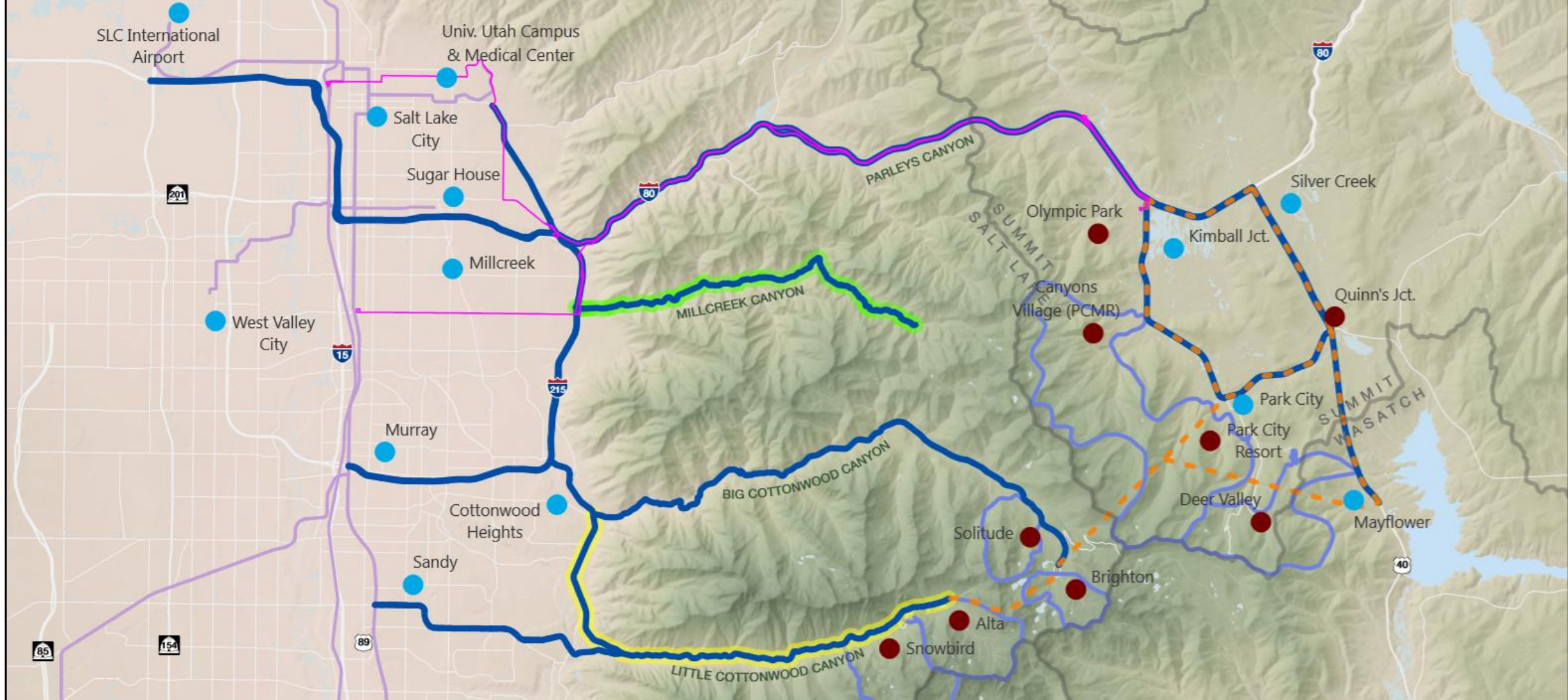




**CENTRAL
WASATCH
COMMISSION**



Central Wasatch Commission
Draft Mountain Transportation System Alternatives
MTS Panel
September 18th, 2020

