Transit Fresh Look Vision
For Southwest Salt Lake County and Northwest Utah County

January 2026

Prepared by:
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Acknowledgements

Local governments in Southwest Salt Lake County and Northwest Utah County worked with the Wasatch Front Regional Council (WFRC), the Mountainland Association of Governments (MAG), the Utah Transit Authority (UTA), and the Utah Department of Transportation (UDOT) to initiate the Transit Fresh Look to identify a vision for high-capacity transit. A Partnership Committee convened to work together to establish this, Vision.

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About the Transit Fresh Look Vision

The Transit Fresh Look (TFL) Vision proactively identifies plans, actions, policies, and future land uses that can lead to a network of feasible and effective high-capacity transit services within the communities of:

- West Jordan
- South Jordan
- Riverton
- Herriman
- Bluffdale
- Lehi
- Saratoga Springs
- Eagle Mountain

In partnership with these municipalities, the Wasatch Front Regional Council (WFRC), the Mountainland Association of Governments (MAG), the Utah Transit Authority (UTA), and the Utah Department of Transportation (UDOT) have established a vision for high-capacity transit services within Southwest Salt Lake County and Northwest Utah County. The TFL Vision, along with the existing UTA high-capacity transit services in the study area, is shown in **Figure 1**.

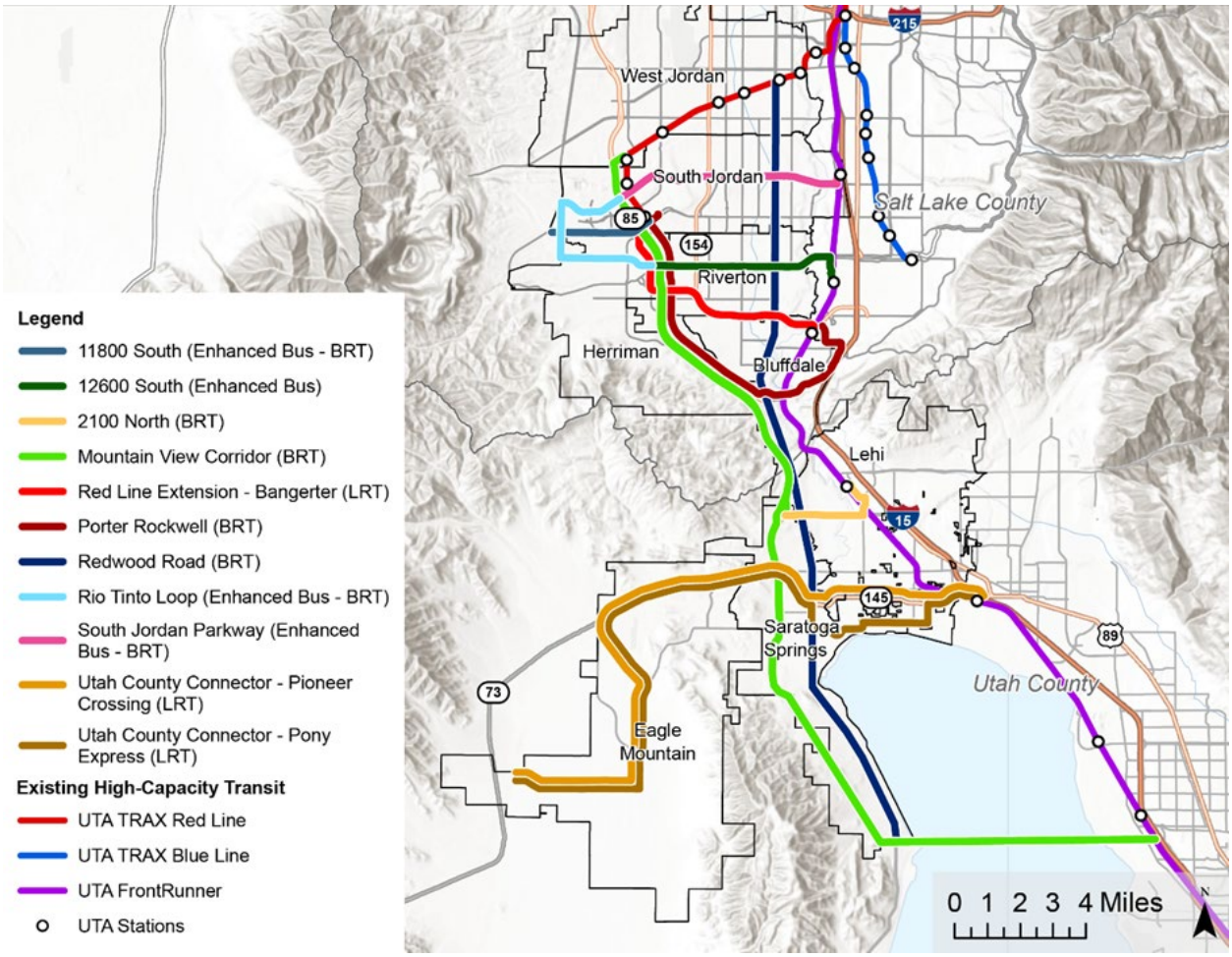

Figure 1: TFL Vision

The Partnership has established the TFL Vision as a framework to implement a high-capacity transit network, introducing light rail (LRT), bus rapid transit (BRT), and enhanced bus services, with specific action items for each corridor. When developing the TFL Vision, the Partnership considered connections

to existing UTA high-capacity services and connections to other significant regional projects being planned outside of the TFL study such as the Point of the Mountain development.

This report outlines the role of the Partnership, summarizes the TFL Vision and supporting technical analyses, and details next steps for each corridor. It also includes a one-page overview of each corridor and a specific action plan for each of the communities involved.

The Partnership

The Partnership consisted of staff, elected officials, and other stakeholders from the communities inside the study area. The Partnership also included representatives from UTA, UDOT, Salt Lake and Utah Counties, along with representatives from key private sector groups.

The Partnership's primary role was to guide the overall direction of the TFL project and ensure that local perspectives and priorities were fully integrated into the planning process. Throughout the project, the Partnership provided feedback on technical analyses, land use scenarios and transit corridor concepts, helping to shape the final TFL Vision.

