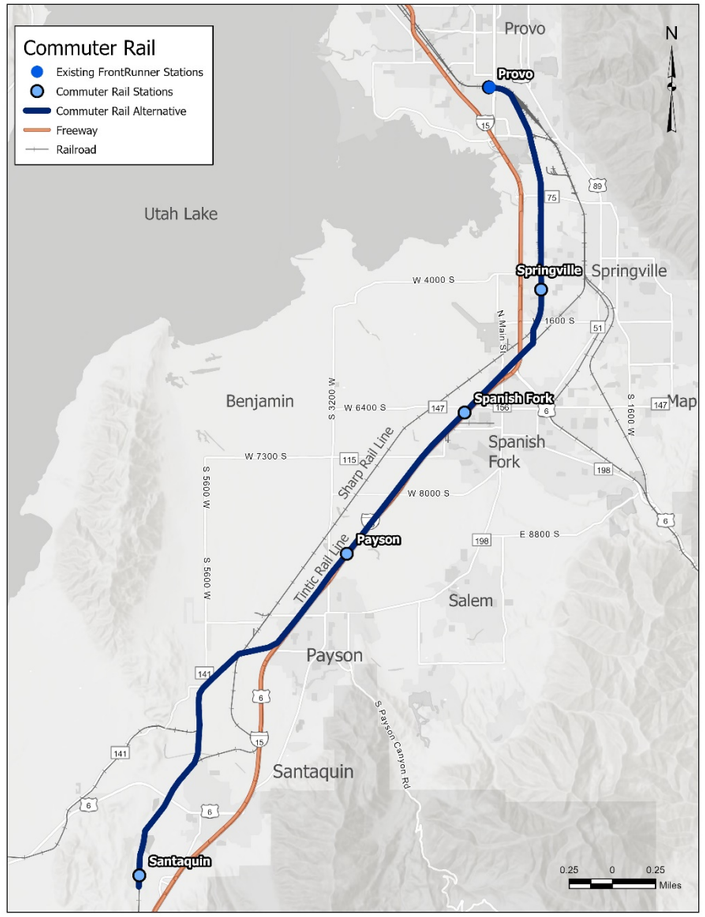
South Valley – Summary Table of Detailed Evaluation Results

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only
Regional transit travel times	👍	👎	😐	😐	👎	👎
Transit reliability	👍	👍	👍	👍	😐	😐
Transit ridership	👍	😐	😐	👎	👎	👎
Study area transit trips	👍	👎	😐	👎	👎	👎
Transportation system impacts	👍	👍	👍	👍	👍	👍
Land use compatibility	👍	👍	👍	👍	👍	👍
TOD potential	👍	👍	👍	👍	👍	😐
Capital cost estimate	😐	😐	👎	👎	👍	👍
O&M cost estimate	👎	😐	😐	👍	😐	👍
Return on investment	👍	😐	👎**	👎**	👎	👎
Construction complexity	😐	😐	👎	👎	👍	👍
Natural or built environment considerations	😐	😐	😐	😐	👍	👍
Estimated property impacts	😐	😐	😐	😐	👍	👍

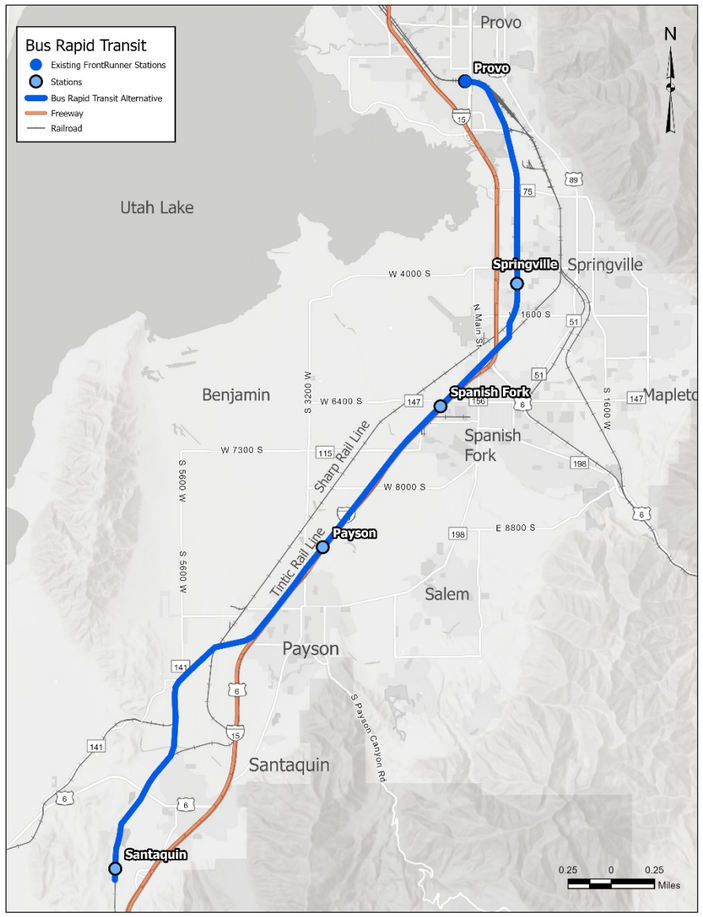
Key:

- 👍 High performance and/or low impact
- 😐 Moderate performance and/or moderate impact
- 👎 Low performance and/or high impact

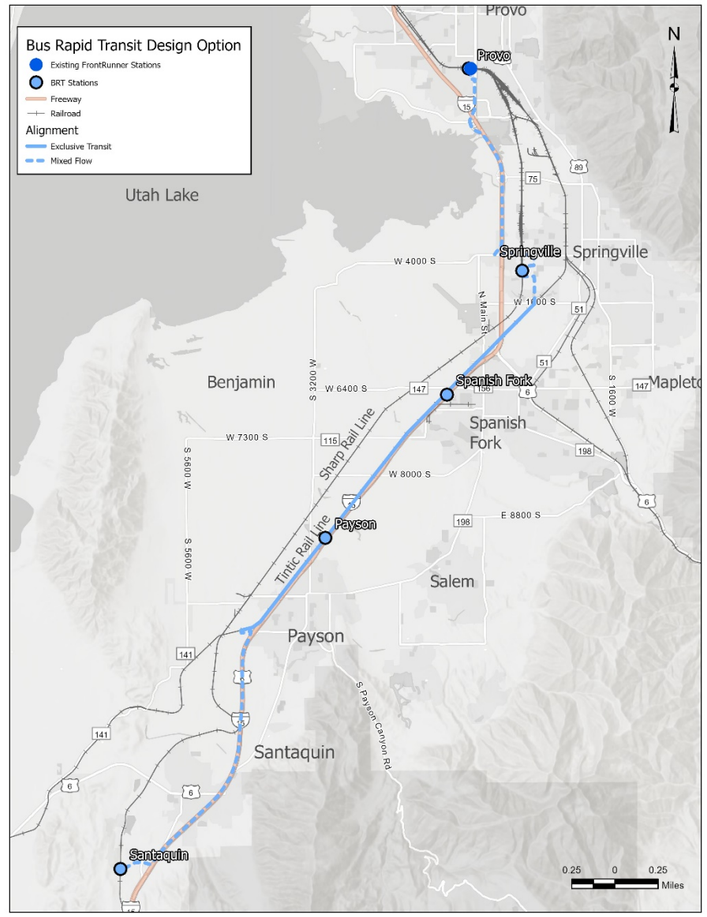
**rating changes to Medium Performance for Provo to Payson



Commuter Rail Alternative



Bus Rapid Transit Alternative



Bus Rapid Transit Design Option Alternaitve

Summary Table of Quantitative Results

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only
Regional transit travel times	Santaquin to FR Provo: 30 minutes Santaquin to FR Lehi: 58 minutes	Santaquin to FR Provo: 30 minutes Santaquin to FR Lehi: 73 minutes	Santaquin to FR Provo: 29 minutes Santaquin to FR Lehi: 73 minutes	Santaquin to FR Provo: 29 minutes Santaquin to FR Lehi: 73 minutes	Santaquin to FR Provo: 35 minutes Santaquin to FR Lehi: 78 minutes	Santaquin to FR Provo: 35 minutes Santaquin to FR Lehi: 78 minutes
Transit reliability	100% of transit operates in exclusive guideway	100% of transit operates in exclusive guideway	100% of transit operates in exclusive guideway	100% of transit operates in exclusive guideway	58% of transit operates in exclusive guideway	58% of transit operates in exclusive guideway
Transit ridership	Daily boardings (2050) ➢ Provo - 6,039 ➢ Springville - 1,969 ➢ Spanish Fork - 1,394 ➢ Payson - 723 ➢ Santaquin - 658 ➢ **Total w/o Provo – 4,744** ➢ **Total with Provo – 10,783**	Daily boardings (2050) ➢ Provo – 6,691 ➢ Springville - 633 ➢ Spanish Fork - 387 ➢ Payson - 166 ➢ Santaquin - 300 ➢ **Total w/o Provo – 1,486** ➢ **Total with Provo – 8,177**	Daily boardings (2050) ➢ Provo – 6,428 ➢ Springville – 420 ➢ Spanish Fork – 293 ➢ Payson - 143 ➢ Santaquin - 233 ➢ **Total w/o Provo – 1,089** ➢ **Total