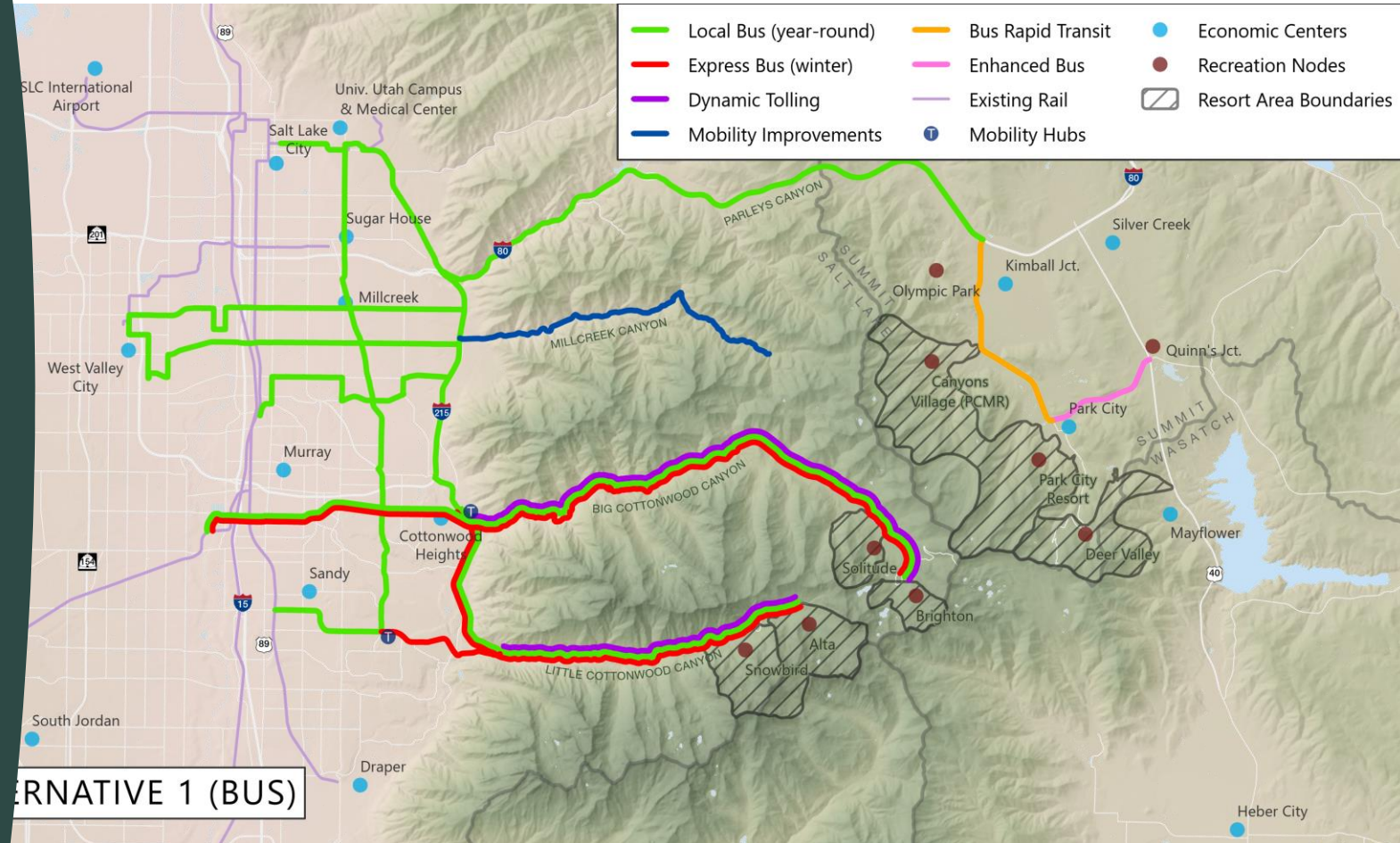


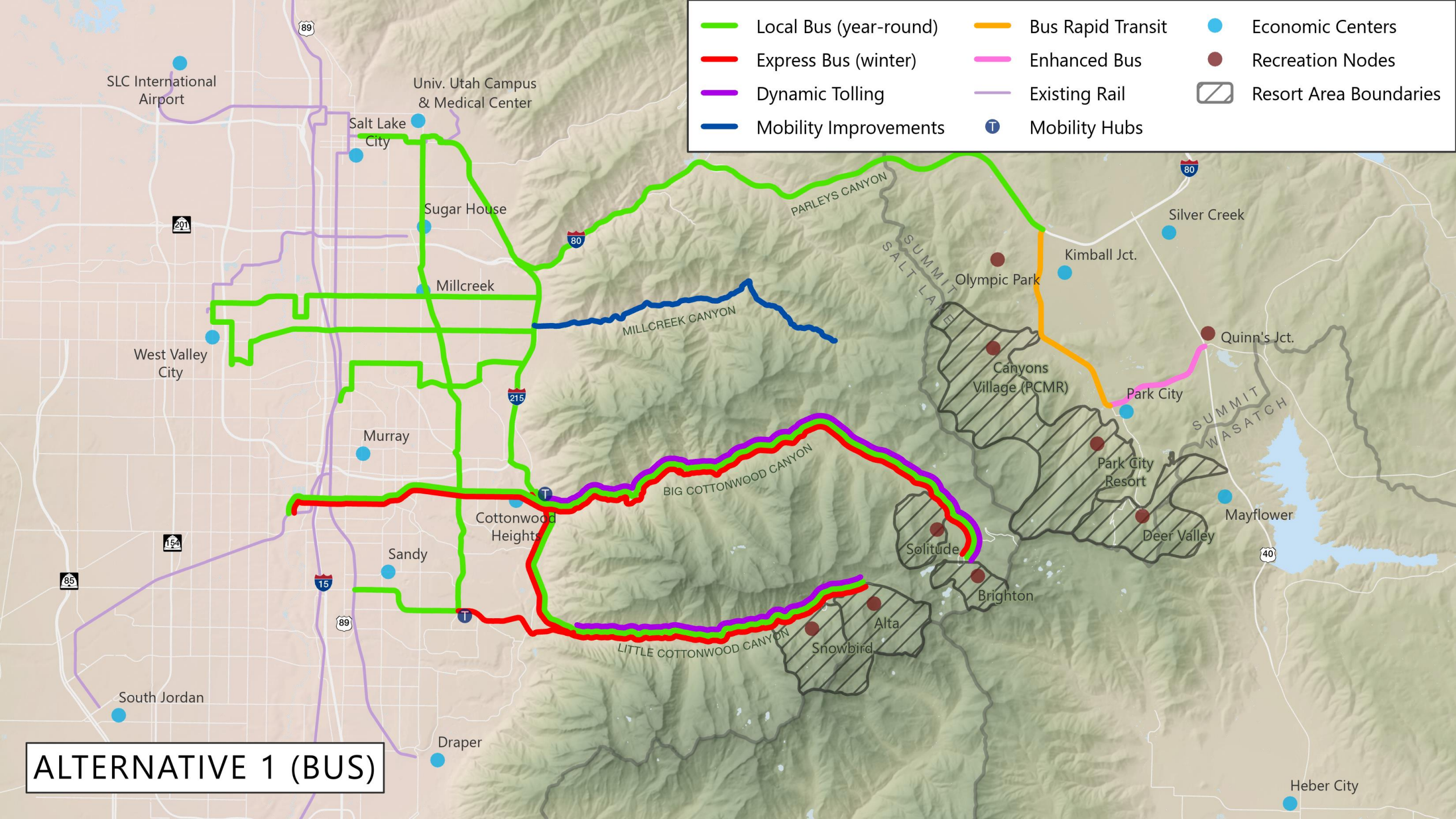
MTS Geographic Scope



MTS Draft Alternative 1 Bus Features:

- Improve Salt Lake Valley bus service and frequency
- Bus Rapid Transit along highway 224, enhance bus Quinn's Junction to Park City, and improve PC-SLC Connect frequency.
- Pursue necessary safety, transit, and parking projects in Mill Creek Canyon to implement a shuttle service.
- Reduce on-road parking, year-round local bus service, and variable tolling in both Big and Little Cottonwood Canyons
- Seasonal, 10-minute frequency, express bus to Solitude and Brighton.
- Seasonal express bus to Snowbird and Alta with 5-minute frequency from two transit hubs (Winter only)
- Snow sheds to cover Hwy 210 from avalanche paths
- *Extended shoulder for Little Cottonwood Canyon Road with transit, pedestrian, and bicycle priority





Big Cottonwood Canyon	Capital	O&M	Lifecycle 2050
Gravel Pit Transit Center (3,600 stalls)	\$75,000,000		
Year-round local bus	\$18,000,000	\$9,125,000	\$327,750,000
Variable Tolling	\$1,000,000	\$300,000	\$12,000,000
Seasonal Express Bus to Resorts	\$60,000,000	\$10,000,000	\$480,000,000
Reduce/limit on-road parking		\$250,000	\$7,500,000
TOTAL	\$154,000,000	\$19,675,000+	\$827,250,000+

