What’s at Stake?
JOB FORECAST
150,000 ADDITIONAL JOBS; HIGHER QUALITY JOB GROWTH

Job Growth in 4-County Region

SOURCE: Kem Gardner Center Projections; Moody’s Economy.com; RCLCO
NEW HOUSEHOLD INCOME RISES WITH ECONOMIC CATALYST

New Household Income in Region by Decade
Without Inflation

SOURCE: RCLCO

Baseline (Scenario A & B)  Catalyst (Scenario C, D, & E)
AVERAGE HOUSEHOLD INCOME RISES WITH ECONOMIC CATALYST
FLAT IN BASELINE (FLUCTUATION DUE TO AGE OF POPULATION)

Average Household Income in Region by Decade
Without Inflation

SOURCE: RCLCO
State Revenue from Sales and Personal Income Tax (in billions USD)

- **Baseline Scenario**: $12.0
- **Preferred Scenario**: $19.7

Total 2017-2050 revenue generated from the study area. Does not include corporate taxes or revenue from outside the study area.
Total 2017-2050 revenue generated from the study area. Includes sales, property, and energy taxes and Class B/C road funds.
If We Fail?

• 150K jobs go somewhere else
• For every IT job lost in retention or recruitment, Utah loses:
  – 4 support jobs
  – 8 other jobs
  – $816,000 in annual personal income
  – $17,400 in annual net state revenue
• We may never know what we lost

Source: Kem C. Gardner Policy Institute
Minutes from Draper Prison Site to Key Destinations During PM Peak Time

- **Present Day**
  - To Salt Lake City: 21 minutes
  - To Provo: 28 minutes

- **Baseline Scenario**
  - To Salt Lake City: 30 minutes
  - To Provo: 86 minutes

- **Preferred Scenario**
  - To Salt Lake City: 25 minutes
  - To Provo: 66 minutes
Implementing the Vision
State-level issue: many actors (state, districts, charters, businesses, etc.)
Many actors (state, districts, cities, businesses, etc.)
Many actors and funding sources (state, cities, counties, MPOs, federal government)
REGIONAL VISION FOR THE POINT OF THE MOUNTAIN

Privately constructed; publicly permitted;
existing mechanisms for funding utilities & services
REGIONAL VISION FOR THE POINT OF THE MOUNTAIN

Point of the Mountain State Land Authority

ENVIRONMENT

Highly-trained workforce

The quality of Utah’s workforce is the number one factor in attracting, retaining, and growing high-paying jobs. The Point of the Mountain can continue to attract and retain a diverse and highly skilled workforce with a focus on in-demand skills that will ultimately be generated by attracting workers from out-of-state. States up till the back of those jobs. If they have the right skills.

Improved air quality & reduced resource use

Transportation and climate technology demands a sustainable approach to reduce resources like air, waste, and energy. The Point of the Mountain can demonstrate sustainability by fuel-efficient trucks and cars, using public transit, and promoting non-motorized travel, reducing air pollution, and energy use in buildings, use of water supply, and improving air quality today.

Connected trails, parks, and open space

The Point of the Mountain is already home to natural riparian areas and trails along Mill Creek and the Jordan River. Continued implementation of thoughtful and sensitive trail, park, and open space planning will eventually add a world-class network for people and wildlife connecting the mountain ranges and local Subbasins.

COMMUNITY DESIGN

Vibrant urban centers

Vibrant places include housing, jobs, shops, parks, and open space. This is a living, growing, and working city, it is a vibrant center for the creation of major urban amenities and it serves as the home of family neighborhoods.

Jobs close to where people live

The Point of the Mountain offers transitioning commuters and distance commuters flexible work times during peak hours, improves at easily, higher speeds and lower congestion, and increases the ability to return to their jobs in both urban and rural communities. Jobs are needed in proximity to major road corridors in both urban and rural communities. Connecting key west side infrastructure like the Mountain View Corridor will improve the west side’s economic base for jobs.

A variety of community and housing types

A variety of community and housing types ensures housing affordability and a high quality of life. Mixed use communities provide for a variety of housing, housing, and walkable communities. Mixed-use development is an essential part of community and urban design.

PRISON SITE

Catalytic center at the prison site

The Draper prison site points to potential opportunities for future development, including (1) creating a locally focused research and feasibility center, (2) retraining incarcerated employees, and (3) creating a high-class urban city that utilizes both its employment and employees.

