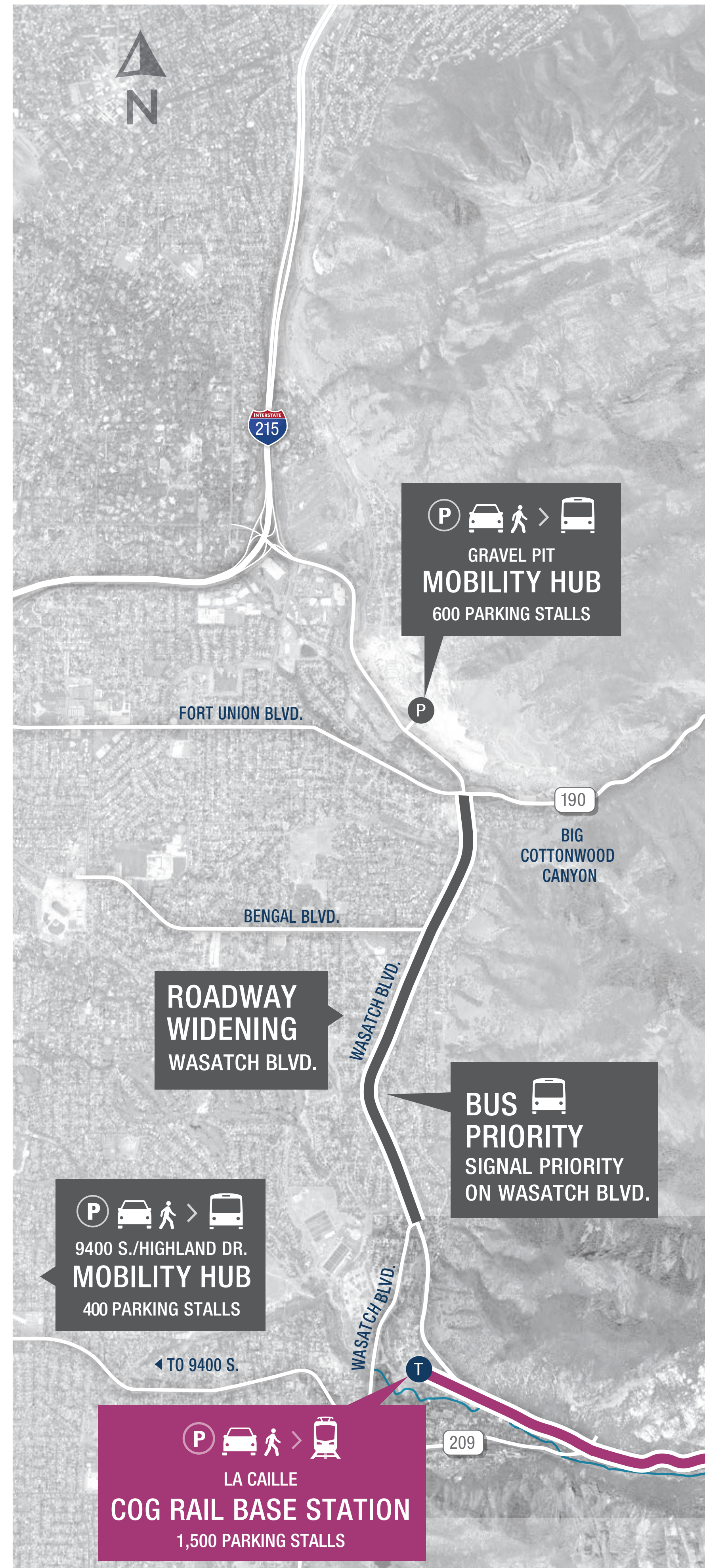


COG RAIL ALTERNATIVE (FROM LA CAILLE)



ALTERNATIVE	# Vehicles/peak hour	# People/peak hour + via transit/personal vehicle	Widen Wasatch Boulevard + bus priority	Mobility hubs	Snow sheds	Address trailhead parking	Elimination of winter roadside parking adjacent to ski resorts	Tolling or management of vehicle occupancy	Add bus only lane to S.R. 210 from North LCC Road to Alta	Impacts (Properties)		Costs	
										Relocations	Section 4(f)	Capital costs	O&M costs
COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	Bus to base every 10 min. Train every 15 min. (4 trains per hour)	1,050 (Transit) 2,249 (Personal) 3,299 People	✓	2 Hubs + (1,500 parking stalls at La Caille)	4 Snow sheds	✓	✓	✓		1 Residential (already acquired)	1 Site	\$1.106B	\$7M Winter \$2.2M Summer

ABOUT THIS CONCEPT

Riders would either park at a parking structure at the cog rail base station and then take the cog rail directly to Snowbird, then to Alta or take a bus from a mobility hub to the cog rail base station, then take the cog rail to Snowbird, then to Alta. Buses would have priority on Wasatch Blvd. Cog rail service information reflects peak winter service.