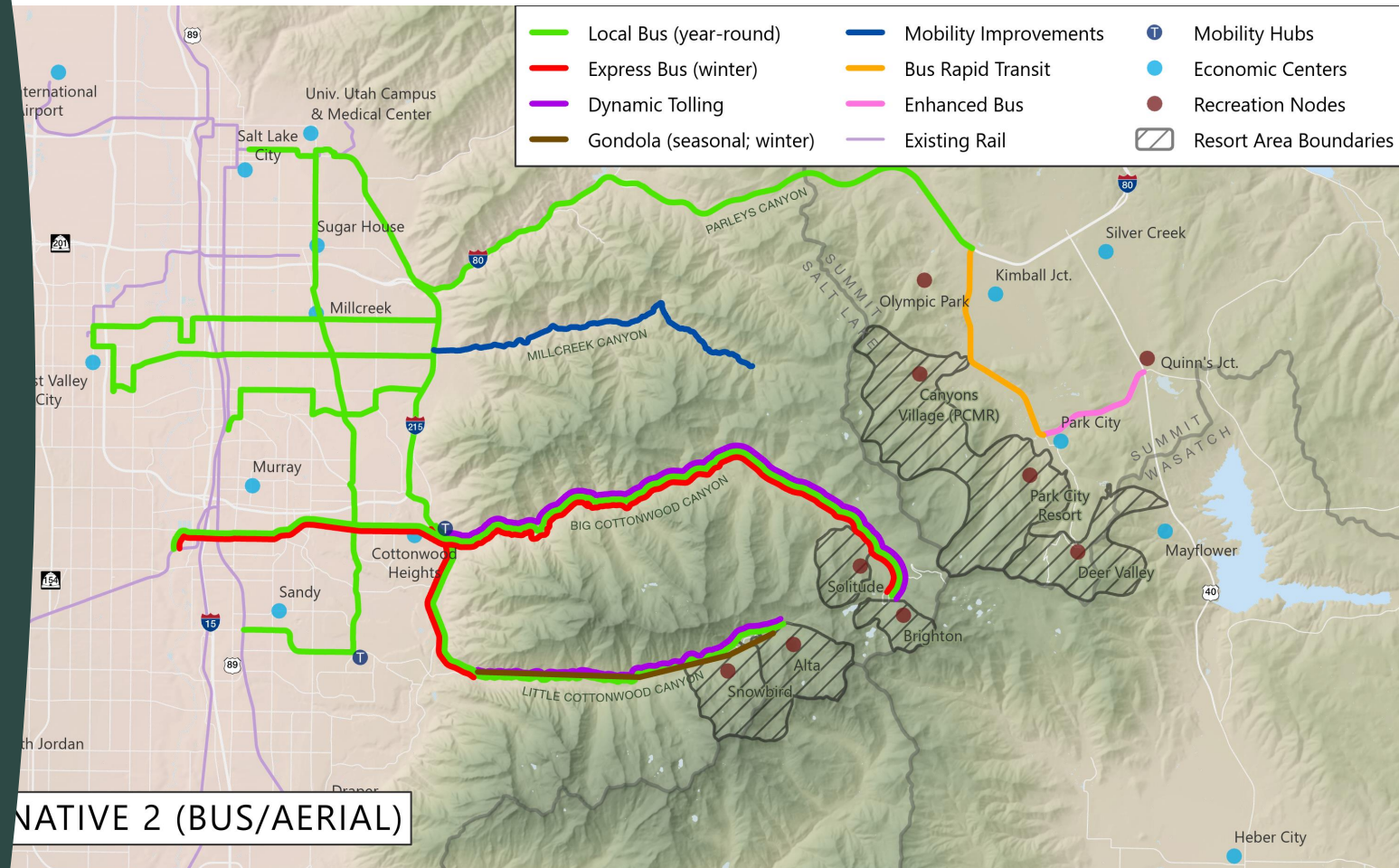
Little Cottonwood Canyon (Enhance Bus)	Capital Costs	O&M	Lifecycle Costs 2050
9400 S. Highland Dr. Transit Center (1,000 stalls)	\$20,000,000		
Year-round local bus	\$18,000,000	\$6,300,000	\$244,000,000
Variable Tolling	\$5,000,000	\$1,500,000	\$55,000,000
Reduce/limit on-road parking		\$250,000	\$7,500,000
Enhanced bus	\$79,000,000	\$9,000,000	\$507,000,000
Snow shed	\$72,000,000		
TOTAL	\$170,000,000	\$17,050,000+	\$813,500,000+
Little Cottonwood Canyon (Enhance Bus w/ shoulder extension)			
9400 S. Highland Dr. Transit Center (1,000 stalls)	\$20,000,000		
Year-round local bus	\$18,000,000	\$6,300,000	\$244,000,000
Variable Tolling	\$5,000,000	\$1,500,000	\$55,000,000
Reduce/limit on-road parking		\$250,000	\$7,500,000
Enhance Bus	\$55,000,000	\$6,200,000	\$351,000,000
Snow shed	\$72,000,000		
Extended Shoulder	\$211,000,000		
TOTAL	\$381,000,000	\$14,250,000+	\$657,500,000+