Much of the engagement with the Partnership focused on land use strategies essential to supporting high-capacity transit. The TFL Vision prepared analyses estimating the number of additional dwelling units required along each corridor to sustain the TFL Vision (see **Appendix C**). These findings helped frame discussions around future development patterns and intensity targets for each corridor. The TFL Vision also presented examples of transit-oriented developments (TOD) from peer cities to show how intentional land use planning and policy adjustments can support LRT, BRT, and enhanced bus services.

Meeting approximately every two months for a total of eight sessions, the Partnership participated in workshops and interactive discussions to define project goals, identify potential high-capacity transit corridors, and refine the TFL Vision. A full list of Partnership meetings is provided in **Table 1**, with supporting materials and presentations included in **Appendix A: Partnership Materials**.

Meeting	Date	Topics
PM #1	April 1, 2024 April 26, 2024	• Kick-off meeting • Defining success
PM #2	July 29, 2024	• Diagnostic: Existing conditions and growth scenarios
PM #3	September 10, 2024	• Discover: Connecting what is possible
PM #4	November 18, 2024	• Refine: Growth scenarios, focus forward
PM #5	March 19, 2025	• Draft TFL Vision scenarios
PM #6	May 29, 2025	• Technical analysis results: land use and transit market
PM #7	September 29, 2025 *Split Utah County and Salt Lake County meetings*	• TFL Vision consensus
PM #8	December 1, 2025	• Implementation and next steps

Table 1: Partnership Meetings

Partner City Briefing Meetings

To support the discussions of transit-supportive land uses with the Partnership, the TFL project team conducted additional stakeholder outreach with officials from each city included in the TFL geographic

area. These briefings focused on the high-capacity corridors in the TFL Vision and the land use strategies needed to support them.

City leaders provided feedback on corridor alignments and discussed the types, scale and location of future development that could enable sustainable implementation of LRT, BRT, and enhanced bus services. The TFL project team also worked with each city to identify areas within their community with redevelopment potential, emphasizing how land use planning should be leveraged to support the TFL Vision. The “areas of opportunity” identified by each city were used as a primary input to the analysis described in **Appendix C: Land Use Analysis.**

These meetings were held in January and February 2025, in between the fourth and fifth Partnership meetings. A second round of meetings was held in Fall of 2025 to present the TFL Vision and finalize priority corridors for each community. The materials prepared for each meeting are included in **Appendix B: City Briefing Materials**.