with Provo – 7,517**	Daily boardings (2050) ➢ Provo – 6,051 ➢ Springville - 271 ➢ Spanish Fork - 200 ➢ Payson - 108 ➢ Santaquin - 159 ➢ **Total w/o Provo – 738** ➢ **Total with Provo – 6,789**	Daily boardings (2050) ➢ Provo – 5,750 ➢ Springville - 124 ➢ Spanish Fork - 187 ➢ Payson - 100 ➢ Santaquin - 132 ➢ **Total w/o Provo – 543** ➢ **Total with Provo – 6,292**	Daily boardings (2050) ➢ Provo – 5,591 ➢ Springville - 80 ➢ Spanish Fork - 129 ➢ Payson - 75 ➢ Santaquin - 90 ➢ **Total w/o Provo – 375** ➢ **Total with Provo – 5,966**
Capital cost (2026 dollars) (Rough order of magnitude cost includes estimated construction, right-of-way, program, and vehicle fleet costs)	➢ $800 M – 1.1 B (Provo to Santaquin) ➢ $550 – 750 M (Provo to Payson)	➢ $800 M – 1.1 B (Provo to Santaquin) ➢ $500 – 750 M (Provo to Payson)	➢ $1.1 – 1.5 B (Provo to Santaquin) ➢ $650 – 900 M (Provo to Payson)	➢ $1.1 – 1.5 B (Provo to Santaquin) ➢ $650 – 900 M (Provo to Payson)	➢ $400 – 550 M (Provo to Santaquin) ➢ $300 – 400 M (Provo to Payson)	➢ $350 – 500 M (Provo to Santaquin) ➢ $250 – 300 M (Provo to Payson)
Annual O&M cost estimate (2026 dollars/year)	➢ $13.5 M/yr (Provo to Santaquin) ➢ $8.1 M/yr (Provo to Payson)	➢ $3.5 M/yr (Provo to Santaquin) ➢ $2.1 M/yr (Provo to Payson)	➢ $3.7 M/yr (Provo to Santaquin) ➢ $2.2 M/yr (Provo to Payson)	➢ $1.2 M/yr (Provo to Santaquin) ➢ $0.7 M/yr (Provo to Payson)	➢ $3.9 M/yr (Provo to Santaquin) ➢ $2.4 M/yr (Provo to Payson)	➢ $1.2 M/yr (Provo to Santaquin) ➢ $0.7 M/yr (Provo to Payson)
Return on investment (cost/rider)	➢ Lowest cost per rider of all alternatives (Provo to Santaquin) ➢ Improves ROI performance by ~30% (Provo to Payson)	➢ 2x higher CRT Scenario A (Provo to Santaquin) ➢ Improves ROI performance by ~35% (Provo to Payson)	➢ 4x higher CRT Scenario A (Provo to Santaquin) ➢ Improves ROI performance by ~40% (Provo to Payson)	➢ 5x higher CRT Scenario A (Provo to Santaquin) ➢ Improves ROI performance by ~40% (Provo to Payson	➢ 4x higher CRT Scenario A (Provo to Santaquin) ➢ Improves ROI performance by ~20% (Provo to Payson)	➢ 3.5x higher CRT Scenario A (Provo to Santaquin) ➢ Improves ROI performance by ~20% (Provo to Payson)

South Valley – Detailed Evaluation Results

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
