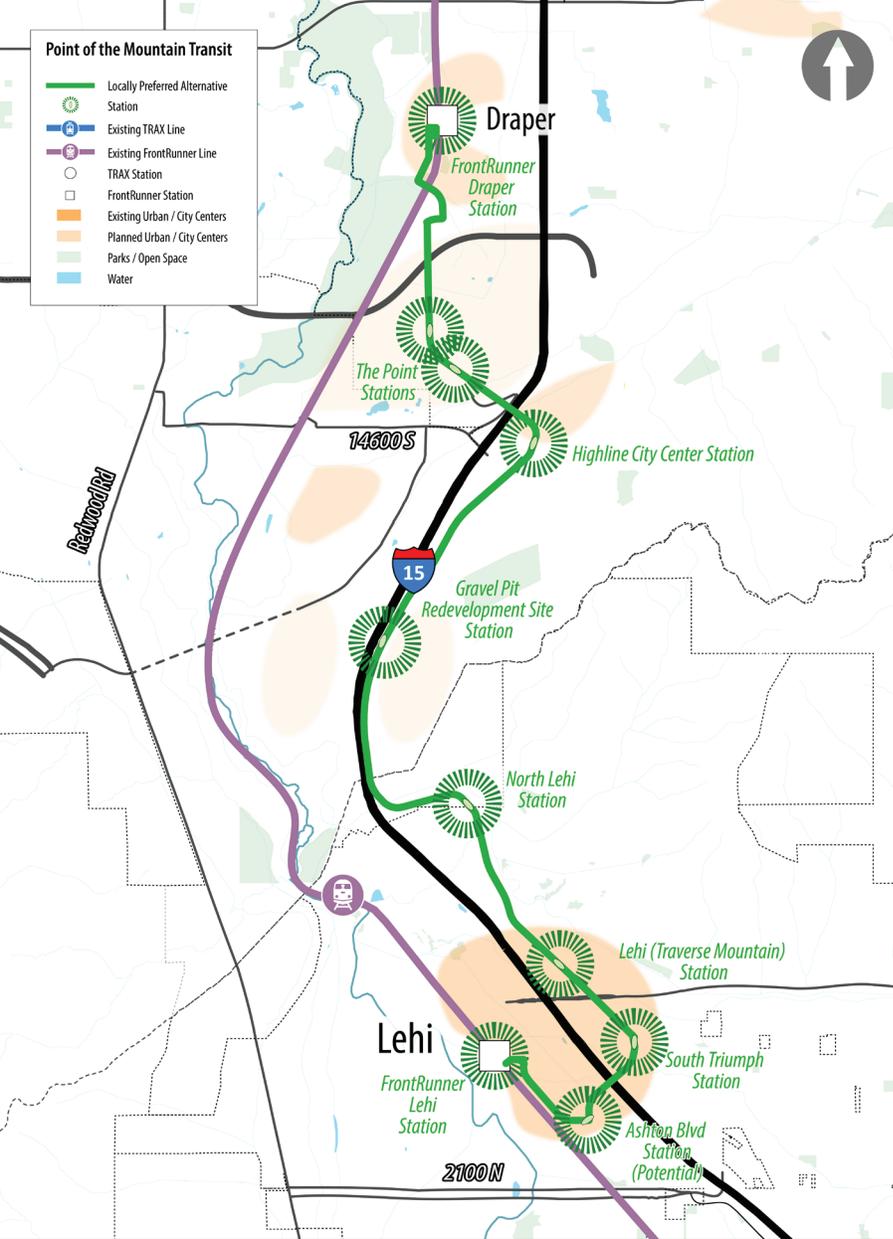
Regional Collaboration



FrontRunner Connection

Point of the Mountain Transit

-  Locally Preferred Alternative Station
-  Existing TRAX Line
-  Existing FrontRunner Line
-  TRAX Station
-  FrontRunner Station
-  Existing Urban / City Centers
-  Planned Urban / City Centers
-  Parks / Open Space
-  Water



Preferred Alternative

A Preferred Alternative for transit in Point of the Mountain was developed recognizing:

ECONOMIC DEVELOPMENT BENEFITS AS CRITICAL DRIVER

Connecting Draper FrontRunner to The Point, Highline City Center, and Silicon Slopes in Lehi, links current and future economic development centers not directly served by high-capacity transit.