The TFL Vision

The development of the TFL Vision began with brainstorming exercises during the July and September 2024 Partnership meetings. During these meetings, Partnership members sketched potential corridors and connections for future high-capacity transit on large maps and engaged in discussions about the feasibility of different corridors.

At the November 2024 meeting, the Partnership reviewed these proposed corridors in the context of the project’s goals and objectives, which helped shape the initial framework of the TFL Vision. In January and February 2025, the TFL Vision held briefings with each city represented in the Partnership, as described above. Insights from these findings informed the creation of draft TFL Vision scenarios reviewed by the Partnership at the March 2025 meeting.

Following the March meeting, the TFL project team conducted technical analyses to evaluate the potential transit market for each corridor identified by the Partnership, along with land use assessments of each corridor to determine what would be required to support high-capacity transit. The findings of these analyses, which are detailed in **Appendix C: Land Use Analysis** and **Appendix D: Addressable Market Analysis**, were presented at the May 2025 Partnership meeting, prompting further refinement of the TFL Vision and the proposed corridors.

After the May 2025 meeting, the TFL project team conducted additional analyses, shown in **Appendix E: Red Line Extension and Utah County FrontRunner Connector Analyses**, to guide further refinement and decision-making around alternatives for a proposed UTA TRAX Red Line Extension and an LRT connection to the FrontRunner corridor in Utah County.

These additional findings were presented at the September 2025 Partnership meeting, which was held as two separate sessions with officials from Utah County and Salt Lake County. At these meetings, the Partnership finalized its preferred vision for high-capacity transit within the study area. This vision, summarized in **Table 2** and shown above in **Figure 1**, also includes an envisioned long-term mode for each corridor.

Corridor	Envisioned Mode
11800 South	Enhanced Bus – BRT
12600 South	Enhanced Bus
2100 North	BRT
Mountain View Corridor	BRT
Red Line Extension (Bangerter Corridor)	LRT
Porter Rockwell Corridor	BRT
Redwood Road	BRT
Rio Tinto Loop	Enhanced Bus – BRT
South Jordan Parkway	Enhanced Bus – BRT
Utah County Connector – Pioneer Crossing	LRT
Utah County Connector – Pony Express	LRT

Table 2: TFL Vision Corridors

Implementing the TFL Vision

Significant funding will be required to effectively support the TFL Vision. The most effective way to support funding efforts is to improve the transit-supportiveness of development near corridors. Achieving funding and land use modifications will depend on sustained, long-term efforts from each community, with support as needed from agency partners such as WFRC, MAG, UTA, and UDOT. Aligning land use policies and infrastructure investments will be essential to realizing the TFL Vision.

To provide a road map for implementation, an action plan was created for each corridor included in the TFL Vision. These Corridor Profiles are informed by the assessments of existing and planned land uses, current travel patterns and projected growth detailed in **Appendix C: Land Use Analysis** and **Appendix D: Addressable Market Analysis**. The steps included in these Corridor Profiles reflect the range of existing land use and travel market conditions present in the study area.

A critical first step for all corridors is formal adoption into the Regional Transportation Plan (RTPs) maintained by WFRC and MAG. While inclusion in the RTPs may not result in immediate implementation of corridors as envisioned, representing the corridors in the RTPs is critical to enabling coordinated planning among the Partnership. Inclusion in the RTPs will also reinforce regional coordination, enhance eligibility for funding and implementation support, and allow for further corridor refinement.

Beyond inclusion in the RTP, implementation strategies vary for each corridor. Some corridors will benefit from zoning amendments to increase the population of potential transit riders that in turn would support high-capacity transit. Other corridors may already have transit supportive zoning, and the focus will need to be on developing transit-oriented development plans at key locations along the corridor. Corridors with strong existing travel markets may be ready for initial transit service investment or more detailed study and planning.[1]

These next steps represent different phases towards high-capacity transit implementation. Corridors with limited land use support will need substantial interventions in the short-to-medium term, potentially leading to initial transit investments and station area identification over time. Corridors with stronger land use support and established travel demand may be ready for early transit investment and station area planning. Again, land use support notably increases the likelihood that funding entities will support a transit investment because it will show to the funding entities that “people will ride.”

