Notes/Comments	Conditions and Factors discussed at the December CWC Board meeting	UDOT EIS LCC Alternative 1 Enhanced Bus 6 buses per hour to each resort from Gravel Pit and 9400 S Highland Dr. mobility hubs	UDOT EIS Alternative 2 Enhanced Bus with roadway widening Enhanced bus service 2 mobility hubs Add peak-period shoulder bus-only lanes Would be for pedestarin and cyclists in the summer	UDOT LCC EIS Alternative 5 Cog Rail La Caille Base Station	UDOT EIS Alternative 3 Gondola Mouth of LCC	UDOT EIS LCC Alternative 4 Gondola La Caille Base Station	Commissioners will assign a number value on how well an alternative/mode meets the factors and conditions. 0- Does not meet factor; 1- Good; 2- Better; 3- Best
Conditioning MTS on lands and resource protection actions: 1.2 The intent of the Accord is to benefit current and future generations by establishing an integrated, comprehensive, landscape-scale framework for the future of the Central Wasatch Mountains that provides for the long-term protection of the region's water, lands, environment, recreational opportunities, and economic prosperity. The signers of the Accord support a transportation system that serves these values. 1.4 It is recognized by all signers of this Accord that while federal actions may occur, there are conditions outlined in the Accord that are needed to achieve the federal outcomes. 1.7.2. A recreation system that provides a range of settings and accommodates current and	Conditions, Factors & Values	Commissioners will assign a number value on how well an alternative/mode meets the factors and conditions. 0- Does not meet factor; 1- Good; 2- Better; 3- Best					
Notes/Comments	Transportation						
	Capacity - How many passengers per mode/alternative/ per hour?	Difficult time meeting expected capacity due to road condiitons Inability to scale up to meet the future demand (IE remove more cars from the road), if working perfectly (no roadway conditions impacting travel) buses seem to be meeting additional capacity (from current service) in this alternative **EIS Score: 1** .... *MTS: Buses would have an extremely difficult time meeting a scaled up (3,000 pph) demand to reduce cars from the road* ***MTS score: 0***	Difficult time meeting expected capacity due to road condiitons, Inability to scale up to meet the future demand (IE remove more cars from the road) **EIS Score: 1** .... *MTS: Buses would have an extremely difficult time meeting a scaled up (3,000 pph) demand to reduce cars from the road* *MTS score: 0*	Own corridor or Right of Way, ability to scale up beyond what EIS calls for (1,000 pph). Ability to scale up and meet 3,000 pph (amount of people on 30th busiest day in 2050) **EIS Score: 3** .... *MTS: Depending on alignment and policy goal, cog rail option can meet a future demand and desire to reduce cars from LCC* ***MTS Score: 3***	Limits gondola ability to scale up via bus delievery system (1,000 pph 2050) **EIS Score: 1** .... *MTS: Limits gondola ability to scale up via bus delievery system (1,000 pph 2050), aerial gondola still has potential to scale up* ***MTS score: 2***	Ability to scale up via parking, improved bus service; can meet 2050 demand (3,000 pph) **Score: 3** .... *MTS Scope: Has potential to meet future demand and policy goals of reducing cars from LCC* ***MTS score: 3***	Additonal row exceeding UDOT vehicle reducation goals
	Reliability - Reliability during all mountain conditions - Ability to deliver service during inclement weather throughout the year (Avalanche, mud slides, wind, run-off, etc.)	Buses would be dealing with same conditions as today, slight improvement with snowsheds and Wasatch Blvd treatments **EIS Score: 1** .... *MTS: Similar challenges stated above* ***MTS score: 1***	Bus has own corridor, but still must deal with weather and traffic conditions **EIS Score: 1** .... *MTS: Similar challenges stated above* ***MTS score: 1***	Own corridor/Right of Way, snow sheds and snow removal still needed; **EIS Score: 2** .... *MTS scope: IF alternative alignments avoid most or all avalanche paths reducing need for shed,* ***MTS score: 2***	No snow sheds or snow removal required, own corridor/ROW **EIS Score: 3** .... *MTS scope: No snow sheds or snow removal required, own corridor/ROW* ***MTS score: 3***	Own corridor/ROW **EIS Score: 3** .... *MTS scope: No snow sheds or snow removal required, own corridor/ROW* ***MTS score: 3***	What UDOT says and what the experst are saying
	Safety - Which modes are the safest to operate in mountain conditions?	Same conditons as today **EIS Score: 1** .... *MTS: Same conditions as today* ***MTS score: 1***	Slight improvement with dedicated extened shoulder; still subject to road conditions **EIS Score: 1** .... *MTS: Slight improvement with dedicated extened shoulder; still subject to road conditions* ***MTS score: 1***	Subject to avalanches, rock slides, **EIS Score: 2** .... *MTS: ceratin alignments avoid most slide paths* ***MTS score: 2***	Guarantee return safely **EIS Score: 3** .... *MTS: Same as above* ***MTS score: 3***	Guarantee return safely **EIS Score: 3** .... *MTS scope: Same as above* ***MTS score: 3***	Consider overall safety of rail