IMPORTANCE OF AN EARLY AND IMPLEMENTABLE ACTION

Providing a transit solution that achieves economic benefits and serves communities as quickly as possible.

STRATEGIC CONNECTIONS

At the southern end, the project will connect with the proposed Central Corridor BRT project serving Lehi to Provo, and will extend BRT to a major medical center, TOD site, and FrontRunner Lehi.



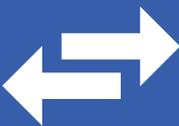
UP TO
10
MILES



UP TO
10
STATIONS



\$425-600M
ESTIMATED
CAPITAL COSTS



CONNECTIONS
TO FRONTRUNNER, LOCAL BUS, AND
PROPOSED CENTRAL CORRIDOR BRT



\$3.5-4.5M
ESTIMATED OPERATIONS AND
MAINTENANCE COSTS PER YEAR



All renderings are for illustrative purposes only to show key BRT features.

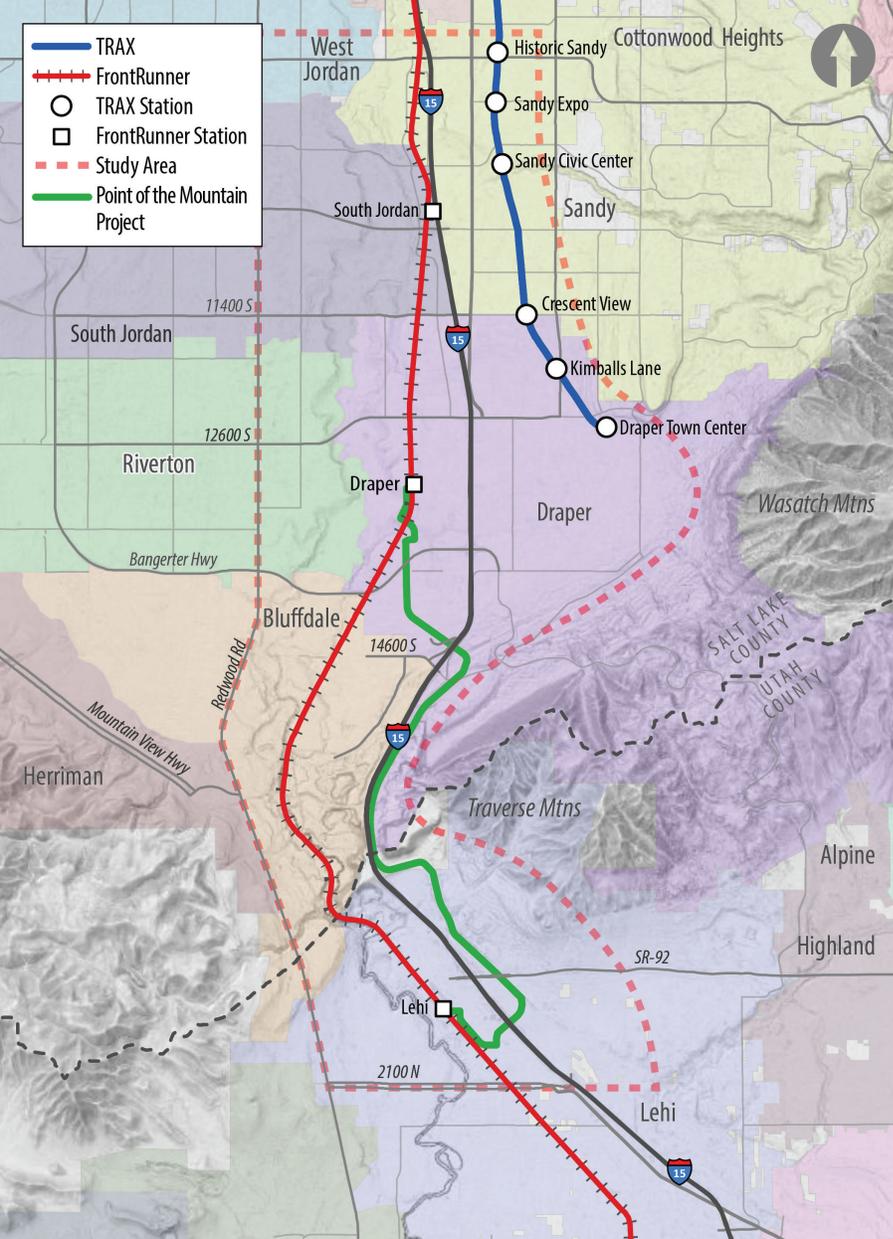
Gold-Standard BRT

The project includes **“gold-standard” BRT providing high-quality transit service that performs like rail.** The project features:

- Over 80% exclusive transit operations and exceptional station area amenities to promote economic development opportunities.
- Less expensive capital costs compared to rail to allow for quick implementation.
- Greater flexibility than rail that will meet the transportation needs as the area develops between now and 2050.