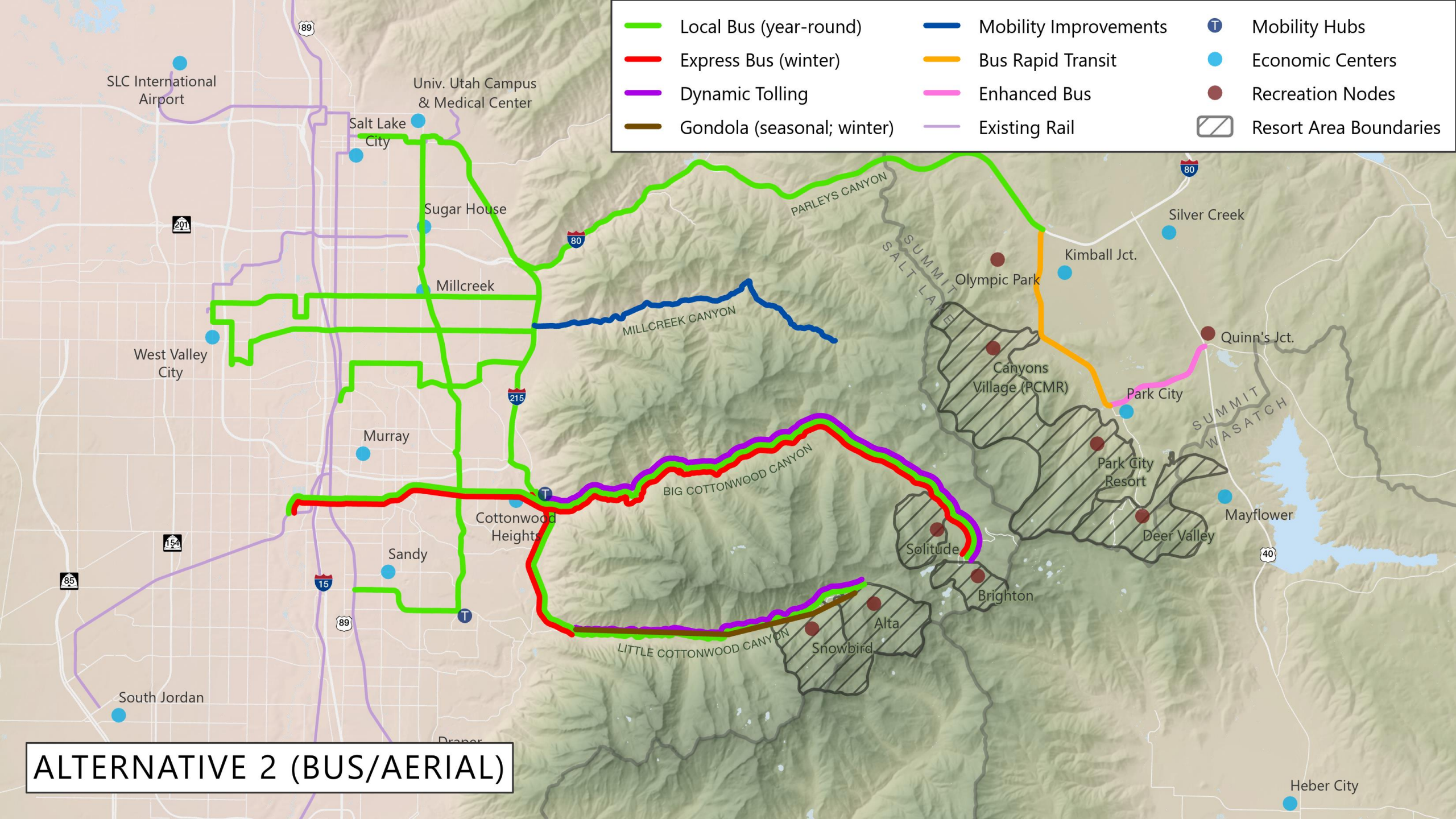
Big Cottonwood Canyon	Capital	O&M	Lifecycle costs
Transit Hub, express ski bus, year-round local bus, limited on-road parking, variable tolling	\$154,000,000	\$19,675,000+	\$827,250,000+
Little Cottonwood Canyon Enhanced Bus			
Transit Hub, express ski bus, year-round local bus, snow shed,	\$170,000,000	\$17,050,000+	\$813,500,000+
COMBINED TOTAL	\$324,000,000	\$36,475,000+	1,640,750,000

Big Cottonwood Canyon	Capital	O&M	Lifecycle costs
Transit Hub, express ski bus, year-round local bus, limited on-road parking, variable tolling	\$154,000,000	\$19,675,000+	\$827,250,000+
Little Cottonwood Canyon (Enhance Bus w/ shoulder extension)			
Transit hub, express bus, snow shed, tolling, extended shoulder	\$381,000,000	\$14,250,000+	\$657,500,000+
COMBINED TOTAL	535,000,000	33,925,000+	\$1,484,750,000

MTS Draft Alternative 2 Bus/Aerial Features:

- Salt Lake Valley Connections
- Summit County Transit Connections
- Mill Creek Mobility Improvements
- Big Cottonwood Canyon
 - Seasonal Express Bus to Resorts
 - Year-round local bus
 - Variable tolling
 - Limited on road parking
 - Paid parking at resorts
- Little Cottonwood Canyon
 - Gondola
 - Enhance bus (to gondola)
 - Year-round local bus
 - Limited on road parking
 - Paid parking at resorts
- Supplemental information also being evaluated includes:
 - La Caille Base station option
 - Snow shed included with aerial alternative
 - Additional bus shuttle service from 9400 S & Highland Dr.