Description of Alternative *Rating changes from Provo to Santaquin, compared to Provo, to Payson summarized in italics in this column.*	➢ Commuter Rail Transit (CRT) with portions of single tracking and double tracking at stations and passing sidings. Fully interlined with FrontRunner. ➢ 23.6 miles, 4 new stations – Provo to Santaquin. ➢ 14.0 miles, 3 new stations – Provo to Payson.	➢ CRT with portions of single tracking, and double tracking at stations and passing sidings. Shuttle service does not interline with FrontRunner, requiring transfer. ➢ 23.6 miles, 4 new stations – Provo to Santaquin. ➢ 14.0 miles, 3 new stations – Provo to Payson.	➢ Bus Rapid Transit (BRT) with portions of single lane and portions of two-way passing locations (similar to Commuter Rail – Scenario A). Separation between freight and BRT in select locations. ➢ 23.4 miles, 4 new stations – Provo to Santaquin. ➢ 14.0 miles, 3 new stations – Provo to Payson.	➢ BRT with portions of single lane and portions of two-way passing locations (similar to CRT – Scenario B). Separation between freight and BRT in select locations. ➢ 23.4 miles, 4 new stations – Provo to Santaquin. ➢ 14.0 miles, 3 new stations – Provo to Payson.	➢ From FrontRunner Provo station, utilize existing streets in mixed flow to access I-15. Following I-15 to 400 S in Springville, the bus will operate in mixed flow. After the Springville station, the bus will continue south on 1200 W before accessing the rail corridor, where the bus will operate in an exclusive transit corridor. The bus will continue along the rail corridor until 800 S (Payson) where the bus will continue in mixed use flow on I-15 until accessing the Santaquin station via Summit Ridge Parkway. ➢ 25.2 miles, 4 new stations – Provo to Santaquin. ➢ 14.8 miles, 3 new stations – Provo to Payson.	➢ Same as BRT Design Option Scenario A. ➢ 25.2 miles, 4 new stations – Provo to Santaquin. ➢ 14.8 miles, 3 new stations – Provo to Payson.	➢ Express bus operating in mixed flow traffic on I-15 from FrontRunner Provo to Santaquin Station on Summit Ridge Parkway. ➢ 22.9 miles, 4 stops – Provo to Santaquin.