	Speed to destinations - How long does it take a rider to get from Salt Lake Valley to ski resorts? Compared to driving?	54 minutes (to Alta) by bus from mouth of BCC, 42 minutes by car **EIS Score: 2** .... MTS: Same as above **MTS score: 2**	36 (Alta) minutes by bus, 38 minutes by car **EIS Score: 3** .... MTS: Same as above **MTS score: 3**	55 minutes drive/gondola, 59 minutes drive/bus/gondola, 38 minutes by car **EID Score: 2** .... *MTS process explored altrenative alignments and variables that had travel time of 25 minutes to Alta (In canyon travel only)* ***MTS score: 3***	63 minutes drive/bus/gondola (Alta), 38 minutes by car **EIS Score: 1** .... MTS: Same as above **MTS score: 1**	55 minutes drive/gondola, 59 minutes drive/bus/gondola (Alta), 38 minutes by car **EIS Score: 2** .... MTS: Same as above **MTS score: 2**	Look at travel time from mouth BCC to La Caille via bus
	Frequency/Headways - What is the frequency necessary to meet the need of reducing congestion - Can that mode meet the demand?	Buses every 5 minutes from two hubs to separate resorts, **EIS Score: 1** .... *MTS: To meet future demand and CWC policy goals (further reducing cars) a miniumin of 30 second headways would be needed from two hubs outlined in EIS. Nealry impossible to deliever that frequency* ***MTS Score: 0***	Buses every 5 minutes from two hubs to separate resorts **EIS Score: 1** .... *MTS: To meet future demand and CWC policy goals (further reducing cars) a miniumin of 30 second headways would be needed from two hubs outlined in EIS. Nealry impossible to deliever that frequency* ***MTS Score: 0***	Train every 15 minutes holds approx. 250 people (with ability to scale up) **EIS Score: 2** .... *MTS: To meet future demand and CWC policy (further reducing cars) Every 5-10 minutes with different number of trainsets* ***MTS Score: 3***	Gondola cabin every 2 minutes **EIS Score: 2** .... *MTS: Gondola has ability to scale up and improve frequency to 30 seconds, an increase in bus service and frequency would be necessary* ***MTS Score: 2***	Gondola cabin every 2 minutes (with ability to scale up frequecy) **EIS Score: 2** .... *MTS scope: Gondola has ability to scale up and improve frequency to 30 seconds* ***MTS Score: 3***	Review Alt 3
	Conveniant/Comfort, Passenger experience - Ability to move visitors at a comparable time to the convenience of an automobile - Includes total travel time, transfers, modes, fees, amenities,	Approx enough space for 42 people with approx. half having a seat. **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Approx enough space for 42 people with approx. half having a seat, heated **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Seating, space for skis, heated, additional standing space, **EIS Score: 3** .... MTS: Same as above, future potential for a one seat ride **MTS score: 3**	Smooth direct ride, heated cabins, wifi, multiple transfers **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Smooth direct ride, heated cabins, wifi, parking structure allows for only one transfer, still would be a bus feeder system **EIS Score: 3** .... *MTS: Same as above, consider regional connections* ***MTS score: 3***	0 for both buses (not user friendly; spacing; very utilitarian) 3- rail and gondola
	Year-round **- MTS needs to serve the growing year-round demands**	Not included in LCC EIS **EIS Score: 0** .... *MTS: Bus serves a role and purpose and can meet various dispersed recreation needs* ***MTS score: 3***	Not included in the EIS **EIS Score: 0** .... *MTS: Bus serves a role and purpose and can meet various dispersed recreation needs* ***MTS score: 3***	O&M included for Summer service **EIS Score: 2** .... *MTS: Recommended year-round service* ***MTS score: 3***	Not included in the EIS **EIS Score: 0** .... *MTS: Recommended year-round service* ***MTS score: 3***	O&M included for summer service **EIS Score: 2** .... *MTS: Recommended year-round service* ***MTS score: 3***	subline - year-round service by bus can be considered
	Equal Access/Equity - Transportation solutions need to be for all users of the NF - Ensure all recreational uses are met - Serves all users throughout the region	Least accessible for all transit users, buses are only going to one ski resort, limiting access **EIS Score: 1** .... *MTS: Buses can provide for access to most destinations, most economical, flexible, most access points* ***MTS score: 3***	Least accessible for all transit users, buses are only going to one ski resort, limiting access **EIS Score: 1** .... *MTS: Buses can provide for access to most destinations, most economical, flexible, most access points* ***MTS score: 3***	More accessible (ADA) and enjoyable for all user types, connect with two resorts, some dispersed recreation **EIS Score: 2** .... MTS: Same as above **MTS score: 2**	Adequate ADA access, two ski resorts are connected, serves resort guests, and some dispersed recreation **EIS Score: 1** .... *MTS: Year-round local bus service to serve destinations not served by aerial gondola* ***MTS score: 2***	Adequate ADA access, two ski resorts are connected, serves resort guests, and some dispersed recreation **EIS Score - 1** .... *MTS: Year-round local bus service to serve destinations not served by aerial gondola* ***MTS score: 2***	access to recreation nodes, ada, access thorugh the region, cost, and other uses