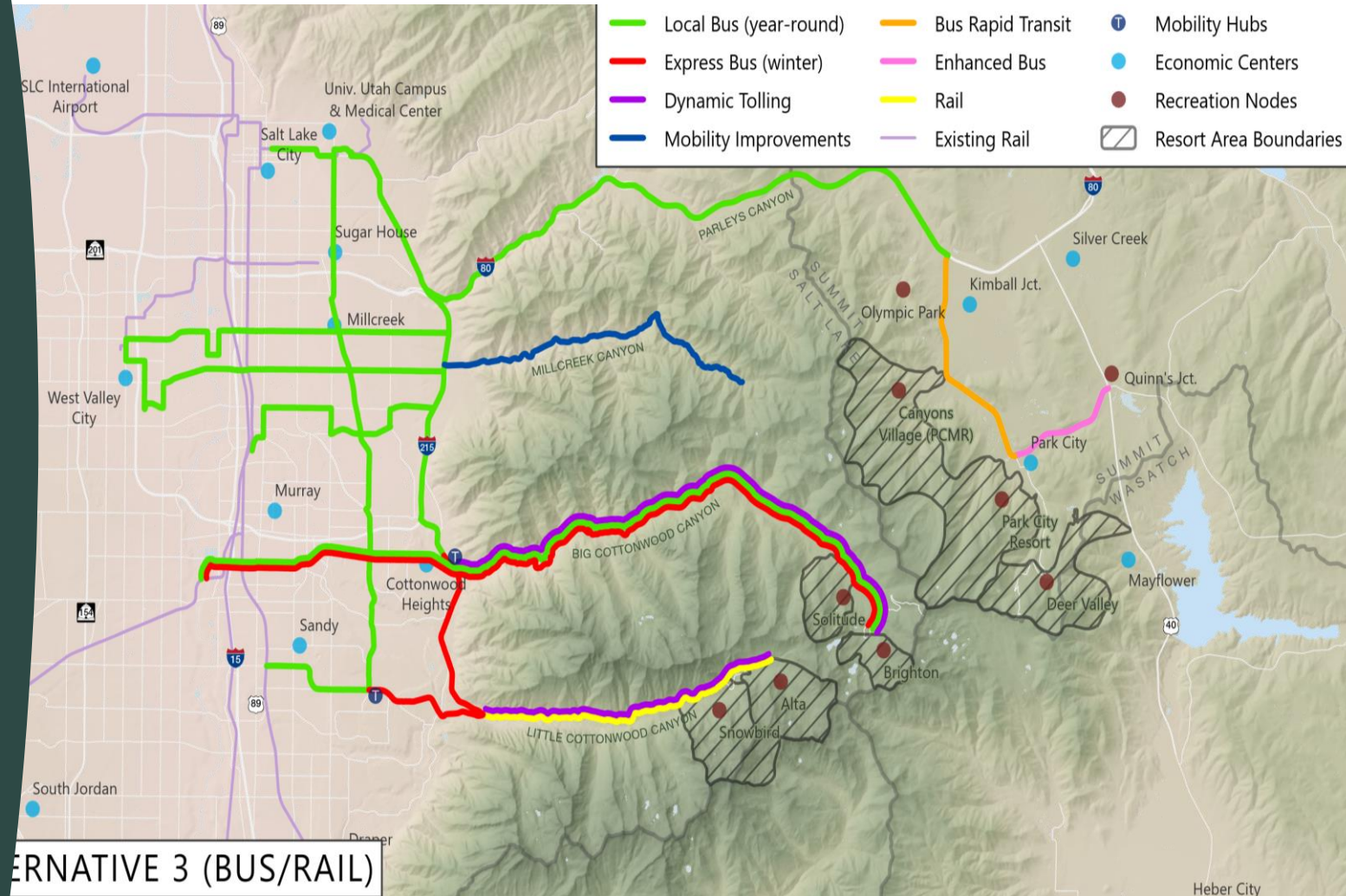


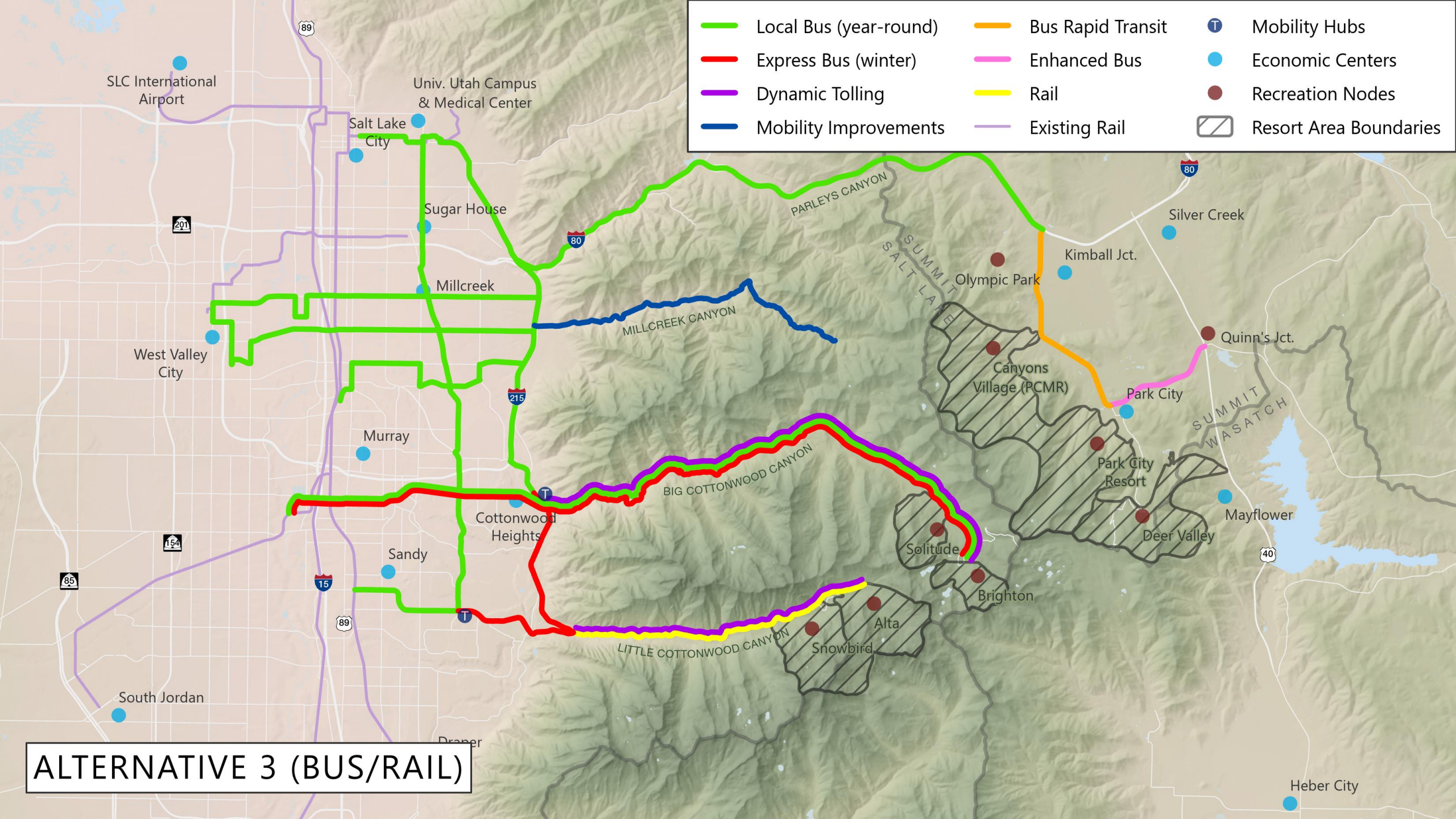
ALTERNATIVE 2 (BUS/AERIAL)