Transit travel times – within south Utah County and regional trips. *Ratings do not change for Provo to Payson.*	**High performance** ➢ Representative **south Utah County trip** travel time – Santaquin to FrontRunner Provo: 30 minutes. ➢ Representative **regional trip** travel time – Santaquin to FrontRunner Lehi: Total Time: 58 minutes (no transfer penalty).	**Medium Performance** ➢ Representative **south Utah County trip** travel time – Santaquin to FrontRunner Provo: 30 minutes. ➢ Representative **regional trip** travel time – Santaquin to FrontRunner Lehi: Total Time: 73 minutes (with 15-minute transfer penalty).	**Medium Performance** ➢ Representative **south Utah County trip** travel time – Santaquin to FrontRunner Provo: 29 minutes. ➢ Representative **regional trip** travel time – Santaquin to FrontRunner Lehi: Total Time: 66 minutes (with 15-minute transfer penalty).	**Medium Performance** ➢ Same as BRT Scenario A.	**Low Performance** ➢ Representative **south Utah County trip** travel time – Santaquin to FrontRunner Provo: 35 minutes. ➢ Representative **regional trip** travel time – Santaquin to FrontRunner Lehi: Total Time: 78 minutes (with 15-minute transfer penalty). ➢ Portions operating in mixed flow traffic subject to congestion not captured here in travel times.	**Low performance** ➢ Same as BRT Design Option Scenario A.	➢ Representative **south Utah County trip** travel time – Santaquin to FrontRunner Provo: TBD. ➢ Representative **regional trip** travel time – Santaquin to FrontRunner Lehi: Total Time: TBD. ➢ Operates completely in mixed flow traffic subject to congestion and not captured here in travel times.
Transit reliability – percentage of alignment operating in exclusive right-of-way. *Ratings do not change for Provo to Payson.*	**High Performance** ➢ CRT operates 100% exclusively on the rail corridor with high priority at gate crossings and speeds of nearly 80 mph. However, there are frequent speed restrictions	**High performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ BRT operates 100% exclusively on the rail corridor with high priority at gate crossings and consistent speeds of 70 mph along the corridor.	**High Performance** ➢ Same as BRT Scenario A.	**Medium Performance** ➢ The BRT design option is 58% mixed use along the corridor and 42% exclusive transit operations. Speeds vary from 45 to 70 mph and yield to 9 traffic signals	**Medium Performance** ➢ Same as BRT Design Option Scenario A.	➢ 0% exclusive operations.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
	along curves and station sidings, and slower acceleration and deceleration speeds that increase travel times compare to BRT.				while operating outside the rail corridor.		