-  TRAX
-  FrontRunner
-  TRAX Station
-  FrontRunner Station
-  Study Area
-  Point of the Mountain Project



Point of the Mountain Study Area

Project Benefits



ENHANCE ECONOMIC DEVELOPMENT OPPORTUNITY

The project supports the economic development vision for the region by connecting growth centers in the two counties, and serving high tech and transit-oriented development (TOD) along the corridor.

\$3.9M/year
property tax value generated
at the local level

\$6.3M/year
tax and fee revenue created
at the state and local level

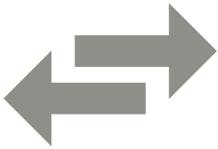
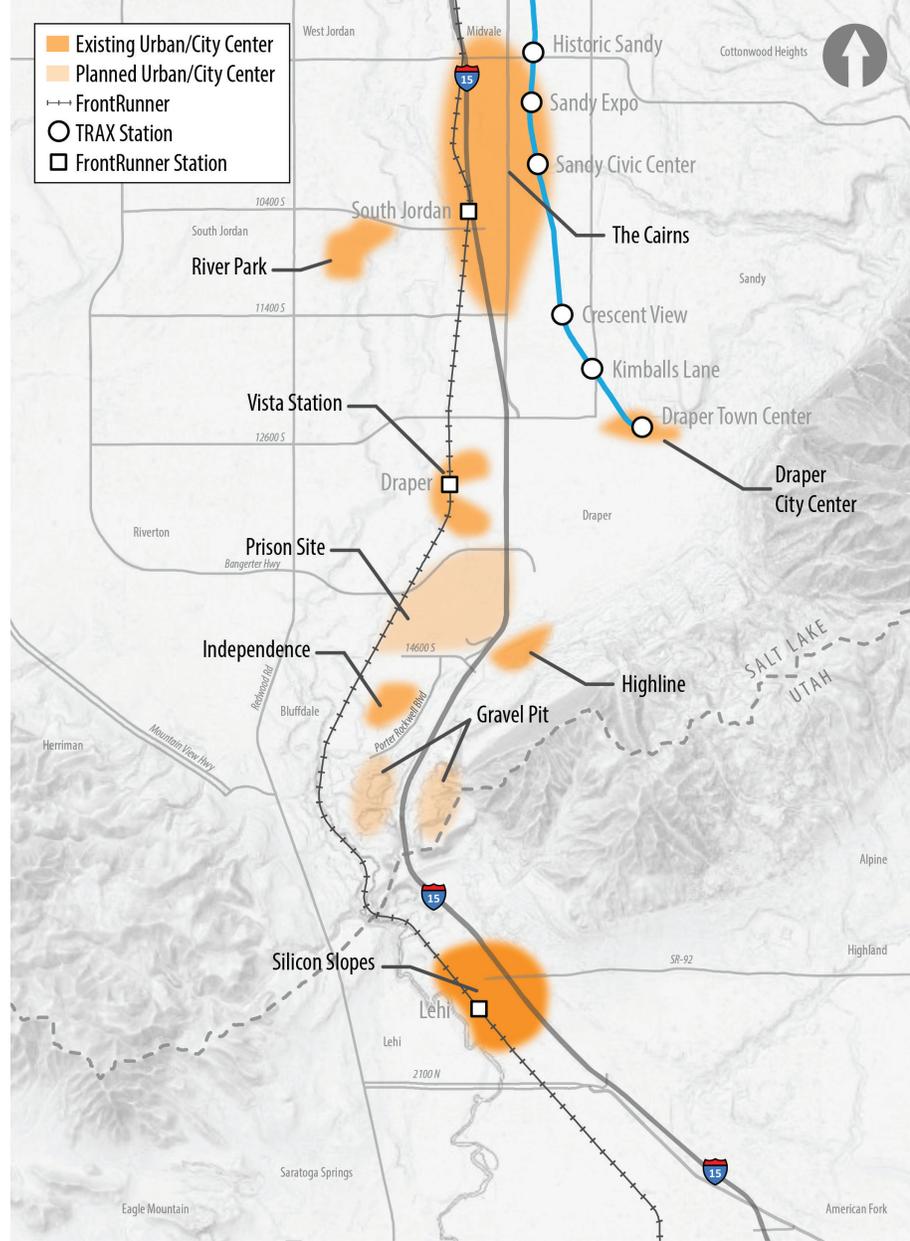
70,000
new jobs