Big Cottonwood Canyon	Capital	O&M	Lifecycle 2050
Gravel Pit Transit Center (3,600 stalls)	\$75,000,000		
Year-round local bus	\$18,000,000	\$9,125,000	\$327,750,000
Variable Tolling	\$1,000,000	\$300,000	\$12,000,000
Seasonal Express Bus to Resorts	\$60,000,000	\$10,000,000	\$480,000,000
Reduce/limit on-road parking		\$250,000	\$7,500,000
TOTAL	\$154,000,000	\$19,675,000+	\$827,250,000+
Little Cottonwood Canyon			
9400 S. Highland Dr. Transit Center (1,000 stalls)	\$20,000,000		
Year-round local bus	\$18,000,000	\$6,300,000	\$244,000,000
Reduce/limit on-road parking		\$250,000	\$7,500,000
Variable Tolling	\$5,000,000	\$1,500,000	\$55,000,000
Enhanced bus	\$21,000,000	\$4,500,000	\$396,000,000
Gondola	\$240,000,000		<i>*Lifecycle and O&M included in enhanced bus</i>
TOTAL	\$304,000,000	\$16,800,000+	\$702,500,000
COMBINED TOTAL	\$458,000,000	\$37,975,000+	\$1,529,750,000+

MTS Draft Alternative 3 Bus/Rail Features:

- Salt Lake Valley Connections
- Summit County Transit Connections
- Mill Creek Mobility Improvements
- Big Cottonwood Canyon
 - Seasonal Express Bus to Resorts
 - Year-round local bus
 - Variable tolling
 - Limited on road parking
 - Paid parking at resorts
- Little Cottonwood Canyon
 - Cog Rail
 - Enhance bus (to rail)
 - Possible rail alignments that could either avoid avalanche paths (existing rail ROW) or would require snow sheds (Existing roadway ROW)





- | | | |
|------------------------|-------------------|------------------------|
| Local Bus (year-round) | Bus Rapid Transit | Mobility Hubs |
| Express Bus (winter) | Enhanced Bus | Economic Centers |
| Dynamic Tolling | Rail | Recreation Nodes |
| Mobility Improvements | Existing Rail | Resort Area Boundaries |

ALTERNATIVE 3 (BUS/RAIL)