Transit ridership – daily forecasted transit ridership (2050), boardings by station, and by access mode (walk/drive). *Ratings do not change for Provo to Payson.*	**High Performance** Daily boardings (2050) ➢ Provo - 6,039 ➢ Springville - 1,969 ➢ Spanish Fork - 1,394 ➢ Payson - 723 ➢ Santaquin - 658 ➢ **Total with Provo – 10,783** ➢ **Total w/o Provo – 4,744**	**Medium Performance** Daily boardings (2050) ➢ Provo – 6,691 ➢ Springville - 633 ➢ Spanish Fork - 387 ➢ Payson - 166 ➢ Santaquin - 300 ➢ **Total with Provo – 8,177** ➢ **Total w/o Provo – 1,486**	**Medium Performance** Daily boardings (2050) ➢ Provo – 6,428 ➢ Springville – 420 ➢ Spanish Fork – 293 ➢ Payson - 143 ➢ Santaquin - 233 ➢ **Total with Provo – 7,517** ➢ **Total w/o Provo – 1,089**	**Low Performance** Daily boardings (2050) ➢ Provo – 6,051 ➢ Springville - 271 ➢ Spanish Fork - 200 ➢ Payson - 108 ➢ Santaquin - 159 ➢ **Total with Provo – 6,789** ➢ **Total w/o Provo – 738**	**Low Performance** Daily boardings (2050) ➢ Provo – 5,750 ➢ Springville - 124 ➢ Spanish Fork - 187 ➢ Payson - 100 ➢ Santaquin - 132 ➢ **Total with Provo – 6,292** ➢ **Total w/o Provo – 543**	**Low Performance** Daily boardings (2050) ➢ Provo – 5,591 ➢ Springville - 80 ➢ Spanish Fork - 129 ➢ Payson - 75 ➢ Santaquin - 90 ➢ **Total with Provo – 5,966** ➢ **Total w/o Provo – 375**	Daily boardings (2050) ➢ **Total with Provo – 1,296** ➢ **Total w/o Provo – 893**
Study area transit trips – effects on overall transit trips within study area compared to No Build. *Ratings not expected to change for Provo to Payson.*	**High Performance** ➢ Compared to No Build, an 80% increase in transit trips within the study area.	**Low performance** ➢ Compared to No Build, an 20% increase in transit trips within the study area.	**Medium Performance** ➢ Compared to No Build, an 65% increase in transit trips within the study area.	**Low performance** ➢ Compared to No Build, an 10% increase in transit trips within the study area.	**Low performance** ➢ Provide similar transit trips compared to No Build.	**Low Performance** ➢ Compared to No Build, an 80% increase in transit trips within the study area.	➢ Not applicable
Transportation system impacts – potential effects on existing and planned traffic operations, including freight (rail and truck, as applicable). *Ratings do not change for Provo to Payson.*	**High Performance** ➢ CRT operates exclusive to both freight and vehicular traffic. There are 12 gated crossings and several subdivisions along the corridor that vehicular traffic could also be impacted due to the gated crossings; stops would be limited in duration.	**High Performance** ➢ Same as CRT Scenario A, but with impacts to traffic limited to peak hours only.	**High Performance** ➢ Same as CRT, BRT will operate in exclusive right-of-way (ROW) adjacent to the rail corridor with little impact on planned traffic operations. There are 12 gated crossings that vehicular traffic could be impacted due to the gate crossings; stops would be limited in duration.	**High Performance** ➢ Same as BRT Scenario A, but with impacts to traffic limited to peak hours only.	**High Performance** ➢ BRT operates 58% mixed use and 42% exclusive. In the mixed use portions, this option would have limited impacts on existing traffic operations. In exclusive portions, would have impacts similar to CRT and BRT alternatives.	**High Performance** ➢ Same as BRT Design Option Scenario A, but with impacts to traffic limited to peak hours only.	➢ Lack of an alternative transit solution will ultimately result in more vehicles on the roadway, further limiting capacity on the existing transportation system.
Access to employment – Access to employment within 30/60 mins.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.	➢ Not able to analyze as part of the detailed evaluation. Ratings likely to resemble ridership and transit trips.
Land use compatibility – potential to complement and integrate with existing and planned land uses and densities in terms	**High Performance** ➢ *All alternatives serve the same station locations.* ➢ Station locations are located in areas identified as higher growth areas for future population and/or employment.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	➢ Without high-capacity transit service, planned land uses may not reach the same mix or densities as with implementation of fixed guideway/ permanent transit.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
of capacity, stops and alignment. *Ratings do not change for Provo to Payson.*	➢ Surrounding land uses are/ envisioned to be transit-supportive: mixed use, TOD, commercial, and/or village core.						