A summary of each of the recommended next steps is provided below. The detailed recommendations for each corridor are included in the individual Corridor Profiles at the end of this report.

[1] “Travel markets” refer to the volume and types of trips that a corridor may be used for. For more information on travel markets see **Appendix D: Addressable Market Analysis**.

Incorporate Corridors into Regional Transportation Plans

To support ongoing coordination and long-term advancement of the TFL Vision, each corridor will be incorporated into the RTPs maintained by WFRC and MAG as an exploratory concept. Inclusion in the RTPs at this stage is a key milestone that enables sustained strategic alignment among cities, UTA and UDOT. This alignment will help synchronize land use, infrastructure, and mobility goals across cities, ensuring that the TFL Vision is reinforced by supportive policies and development.

While inclusion of a corridor in the RTPs as an exploratory concept does not guarantee that corridors will be implemented exactly as shown in the TFL Vision, it does provide a framework for ongoing evaluation and refinement. This will allow the Partnership to use performance metrics such as land use targets and travel demand patterns to make future modifications to the TFL Vision as necessary, including corridor modes and alignments.

Inclusion of the vision corridors in the exploratory phase of the RTPs will enhance eligibility for funding opportunities, prioritization in regional planning, and integration with other transportation initiatives. Cities should work proactively with WFRC and MAG to prepare the necessary documentation, demonstrate corridor readiness, and engage in the RTP update process to secure adoption.

Explore Changes to Land Use

To promote transit supportive land uses, communities will need to strategically increase residential development intensity near potential station areas and encourage a greater mix of land uses overall. This process begins with identifying potential future station locations and coordinating with UTA, WFRC, MAG, and other Partnership members to ensure alignment with regional land use and planning initiatives.

Certain corridors, like Redwood Road and the Pioneer Crossing Utah County Connector alignment, are envisioned to serve cities that have zoning regulations prohibitive of land use intensities that support LRT or BRT. To support high-capacity transit service, these communities will require updates to land use policies that may include:

- Updating zoning ordinances to allow for higher residential and mixed-use densities along transit corridors
- Eliminating minimum parking requirements along corridors and near potential station areas to encourage walkability and transit access within TOD areas
- Establishing density bonuses near corridors and potential station areas to incentivize transit-supportive development

Other corridors, such as the Mountain View Corridor and the Pony Express Utah County Connector alignment, pass through communities with zoning that may already allow land use intensities that could support future high-capacity transit. For these corridors, communities should focus development along these routes and within planning exploration areas to enhance transit feasibility. This may involve:

- Developing station area plans to guide land use, access, and infrastructure investments around potential future station areas
- Streamlining development proposals for projects along corridors
- Engaging developers through incentive programs to align private investment with transit-supportive land use goals

Through the process of exploring changes to land uses, the communities should continue to engage with WFRC and MAG for technical assistance and guidance on regional land use and planning strategies.

Assess Early-Phase Transit Options

To begin to build transit markets supportive of high-capacity investments, communities should partner with UTA and UDOT to explore early-phase transit options. Depending on existing travel markets and land use patterns, early-phase transit options may look different for each corridor. Because existing

conditions vary, early-phase transit services may be on-demand services for some corridors, or all-day local bus services for other corridors.

In some cases, UTA has already planned local bus investments in its 2025-2029 Five-Year Service Plan, such as along Pony Express Parkway in Eagle Mountain and segments of Redwood Road in Utah County. Collaborating with UTA to support these initial investments can serve as foundational steps towards implementing high-capacity transit services at a later phase.

To ensure that passengers can access these transit services, communities should assess existing pedestrian and cycling infrastructure along and near the planned high-capacity corridors. If safe, comfortable, and direct walking and biking connections do not currently exist, communities should explore investments in connective infrastructure. These improvements will improve access to the early-phase transit solutions and lay the groundwork for later phases when high-capacity transit is implemented.