North-south & east-west throughout

The Point of the Mountain offers transportation access throughout the region. Theibess in short time through different routes. It’s essential to connect this capacity to a mass transit system (BRT, rail, bus, etc.) in the region. The transportation and road infrastructure is between 75 and Mountain. The Point of the Mountain offers access throughout the region. In addition to I-96 and I-80 projects, the Point of the Mountain offers easy access to major arterials.

TRANSPORTATION

New north-south boulevard

A new north-south boulevard from Bangerter Highway in Draper to 200 North in Salt Lake are the I-80 will make I-80 a loop road. This new boulevard will include public transportation in a designated right-of-way. It will encourage active transportation, stimulating growth of urban centers, and provide an alternative for shorter, local trips.

Connected street network

Street networks efficiently move people and goods. Connected streets, collectors, and local streets enable efficient and safe movement of people and goods. Bike and pedestrian routes enhance walking and biking, including access to the Jordan River and 75 will be enhanced.

World-class public transit

Public transportation moves people, as well as goods, for high quality urban centers. Improving bike and pedestrian infrastructure, making them more accessible, and attracting new businesses will be one way to increase the number of people who use public transportation.

North-south & east-west throughout

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Research and university presence

Establishing a renowned research and university presence will catalyze growth in high paying jobs by strengthening the innovation workforce, spurring research and technology transfer, and creating a “locally focused” learning environment. This will connect the area and the state as a place to live.

J O B S

Major Centers

TRAX Line
New TRAX Line
FrontRunner
Transit Corridor Preservation
Rapid Transit
Camp Williams