TOD potential – development and/or redevelopment potential susceptibility. *Ratings do not change for Provo to Payson.*	**High Performance** ➢ *All alternatives serve the same station locations.* ➢ The permanence of commuter rail stations and fixed guideway promote development certainty and encourage higher densities. ➢ Station locations are in areas that have a greater likelihood to develop/ redevelop to support TOD (large vacant/underutilized parcels are present, or favorable zoning or policies are in place). ➢ TOD readiness varies by station, with several ready for TOD and others lacking major infrastructure to serve development.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Same as CRT Scenario A.	**Medium Performance** ➢ Same as CRT Scenario A; however, the presence of both exclusive and non-exclusive transit BRT guideway may reduce development certainty compared to commuter rail and BRT.	**Medium Performance** ➢ Same as CRT Scenario A; however, the presence of both exclusive and non-exclusive transit BRT guideway may reduce development certainty compared to commuter rail and BRT.	➢ No Build would serve the same station locations. The lack of permanent guideway and station areas associated with this type of transit service would not promote development certainty compared to commuter rail and BRT. TOD potential would be more limited.
Capital cost estimate (2026 dollars) – rough order of magnitude capital cost of program (construction, right-of-way vehicles, etc.). *Capital costs are substantially reduced for Provo to Payson, ratings do not change.*	**Medium Performance** ➢ $800 – 1.1 B (Provo to Santaquin) ➢ $550 – 750 M (Provo to Payson) ➢ Rough order of magnitude capital cost range based on representative alignment, including an allowance for real estate/soft costs, vehicles, maintenance facilities, and station programming elements. Operations, maintenance, and state of good repair costs are not included.	**Medium Performance** ➢ Same as CRT Scenario A. Slight variations based on different fleet assumptions for operational scenario. ➢ $800 – 1.1 B (Provo to Santaquin) ➢ $550 – 750 M (Provo to Payson) ➢ Could have minor cost differences due to different siding assumptions based on operational scenario but would be within estimated range.	**Low Performance** ➢ $1.1 – 1.5 B (Provo to Santaquin) ➢ $650 – 900 M (Provo to Payson) ➢ Rough order of magnitude capital cost range based on representative alignment, including an allowance for real estate/soft costs, vehicles, maintenance facilities, and station programming elements. Operations, maintenance, and state of good repair costs are not included.	**Low Performance** ➢ Same as BRT Scenario A. Slight variations based on different fleet assumptions for operational scenario. ➢ $1.1 – 1.5 B (Provo to Santaquin) ➢ $650 – 900 M (Provo to Payson) ➢ Could have minor cost differences due to different siding assumptions based on operational scenario but would be within estimated range.	**High Performance** ➢ $400 – 550 M (Provo to Santaquin) ➢ $300 – 400 M (Provo to Payson) ➢ Rough order of magnitude capital cost range based on representative alignment, including an allowance for real estate/soft costs, vehicles, maintenance facilities, and station programming elements. Operations, maintenance, and state of good repair costs are not included.	**High Performance** ➢ Same as BRT Design Option A. Slight variations based on different fleet assumptions for operational scenario. ➢ $350 – 500 M (Provo to Santaquin) ➢ $250 – 300 M (Provo to Payson)	➢ No major capital cost outside of purchase of additional vehicles and bus stop amenities.
Annual O&M cost estimate (2026 dollars) – rough order of magnitude annual O&M cost.	**Low Performance** ➢ $13.5 M/yr (Provo to Santaquin) ➢ $8.1 M/yr (Provo to Payson)	**Medium Performance** ➢ $3.5 M/yr (Provo to Santaquin) ➢ $2.1 M/yr (Provo to Payson)	**Medium Performance** ➢ $3.7 M/yr (Provo to Santaquin) ➢ $2.2 M/yr (Provo to Payson)	**High Performance** ➢ $1.2 M/yr (Provo to Santaquin) ➢ $0.7 M/yr (Provo to Payson)	**Medium Performance** ➢ $3.9 M/yr (Provo to Santaquin) ➢ $2.4 M/yr (Provo to Payson)	**High Performance** ➢ $1.2 M/yr (Provo to Santaquin) ➢ $0.7 M/yr (Provo to Payson)	➢ No Build would include O&M costs for Express Bus service; similar to BRT, Scenario B.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
O&M costs are substantially reduced for Provo to Payson, ratings do not change.	➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (commuter rail).	➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (commuter rail).	➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (fixed guideway BRT).	➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (fixed guideway BRT).	➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (fixed guideway BRT).	➢ O&M costs based on UTA's cost model spreadsheet; estimates cost per corridor mile by mode/service type (fixed guideway BRT).	