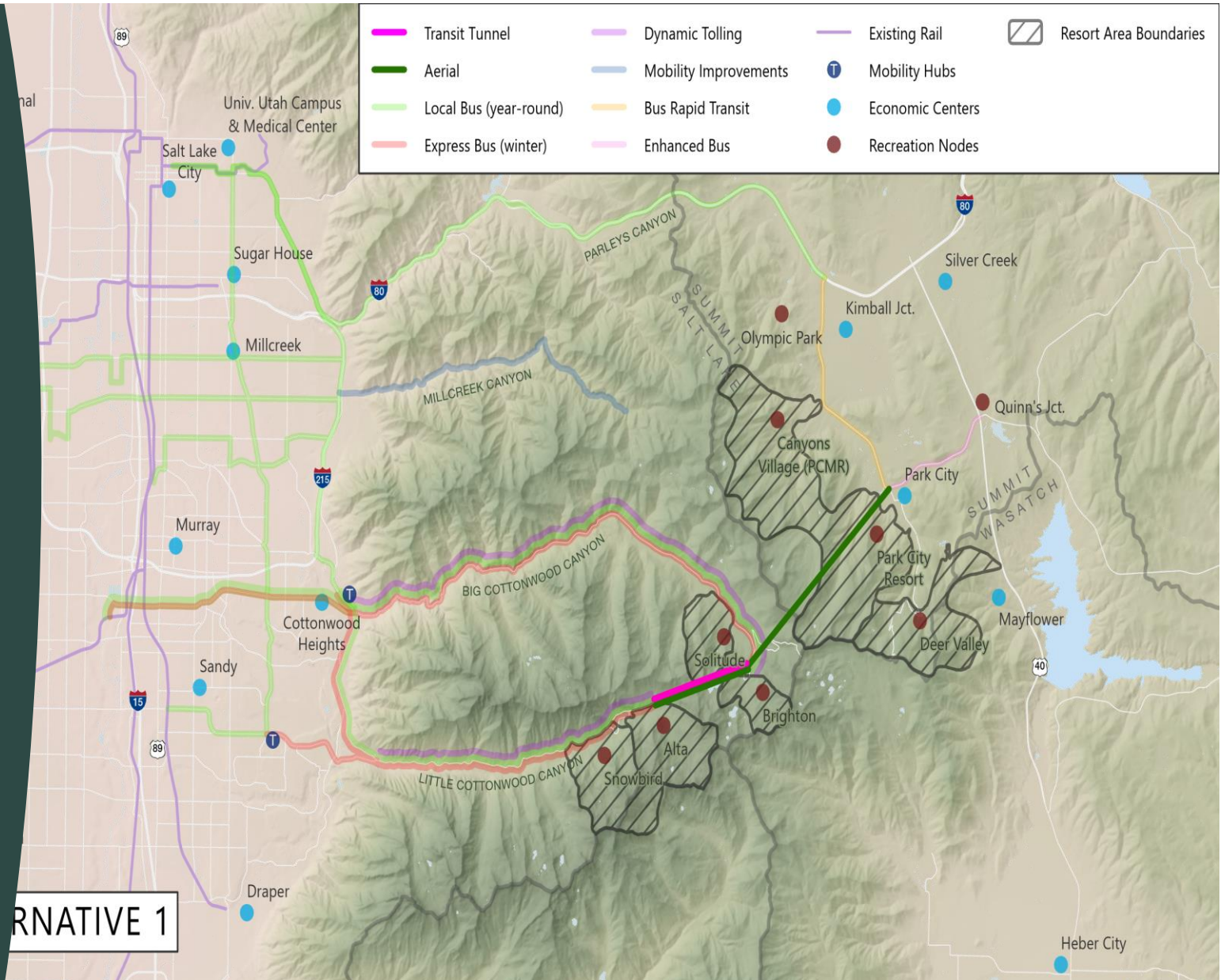
Alignment	Capital Costs	O&M	Lifecycle Costs
Double track, north of SR210, electrified rail, and snow shed	\$638,000,000	\$628,000	\$660,000,000
Single track, starter line, adjacent to road with diesel electric	\$432,000,000	\$628,000	\$454,000,000
Rail/Pedestrian/Bicycle corridor avoiding most avalanche paths	\$450,000,000	\$628,000	\$470,000,000

Little Cottonwood Canyon	Capital Costs	O&M	Lifecycle Costs 2050
Transit Center, year-round local bus, variable tolling, limit on-road parking	\$43,000,000	8,050,000+	\$306,500,000+

Big Cottonwood Canyon	Capital	O&M	Lifecycle costs
Transit Hub, express ski bus, year-round local bus, limited on-road parking, variable tolling	\$154,000,000	\$19,675,000+	\$827,250,000+

MTS Draft Sub Alternatives:

- **Sub alternative A**
 - Transit/Rail Tunnel (Pink)
 - Transit, shuttle only
 - Approx. 3-mile alignment
 - Travel time approx. 10 min
- **Sub alternative B**
 - Base to Base gondola connection (Alta-Brighton) (Green)
 - 3-mile alignment
 - Travel time approx. 15 min.
 - Capacity to move up to 5,000
- **Sub alternative C**
 - Base to base gondola connection (Brighton-Park City)(Green)
 - 6-mile alignment
 - Travel time approx. 25 min.
 - Capacity to move up to 5,000



Sub Alt A (Transit Tunnel)	Capital Costs	Operation & Maintenance	Lifecycle costs (2050)
3-mile transit tunnel (bus)	\$574m-680m	\$13m	\$2.3b
3-mile transit tunnel (rail)	\$370m-450m	\$10m	\$1.5b
Sub Alt B (Aerial Alta-Brighton)			
3-mile 3S Gondola	\$115M-\$170M	5M-6.3M	\$650M
Sub Alt C (Aerial Brighton-Park City)			
6-mile 3S Gondola	\$180m-\$230m	\$10m - 12.5m	\$480m - \$605m

Supplemental Data and information for EIS and MTS



La Caille Aerial Station Option



Include bus service along 9400 S. to aerial base station



Tesla & Boring Tunnel



Refined bus costs and labor



Include snow shed in aerial alternatives

Next Steps

MTS Alternatives Report and MTS Panel 9/18



Design Your Transit Tool



30-day public comment period



Findings and Recommendations Report



MTS Summit 11/13 & 11/14