The State of Utah's redevelopment of the 600+-acre Utah State Prison site, known as The Point, would present a regionally and nationally significant opportunity for the State of Utah to catalyze job growth and high-quality development.

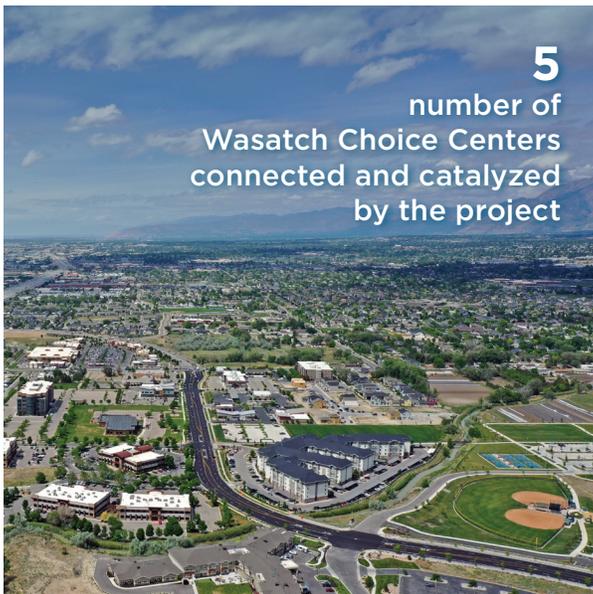


Point of the Mountain Urban and City Centers

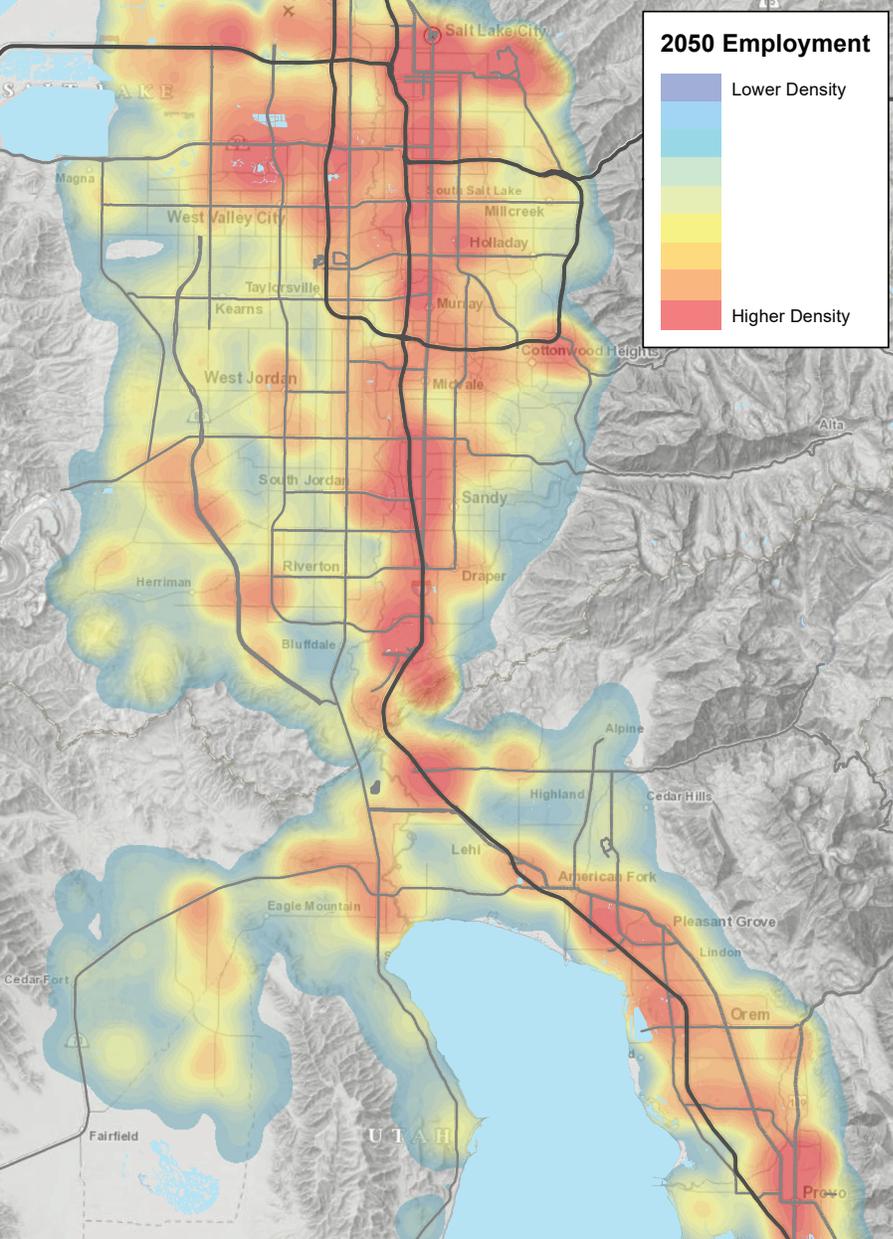


IMPROVE ACCESS AND MOBILITY

Parallel to the heavily traveled and congested I-15 corridor, the project will create a sustainable mobility solution to connect regional development centers and create an attractive alternative to driving.



Travel in the area is constrained by topography and other natural features, where a limited number of north-south highways and arterials are available. The existing facilities have high levels of congestion and unpredictable travel times, and will worsen as the area continues to grow. This project will provide other travel choices for people living and working in the area.



2050
Employment
Density



SUPPORT ROBUST ANTICIPATED GROWTH

Regional forecasts for population and employment growth in the Point of the Mountain area show a near doubling of population and employment by 2050, adding population on par with the current combined population of Sandy and Draper. Additional high-quality transit options are envisioned to help meet this future travel demand in one of the nation's fastest growing metropolitan areas.

89%
population increase from
2019 - 2050

87%
employment increase from
2019 - 2050

Unlike other urbanized areas along the I-15 corridor, extensive land is available for development and redevelopment now and into the coming decades. This includes development opportunities at The Point and gravel pits.

A World Class BRT Investment