Return on Investment – annualized investment per rider. *ROI is reduced for Provo to Payson, ratings do not change except for BRT (noted)*	**High Performance** ➢ Lowest cost per rider of all alternatives (Provo to Santaquin) ➢ Improves ROI performance by ~30% (Provo to Payson)	**Moderate Performance** ➢ 2x higher CRT Scenario A (Provo to Santaquin) ➢ Improves ROI performance by ~35% (Provo to Payson)	**Low Performance** ➢ 4x higher CRT Scenario A (Provo to Santaquin) ➢ Improves ROI performance by ~40% (Provo to Payson) – rating would improve to medium for Provo to Payson	**Low Performance** ➢ 5x higher CRT Scenario A (Provo to Santaquin) ➢ Improves ROI performance by ~40% (Provo to Payson) – rating would improve to medium for Provo to Payson	**Low Performance** ➢ 4x higher CRT Scenario A (Provo to Santaquin) ➢ Improves ROI performance by ~20% (Provo to Payson)	**Low Performance** ➢ 3.5x higher CRT Scenario A (Provo to Santaquin) ➢ Improves ROI performance by ~20% (Provo to Payson)	
Construction complexity – noted construction challenges and complexity. *Construction complexity is reduced for Provo to Payson, ratings do not change.*	**Medium Performance** ➢ The alignment follows existing rail for the majority of the corridor but requires several major infrastructure improvements including 9 bridges, including one major flyover crossing UP active tracks. The alignment crosses under 12 bridges which could require possible widening or other improvements.	**Medium Performance** ➢ Same as CRT Scenario A.	**Low Performance** ➢ Same as Commuter Rail Scenario A ➢ In addition, the widening required for BRT would likely impact power lines that run parallel to a long section of the corridor through Springville. Where adjacent to freight rail, a crash barrier is assumed for separation purposes.	**Low Performance** ➢ Same as BRT Scenario A.	**High Performance** ➢ The BRT design option utilizes existing roads and infrastructure throughout the mixed-use portion of the alignment. While along the rail corridor portion, the alignment crosses over 5 bridges that would potentially need improvements and under 4 bridges that would also require potential widening or other improvements.	**Low Performance** ➢ Same as BRT Design Option Scenario A.	➢ No construction required.
Natural or built environment considerations – potential for adverse effects on natural environment resources. *Natural environment impacts are substantially reduced for Provo to Payson, ratings do not change.*	**Medium Performance** ➢ Portion of alignment between Payson and Santaquin (where alignment connects from Tintic to Sharp lines) transects lands with agricultural protection. ➢ Water resources and wetlands in proximity to the rail corridor from Provo to Springville. ➢ Wetlands in proximity to proposed Spanish Fork Station and wetlands and water resources to the north of the proposed Payson Station.	**Medium Performance** ➢ Same as CRT Scenario A.	**Medium Performance** ➢ Same as CRT Scenario A.	**Medium Performance** ➢ Same as CRT Scenario A.	**High Performance** ➢ Limited impacts to natural resources by utilizing existing roadways for sections from Provo to Springville (potential water resource impacts along rail corridor) and Payson to Santaquin (potential agricultural impacts along rail corridor).	**High Performance** ➢ Same as BRT Design Option Scenario A.	➢ No impacts to natural or built environment resources.