Capture Existing Transit Market

To build on early-phase transit services, communities should continuously monitor ridership and travel markets along the TFL Vision corridors. Ongoing evaluation will identify emerging transit demand and determine when a corridor is ready to advance towards high-capacity transit services. To capture growing markets, communities should partner with UTA and UDOT to enhance early-phase transit services. This may include:

- Installing transit-priority infrastructure including queue jumps and transit signal priority (TSP) at key intersections
- Identifying locations for park and ride facilities at strategic locations to serve commuter demand
- Increasing the frequency or service hours of early-phase transit solutions

Conduct-In Depth Transit Analysis

As transit markets develop and TFL Vision corridors approach readiness for high-capacity transit services, communities should initiate a formal Alternatives Analysis (AA) process to identify a locally preferred alternative (LPA). In addition to establishing an LPA, the AA will:

- Include high-level engineering work to assess corridor feasibility, major cost factors, and potential design constraints
- Assess tradeoffs in travel time, infrastructure requirements, and development potential to optimize station placement and corridor routing
- Perform additional travel demand modeling to better understand projected ridership and market growth
- Develop a funding strategy by evaluating potential federal, state, and local funding opportunities

For the Utah County Connector alternatives in particular, additional analysis of transit options will help determine the optional routing through Lehi, Saratoga Springs, and Eagle Mountain to connect the American Fork FrontRunner station and the Firefly Development in Eagle Mountain.

Pursue Funding Opportunities

Once a corridor has sufficient land use densities (planned or in place) to support high-capacity transit and an LPA has been identified, communities should develop a comprehensive funding strategy. There are two primary approaches to funding high-capacity transit investments: federal and state funding opportunities and local financing options. Communities will also need to identify revenue sources to fund ongoing operations and maintenance costs. A successful funding plan will combine multiple sources to ensure financial sustainability and project delivery.

Federal and State Funding

The primary source of federal funding for major transit projects is the Federal Transit Administration's (FTA) Capital Investment Grants Program (CIG). While the CIG program has a large pool of funding

available, this funding has rigorous project justification criteria. Project sponsors must demonstrate strong travel demand projections, supportive land use policies and densities, and financial capacity to deliver and maintain the project.

At the state level, communities can pursue capital dollars through programs such as the State of Utah's Transit Transportation Investment Fund (TTIF). Like the CIG program, TTIF uses a standardized ranking process to allocate funds. The prioritization model for the TTIF program evaluates projects based on their ability to improve mobility, promote public health, foster connected communities, and strengthen economic vitality.

Regardless of the primary funding source for a project, some amount of funding will be necessary. For example, the CIG program requires a local match, and federal funds cannot be used for more than 80 percent of the total project cost.[2] The State TIFF program requires a 30 percent local match in addition to documentation that operations and maintenance funds are available at the local level.[3] Advancing any corridor in the TFL Vision will depend on continued coordination among the Partnership, WFRC, MAG, UTA, and UDOT.

Local Funding

Local funding sources for transit projects may include dedicated sales tax measures within communities, impact fees on new development and partnerships with major employers or developers to secure capital contributions through things like naming rights agreements, advertising agreements, or joint development near transit stations. To capitalize on the development potential of planned high-capacity transit services, communities can consider establishing Housing and Transit Reinvestment Zones (HTRZ) to concentrate development and encourage mixed-use developments around transit corridors. Communities can also explore Tax Increment Financing (TIF) districts around potential station areas to capture property tax value increases driven by planned transit improvements.

Locally funding a corridor may allow for greater flexibility in how projects are constructed or phased and may not be tied to specific land use or travel demand requirements. However, relying on local sources may require aggregating funding from multiple sources, which could create complexities.

Funding Sustainable Options

In addition to sourcing dollars for initial capital investments for the TFL Vision corridors, communities will also need to find continuous funding streams to fund ongoing operations and maintenance needs. This may include evaluating local sales tax options and creating protected revenue streams from state and local funding sources. Communities may also need to implement performance-based budgeting to ensure operational efficiency and cost control.

Additional Recommendations

Implementing a network of high-capacity transit services will require close coordination among stakeholders to ensure that necessary land use updates, transit service improvements, and supporting studies are completed. As communities work toward the steps identified in their Corridor Profiles, they are encouraged to coordinate with WFRC, MAG, UTA, and UDOT as needed.