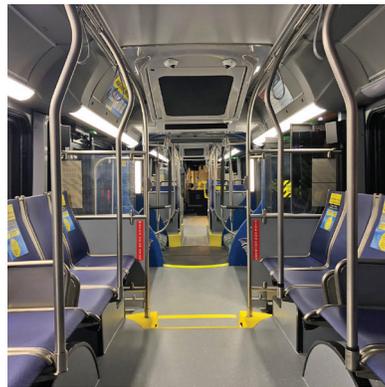
The project envisions a world class transit investment that spurs economic development opportunity and showcases exceptional urban design. Features of a gold-standard BRT system are similar to those found in rail investments and proposed to include elements similar to those described from the following systems.



Houston Silverline BRT
Dedicated transit lines separated from traffic.



Houston Silverline BRT
Permanent infrastructure creates development certainty.



Houston Silverline BRT
Bus vehicles mimic look and feel of rail.



Cleveland Healthline BRT
Corridor urban design opportunities.



Pittsburgh East Liberty Station BRT
Stations integrated into community.



UTA UVX BRT
Station area branding and design.



Project Development and Selection

The Point of the Mountain Transit Study included a multi-step planning, design, and analysis process to develop and evaluate alternatives. At each step of the process, extensive coordination with project partners and the public helped guide decision making. The work also included a statistically valid public survey and an economic development roundtable event.



Next Steps

This study completes the planning and alternatives analysis step of project development to identify the Preferred Alternative for the Point of the Mountain Transit project. In accordance with UTA procedures, official adoption of the Preferred Alternative requires amendment of the long-range plan and approval of the affected cities, the UTA Local Advisory Council, and the UTA Board of Trustees. After formal adoption, the next step will include preliminary engineering and environmental review, which will include a detailed project implementation, funding, and construction plan.