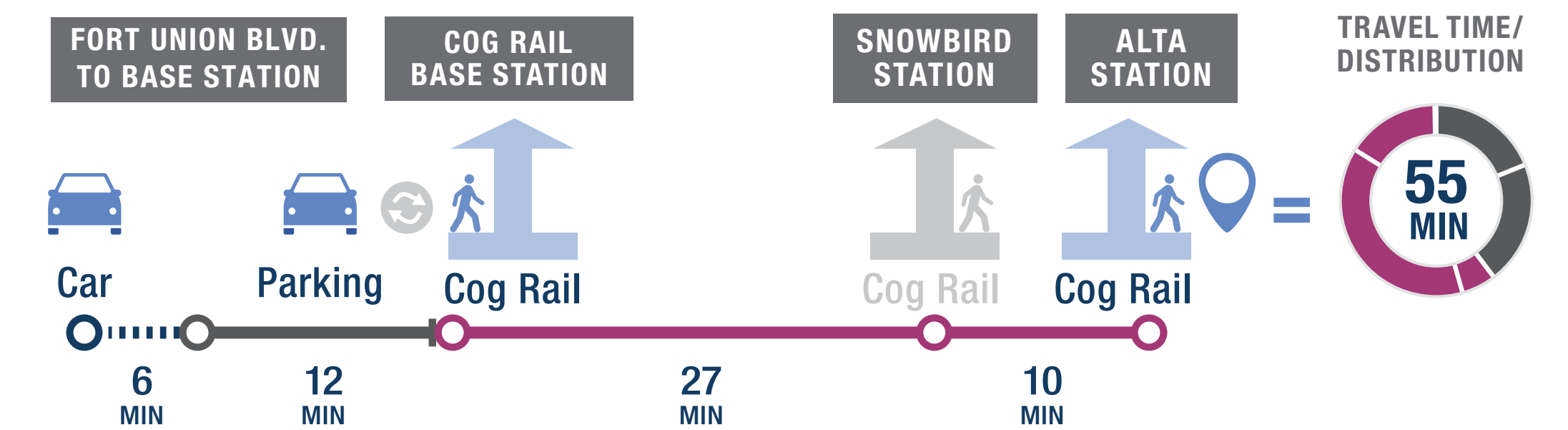
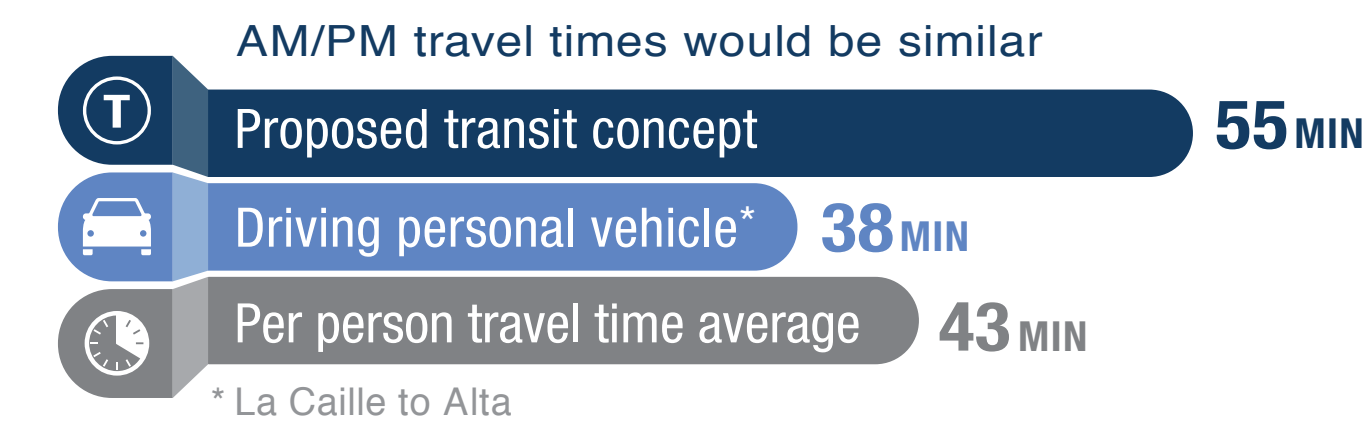
\$1.106B CAPITAL COSTS

- \$69M – Mobility Hubs
- \$29M – Buses
- \$2M – Trailhead Parking
- \$62M – Wasatch Blvd. Roadway Widening
- \$688M – Cog Rail
- \$0.824M – Noise Wall
- \$250M – Snow Sheds
- \$5M – Tolling Infrastructure

DRIVING TO BASE STATION

55 MINUTES TRAVEL TIME
1 TRANSFERS DURING TRIP

ALTERNATIVE TRAVEL TIME COMPARISON



BUS TO BASE STATION

59 MINUTES TRAVEL TIME
2 TRANSFERS DURING TRIP

ALTERNATIVE TRAVEL TIME COMPARISON