[2] Fact Sheet: Capital Investments Grants Program. Federal Transit Administration. https://www.transit.dot.gov/funding/grants/fact-sheet-capital-investment-grants-program
[3] Capacity Project Prioritization. Utah Department of Transportation. https://projectprioritization.udot.utah.gov/

Appendix A: Partnership Materials

The presentations for each of the Partnership meetings convened during the Transit Fresh Look study listed in **Table 3** are attached below.

Meeting	Date	Topics
PM #1	April 1, 2024 April 26, 2024	• Kick-off meeting • Defining success
PM #2	July 29, 2024	• Diagnostic: Existing conditions and growth scenarios
PM #3	September 10, 2024	• Discover: Connecting what is possible
PM #4	November 18, 2024	• Refine: Growth scenarios, focus forward
PM #5	March 19, 2025	• Draft TFL Vision scenarios
PM #6	May 29, 2025	• Technical analysis results: land use and transit market
PM #7	September 29, 2025 *Split Utah County and Salt Lake County meetings*	• TFL Vision consensus
PM #8	December 1, 2025	• Implementation and considering an agreement to move forward

Table 3: Partnership Meetings

Appendix B: City Briefing Materials

The presentations for each of the individual city briefings convened during the Transit Fresh Look process listed in **Table 4** are attached below.

Date	City
January 6, 2025 & January 28, 2026	Herriman
January 8, 2025 & September 16, 2025	Riverton
January 13, 2025 & November 12, 2025	Bluffdale
January 13, 2025 & October 7, 2025	Saratoga Springs
January 13, 2025 & November 18, 2025	South Jordan
January 21, 2025 & September 23, 2025	West Jordan
February 10, 2025 & October 21, 2025	Eagle Mountain
February 10, 2025 & October 14, 2025	Lehi

Table 4: City Briefing Meetings

Appendix C: Land Use Analysis

To understand the level of development needed to support high-capacity transit along corridors identified by the Partnership, the TFL Vision conducted land use analysis to understand how existing and planned land uses align with regional and federal land use intensity goals.[4] [5] The objectives of the land use analysis were to:

- Assess future land use capacity (including both projected dwelling units and employment) for each corridor, based on adopted land use plans.
- Compare planned land use capacity to regional and federal density benchmarks to determine alignment with high-capacity transit readiness.
- Identify necessary land use policy changes to meet these benchmarks and support future high-capacity transit investment.

The land use analysis was based on the TFL Vision corridors as they stood following the March 2025 Partnership meeting. Subsequent modifications made to the TFL Vision during the May and September 2025 meetings were not reflected in the analysis.

The analysis utilized GIS shapefiles provided by each city with land use by parcel. These datasets also indicated where future development is anticipated. Working collaboratively with local communities, the TFL effort identified “planning exploration areas”: locations within a half mile of each corridor where infill development could be targeted.[6] These areas were evaluated for their potential to support increased residential density, expressed in dwelling units per acre, within each land use category.

This analysis resulted in an understanding of which corridors are likely to meet the regional and federal density benchmarks, and which corridors are likely to require land use interventions to support high-capacity transit. Using these thresholds, the TFL effort also estimated the number of additional dwelling units needed within a half mile of each corridor to achieve densities supportive of high-capacity transit. These findings were used to develop action items for each community within the study area to guide future land use policies and decisions that align with the regional TFL Vision.

While this analysis shows that some TFL corridors may meet regional and federal land use density goals that are consistent with high-capacity transit services, the findings of this analysis should not be used as the single determining factor to evaluate “transit readiness.” Existing land use is one of many criteria that the Federal Transit Administration (FTA) uses to assess Capital Investment Grants (CIG) projects. The FTA also requires extensive documentation of land use policies (i.e., station area plans and transit-oriented development overlay zones) to show that there is regional precedent for the type of development needed to support high-capacity transit services.[7]

[4] The Regional Land Use goals were pulled from the UTA Long Range Transit Plan.
Utah Transit Authority. 2024. UTA Long Range Transit Plan. Retrieved from https://rideuta.com/-/media/Files/Current-Projects/Long-Range/UTA_Moves_2050_Nov2024.pdf

[5] The Federal Land Use goals were pulled from the FTA CIG Guidance.
Federal Transit Administration. 2024. Capital Investment Grants Policy Guidance. Retrieved from https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-12/CIG-Policy-Guidance-December-2024.pdf

[6] Planning exploration areas are parcels that the cities themselves have identified are not currently spoken for in existing land use plans and could reasonably turn over and attract infill development over the next 20 years.