LEGEND

Microtransit
Circulator
North-South Boulevard
Freeways
Major Roads
Open Space
Trail Connections
Publicly funded; existing revenue sources but insufficient
Funding Transportation Infrastructure
<table>
<thead>
<tr>
<th>Transportation Project</th>
<th>Draft RTP Phase</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Porter Rockwell Blvd Extension to Bangerter Highway</td>
<td>WFRC Phase 1</td>
<td>$25.8 million</td>
</tr>
<tr>
<td>2 Light Rail Extension to Lehi (Prison Site Alignment)</td>
<td>WFRC Phase 3</td>
<td>$1 billion</td>
</tr>
<tr>
<td>3 New North/South Boulevard from Porter Rockwell Blvd. to 2100 North</td>
<td>WFRC Phase 2</td>
<td>$132 million</td>
</tr>
<tr>
<td>4 Complete Mountain View Corridor (MVC)</td>
<td>WFRC Phase 2 &amp; MAG Phase 1</td>
<td>$1.3 billion total cost</td>
</tr>
<tr>
<td>5 New System to System Freeway Connection Near County Line</td>
<td>MAG Unfunded</td>
<td>$523 million</td>
</tr>
<tr>
<td>6 Prison Site Trail Connection to Porter Rockwell Trail</td>
<td>WFRC Phase 2</td>
<td>N/A</td>
</tr>
<tr>
<td>7 Doubletracking FrontRunner</td>
<td>WFRC Phase 2</td>
<td>$1,760 million, $78M annual operating cost</td>
</tr>
<tr>
<td>8 Electrifying FrontRunner</td>
<td>WFRC Not Phased</td>
<td>$550M for electrifying in all four counties</td>
</tr>
<tr>
<td>9 Bus Rapid Transit on New North/South Boulevard (Project #3)</td>
<td>WFRC Not Phased</td>
<td>$251 million</td>
</tr>
<tr>
<td>10 Improvements and Widening at 14600 South</td>
<td>WFRC Phase 1</td>
<td>$26.8 million</td>
</tr>
<tr>
<td>11 Additional HOT Lanes on I-15</td>
<td>WFRC Phase 2</td>
<td>$300 M</td>
</tr>
<tr>
<td>12 Complete Porter Rockwell from MVC to 14600 South</td>
<td>WFRC Phase 1</td>
<td>$85 million, assumed to be funded and constructed before scope of project</td>
</tr>
<tr>
<td>13 Widen Porter Rockwell from MVC to 14600 South</td>
<td>WFRC Phase 1</td>
<td>$62.8 Million</td>
</tr>
<tr>
<td>14 Expansion of 2100 North in Lehi into a Freeway</td>
<td>MAG Phase 1</td>
<td>$105 million</td>
</tr>
<tr>
<td>15 System-to-System Interchange Upgrade at Bangerter &amp; I-15</td>
<td>WFRC Phase 1</td>
<td>$126 million</td>
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<tr>
<td>16 Secondary Road Network to Further Develop Connected Street Grid</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>17 Light Rail Extension from Lehi to Orem</td>
<td>Phase 1 in Needed Projects (MAG)</td>
<td>$1,010 million ($622 on 2015 RTP)</td>
</tr>
<tr>
<td>Transportation Project</td>
<td>Draft RTP Phase</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td>------------------------------------------------------------</td>
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<td>----------------------------------------------------</td>
</tr>
<tr>
<td>18 Widen Mountain View Corridor</td>
<td>MAG Phase 3</td>
<td>$50 million</td>
</tr>
<tr>
<td>19 Widen Redwood Road</td>
<td>WFRC Not Phased</td>
<td>$42 million</td>
</tr>
<tr>
<td>20 New I-15 Interchange at 16000 South Gravel Pits</td>
<td>WFRC Phase 3</td>
<td>$60 million</td>
</tr>
<tr>
<td>21 New I-15 Interchange at Traverse Mountain</td>
<td>WFRC Phase 1</td>
<td>$50 million (from 2015 RTP)</td>
</tr>
<tr>
<td>22 Express Lanes on 13400 S between Bangerter and MVC</td>
<td>WFRC Phase 1</td>
<td>$16.5 million</td>
</tr>
<tr>
<td>23 Reversible Lanes on 12600 S between Bangerter and MVC</td>
<td>WFRC Phase 1</td>
<td>$21.3 million</td>
</tr>
<tr>
<td>24 Southern Utah Historic Railroad Trail</td>
<td>Currently Under Construction</td>
<td>$0.51 million</td>
</tr>
<tr>
<td>25 Porter Rockwell Blvd Trail</td>
<td>WFRC Phase 1</td>
<td>$0.84 million</td>
</tr>
<tr>
<td>26 Build Additional Trails Above &amp; Through the Prison Site</td>
<td>WFRC Phase 3</td>
<td>$0.90 million</td>
</tr>
<tr>
<td>27 Autonomous Microtransit Corridor from Lehi FrontRunner Station to Employers Across I-15</td>
<td>Not Phased</td>
<td>N/A</td>
</tr>
<tr>
<td>28 Autonomous Microtransit Corridor around Prison Site</td>
<td>Not Phased</td>
<td>N/A</td>
</tr>
<tr>
<td>29 Free Transit</td>
<td>Not Phased</td>
<td>N/A</td>
</tr>
<tr>
<td>30 Red Line Bus Extension to 12600 S</td>
<td>WFRC Phase 1 Corridor Preservation; Phase 3 Core Bus</td>
<td>$7.9M capital cost, $0.63 million OM cost</td>
</tr>
<tr>
<td>31 Red Line Bus Extension to 14400 S</td>
<td>WFRC Phase 1 Corridor Preservation; Phase 3 Core Bus</td>
<td>$8.4M capital cost, $0.66 million OM cost</td>
</tr>
<tr>
<td>32 Core Bus Service Connecting Red Line Extension to Prison Site (12600 S)</td>
<td>WFRC Phase 3 (core route)</td>
<td>$13M capital, $1M annual operating fee for core bus</td>
</tr>
<tr>
<td>33 FrontRunner Spur to Eagle Mountain</td>
<td>In RTP, Unphased</td>
<td>$213 million to build extension</td>
</tr>
<tr>
<td>34 Core Bus on Redwood Road</td>
<td>WFRC Phase 3</td>
<td>$84M capital costs, $8.5M annual operating costs for total length of road</td>
</tr>
</tbody>
</table>
Transportation Needs

- $3.8 billion total
- $3 billion is in regional transportation plans
- $2.5 billion needs to be accelerated to achieve the vision
Impact of Accelerating Mountain View Corridor ($1.3B)

• Connects to inland port/northwest quadrant
• Provides alternative route for north-south traffic
• Attracts jobs to the western portion of the area
However, jobs continue to locate near/around I-15. Housing is rapidly locating in western SLCo and UTCo. Lack of jobs/housing balance creates east-west traffic congestion.
Impact of Accelerating TRAX ($1B)

- Improves land values
- Attracts employers
- Stimulates transit-oriented development
MIXED-USE TOWN CENTER
LIGHT RAIL TRANSIT
OFFICE DISTRICT
DEDICATED TRANSIT