Estimated property impacts – Estimated square footage based	**Medium Performance**	**Medium Performance** ➢ Same as CRT Scenario A.	**Medium Performance**	**Medium Performance** ➢ Same as BRT Scenario A.	**High performance**	**High Performance**	➢ No additional property impacts.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
on assumed project footprint. *Estimated property impacts are substantially reduced for Provo to Payson, ratings do not change.*	➢ CRT utilizes an existing 20' wide UTA easement from Provo to Springville. South of Springville, an existing rail corridor will be repurposed and used for transit. Available ROW terminates south of Payson and new ROW must be acquired to reestablish the corridor to Santaquin. Additional property will be required at sidings and at stations throughout the corridor. ➢ Estimated 1M sq ft (Provo to Santaquin). ➢ Estimated 200K sq ft (Provo to Payson).		➢ BRT utilizes an existing UTA easement from Provo to Springville, although additional room would be required to install crash/separation barrier between freight and BRT. South of Springville, an existing rail corridor will be repurposed and used for transit. Available ROW terminates south of Payson and new ROW must be acquired to reestablish the corridor to Santaquin. Additional property will be required at sidings and at stations throughout the corridor; however, these features would require less property than CRT. ➢ Estimated 900 K sq ft (Provo to Santaquin). ➢ Estimated 200K sq ft (Provo to Payson).		➢ The BRT design option mainly utilizes existing roads from Provo to Springville. South of Springville, an existing rail corridor will be repurposed. South of Payson, the rail corridor changes ownership, and the BRT design option leaves the rail corridor and utilizes I-15 south to Santaquin. This design option limits the purchase of ROW. ➢ Estimated 50K sq ft (Provo to Santaquin). ➢ Estimated 50K sq ft (Provo to Payson).	➢ Same as BRT Design Option Scenario A.	
Phasing and implementation considerations – notable factors related to phasing and implementation of full buildout over time. Includes vehicle technology considerations. *Measure not scored; narrative provided for consideration.*	➢ Rail based technologies such as CRT are not as flexible for implementation and would have to be implemented from Provo south in geographically continuous segments. Implementation requires fully exclusive transit along the full corridor length. ➢ Likely phasing of CRT could include regional express bus serving desired commuter rail stations, provided highway access is available. As funding becomes available and ridership established, express bus could be replaced by CRT. BRT is not recommended for phasing to CRT. The large capital investment required for BRT would reduce the	➢ Similar to CRT Scenario A with additional considerations: – For the scenario that does not interline with FrontRunner, different vehicle technologies could be explored, including diesel, electro-diesel, or electric vehicles. – Service could be phased into a fully interlined FrontRunner service as demand warrants.	➢ BRT offers greater flexibility for phased implementation. Exclusive guideway for BRT can be implemented in non-contiguous areas based on demand and other factors. BRT can be operated in a variety of environments, from fully exclusive transit lanes to mixed flow if ROW and/or funding is limited or other constraints are present. ➢ Likely phasing of BRT could include regional express bus serving desired BRT stations. As funding becomes available and ridership established, express bus could transition to dedicated facilities for BRT. ➢ BRT would offer greater flexibility to add additional stations; however, adding	➢ Same as BRT Scenario A.	➢ Similar flexibility as BRT. ➢ This design option could be considered a phasing option as the corridor moves towards a fully exclusive BRT system.	➢ Same as BRT Design Option A.	➢ The No Build could be a phasing option as project development continues and funding is secured for full build out of the selected alternative.

Detailed Screening Measure	Commuter Rail Operational Scenario A – High frequency	Commuter Rail Operational Scenario B – AM/PM peak only	BRT Operational Scenario A – High frequency	BRT Operational Scenario B – AM/PM peak only	BRT Design Option Operational Scenario A – High frequency	BRT Design Option Operational Scenario B – AM/PM peak only	No Build (Not scored – provided for comparative purposes)
	likelihood of future conversion to CRT. ➢ Operational scenarios can be scaled to meet demand. ➢ Vehicle technology would be consistent with FrontRunner, which currently use diesel trains, although the desire to electrify the FrontRunner system in the future exists.		stations may reduce the efficiency of the desired regional service. ➢ Operational scenarios can be scaled to meet demand.				
Project stakeholder input & public input *Measure not scored, narrative provided for consideration.*	➢ Support for frequent, reliable (transit priority and exclusivity where possible), and affordable service. ➢ Want to see high quality development at station areas, including business and commercial opportunities, in addition to housing. Support for all FrontRunner stations expressed (Springville, Payson, Spanish Fork, and Santaquin). ➢ Strong support for FrontRunner to serve the coming growth and commuting needs. ➢ Need more localized service (providing more frequent service to existing development on the east side of I-15) via local bus, express bus, or BRT to serve additional destinations and also connecting into future FrontRunner service. ➢ General support for BRT, though comment seems more supportive of more frequent and localized stops. ➢ Support for BRT/express bus/local use to complement FrontRunner. ➢ Opposition for transit in south Utah County was expressed. Primarily that it isn't needed, no one will use it, waste of money, and don't trust UTA.						