[7] To view the criteria used to evaluate transit corridors for federal funding, visit this link for the most up-to-date CIG guidance: https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-12/CIG-Policy-Guidance-December-2024.pdf

Appendix D: Addressable Market Analysis

To supplement the land use analysis conducted for each corridor, the TFL effort performed a detailed assessment of both current and projected transit demand. These analyses informed the Partnership's decision-making by providing comparative insights between the corridors and existing UTA high-capacity services. These analyses also informed the action plan for each of the corridors included in the TFL Vision.

The addressable market analysis was based on the TFL Vision corridors as they stood following the March 2025 Partnership meeting. Subsequent modifications made to the TFL Vision during the May and September 2025 meetings were not reflected in the analysis.

To evaluate potential ridership demand, the TFL Vision analyzed existing travel patterns using data from Replica.[8] This began with identifying "serviceable trips," which were defined as non-freight trips that start and end within a half mile of each corridor included in the TFL Vision.

Using the daily volume of serviceable trips from Replica, the TFL Vision applied a "transit capture ratio" based on existing UTA high-capacity services.[9] This ratio was calculated by comparing boardings on UTA's BRT and LRT services to the number of serviceable trips occurring near UTA stations. Applying this ratio to the daily number of existing serviceable trips for the TFL Vision corridors produced an estimate of the addressable transit market for each corridor.

This approach enables direct comparisons between the proposed transit corridors and the performance of existing UTA high-capacity services. Corridors with higher volumes of serviceable trips were identified as strong candidates for initial transit investments such as local bus or enhanced bus services. Corridors with lower trip volumes were identified as ones needing additional land use support from their communities.

Future Market Projections

To estimate future transit demand, the project team used 2050 population and job projections from WFRC's travel demand model (TDM). They calculated expected growth within a half mile of each corridor and applied these growth rates to the anticipated trip volumes, generating future demand estimates for each corridor.

[8] Replica is an anonymized data platform that records trip characteristics from internet-connected devices. The Replica data used for the addressable market analysis was from an average weekday in Spring 2024.
[9] For the addressable market analysis, the TFL Vision used average April 2024 weekday ridership.

Appendix E: Red Line Extension and Utah County FrontRunner Connector Analyses

To support the Partnership with decision-making on alternatives for the Red Line Extension and Utah County FrontRunner Connector, the TFL Vision conducted additional analyses of ridership, travel time, potential cost ranges, and conceptual cross sections. These analyses helped assess feasibility and prioritize investment across the following corridors:

- Red Line Extension
  - Bangerter Alignment
  - Porter Rockwell Alignment
- Utah County FrontRunner Connector
  - Pioneer Crossing Alignment
  - Pony Express Alignment

The routing of the alignments that was studied for this additional analysis is shown in the slides below. At the September 2025 Partnership meeting, the attendees made further alterations to the routes for the Utah County FrontRunner Connector alignments. The updated alignments are represented in the final TFL Vision.

Ridership

To develop advanced ridership estimates, the TFL effort identified draft station locations for the Red Line Extension and Utah County FrontRunner Connector alternatives. Draft stations were selected based on proximity to major intersections, activity centers, and planned developments. The TFL effort then created walksheds for each draft station to represent the geographic area that could be reached within a half-mile walk of the corridors.

Using these walksheds, the team leveraged Replica data to estimate the number of daily serviceable trips that both begin and end within these zones. To translate these trip estimates into projected ridership, the TFL effort applied the transit capture ratio from existing UTA services as described in **Appendix D: Addressable Market Analysis.**

Travel Time

To compare the alternatives for the Red Line Extension and Utah County FrontRunner Connector, as well as determine corridor practicality, the TFL effort compared estimated transit travel times with typical driving times during the morning peak period. Transit times were calculated using average speeds and run times from existing UTA services, assuming dedicated guideways for new routes. Driving times were sourced from Google Maps for the same corridors and time periods.

Conceptual Cross Sections

To better understand potential property impacts and significant cost drivers, the TFL effort developed conceptual cross sections for select locations on both the Red Line Extension and Utah County FrontRunner Connector alternatives. The TFL effort selected five locations on all four corridors to develop conceptual cross sections.

These conceptual cross sections are intended to illustrate possible sizing and space constraints and are not based on detailed engineering. They should only be used to compare the potential impacts of the corridors, not for final design or construction decisions.

The conceptual cross sections were created using established design criteria, specifically the UDOT Light Rail Manual of Instruction (2021 Edition), UDOT Roadway Design Manual (2021 Edition), and the UTA Design Criteria Manual (2024 Edition). In preparing these cross sections, the TFL Vision assumed a double-tracked, center-running light rail corridor, while retaining all existing roadway elements, including travel lanes, parking lanes, shoulders, and sidewalks.

Potential Cost Ranges

To provide cost ranges for the Red Line Extension and Utah County FrontRunner connector alternatives, the TFL effort focused on major cost drivers: guideway, bridges, utilities, intersections and interchanges, roadway reconstruction, and potential property acquisition. These cost ranges are high-level cost ranges and should not be used for any purposes beyond comparing the corridors.

Key assumptions in developing these cost ranges include a double-tracked, center-running LRT with full roadway reconstruction. A 50% contingency was added to account for risk and uncertainty prior to any design work being conducted. Additional costs include property acquisition, station infrastructure, project development, parking structures, and operations and maintenance.

The primary assumptions, precedent projects, and unit costs are as follows:

- **Red line light rail cost per mile**
  - Referenced and escalated TRAX Red Line cost per mile from the FTA Cost Database to 2025 dollars to use as a cost per mile factor. All projects and cost years referenced are listed below:
    - Red Line North South Corridor (1998)
    - Red Line Mid-Jordan Extension (2011)
    - Red Line Draper Extension (2012)
- **Full bridge reconstruction cost factor**
  - Bridge reconstruction costs estimates were developed using costs from relevant precedent projects in the Salt Lake City region
  - New LRT bridge costs supported by Red Line North South Corridor costs from FTA Cost Database escalated from 1998 dollars to 2025 dollars.
- **Utilities and Systems**
  - Utilities were accounted for in a utility cost factor for all potential surface and underground utilities that might be impacted.
    - Cost factor will be taken as an average from the previous Red Line projects listed above.
    - Utilities accounted for in the contingency include but are not limited to:
      - Surface utility relocation and reconstruction:
        - Culvert crossings
        - Transmission lines
        - Utility boxes
      - Underground utility relocation
        - Water main
        - Fiber
        - Gas
  - Systems work was accounted for using a cost factor from the previous Red Line projects which included the following:
    - Train control – wayside
    - Traffic signals
    - Traction power substations
    - Catenary
    - Communications
- **Intersections and Interchanges**
  - Intersection and reconstruction costs were incorporated in the per mile roadway reconstruction costs.
- **Roadway reconstruction (highway, arterial, local)**
  - Roadway reconstruction costs were developed using costs from relevant precedent projects in the Salt Lake City region. Precedent projects referenced:
    - Collector/Arterial/Intersection References:

        - Parkway Boulevard, West Valley City, UT
        - 500 West, South Salt Lake, UT
        - 700 West, South Salt Lake, UT
        - 300 West, Salt Lake City, UT
      - Freeway/Interchange References:
        - Bangerter Highway Interchanges
        - I-15 Expansion (Farmington to SLC)
        - I-15 Core (Utah County)
        - I-15 - South Cedar Interchange (Iron County)
    - Cost ranges:
      - Collector roads: $10-15M
      - Arterial roads: $30-100M
      - Freeways: $70-200M
      - To refine the cost range a cost ratio will be determined by comparing the largest and smallest sections of I-15 to the project's proposed sections.
- **Potential property acquisition (total acres)**
    - Total acres impacted by each of the alternatives were included in the analysis.
    - No costs accounted for as cost per acre is unknown but will be listed as a risk factor per alternative.