2.6. To create transportation connections between the economic and population centers in the urban areas and the recreation destinations in the Central Wasatch Mountains that support the environmental, recreation, and economic goals of the Accord and serve residents, employees, and visitors. Such transportation connections should increase transit use, walking, and biking and decrease single-occupancy vehicle use. To focus transit improvements in locations that are compatible with the unique environmental character of the Central Wasatch Mountains.	**Regional Context**	Assumes evereyone drives to transit/parking center, **EIS Score: 1** .... *MTS: Bus service connects with regional transit system, potential for one-seat/one mode* ***MTS score: 3***	Assumes evereyone drives to transit/parking center, **EIS Score: 1** .... *MTS: Bus service connects with regional transit system* ***MTS score: 3***	Ability to tie into exisiting regional transit system **EIS Score: 2** .... *MTS: Future potential for a one seat ride, connection to regional transit system* ***MTS score: 3***	Assumes evereyone drives to transit/parking center, no connections to regional transit **EIS Score: 1** .... *MTS: Required mode transfer* ***MTS score: 1***	Assumes evereyone drives to transit/parking center, no connections to regional transit **EIS Score: 1** .... *MTS: Required mode transfer* ***MTS score: 1***	MTS approach or EIS approach, much better trasnit conenctions to the mouths of the canyons
	Reduce or Elimination of vehicles - Can mode meet demand of shifting people onto transit option? - Consider capacity of each mode.	Aims to serve 30% of people visiting LCC during the winter **EIS Score: 2** .... *MTS: Unable to meet demand in 2050 to try and take 90% cars off the road; can serve dispersed recreation needs in combo w/ aerial/rail option* *MTS score: 0*	Aims to serve 30% of people visiting LCC during the winter **EIS Score: 2** .... *MTS: Unable to meet demand in 2050 to try and take 90% cars off the road; can serve dispersed recreation needs in combo w/ aerial/rail option* ***MTS score: 0***	Aims to accommodate approx. 1,000 pph **EIS Score: 2** .... *MTS: Ability to meet future demand and policy goals (further reducing number of vehicles)* ***MTS score: 3***	May be able to scale capacity with an improved regional bus system **EIS Score: 2** .... *MTS: Ability to future demand and policy goals (further reducing number of vehicles* ***MTS score: 3***	Goal is to move approx. 1,000 pph **EIS Score: 2** .... *MTS: Ability to future demand and policy goals (further reducing number of vehicles* ***MTS score: 3***	
	Phasing - How soon can alternatives be implemented?	2-3 years to ramp up (purchase/build buses, hire staff, build facilities) **EIS Score: 2** .... MTS: Same as above **MTS score: 2**	2-3 years to ramp up (purchase/build buses, hire staff, buidl facilities) **EIS Score: 2** .... MTS: Same as above **MTS score: 2**	Cog rail can be built in 2-3 years **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Aerial system can be built in 2-3 years **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Aerial system can be built in 2-3 years **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Rail- Does not include connection to main line, potential for addiotnal year of NEPA depedning alignment
	Life-cycle and capital cost Comparision - What are capital costs for each mode? Alternative? - O/M - Approximate 30-year lifecycle costs? 50 year?	$334 million capital cost; 10.3 O&M **EIS Score: 3** .... *MTS: consider lifecycle costs; $837 million includes initial capital, 30 year O&M and 3 bus replacements* ***MTS score: 2***	$481 million capital cost, $8.3 O&M **EIS Score: 2** .... *MTS: consider lifecycle costs; $868 million includes initial capital, 30 year O&M and 3 bus replacements* ***MTS score: 2***	$1b capital cost, $6.3 annual O&M **EIS Score: 1** .... *MTS: Forthcoming financial reconcilation* *MTS score: 1*	$546 million capital cost, $8.3 O&M **EIS Score: 2** .... *MTS: consider lifecycle costs; $795 million includes initial capital, 30 year O&M and no needed gondola replacements* *MTS score: 3*	$576 million capital, $6.9 O&M **EIS Score: 2** .... *MTS: consider lifecycle costs; $783 million includes initial capital, 30 year O&M and no needed gondola replacements* *MTS score: 3*	Include O/M, lifecycle, whats inlcuded for this price?
	Ability to move goods and services	Resort guests, employees, some dispersed recreation, no goods deleivered on bus **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Resort guests, employees, some dispersed recreation, no good delieverd **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Can move people and goods **EIS Score: 3** .... *MTS: Same as above* ***MTS score: 3***	Unclear if alternative would be able to accommodate goods **EIS Score: 1** .... *MTS: Aerial Gondola have ability to move people and goods* ***MTS score: 2***	Can move people and goods **EIS Score: 2** .... MTS: Aerial Gondola have ability to move people and goods **MTS score: 2**	
	Effect on access to different destinations	One destination, does not connect resorts, limited dispersed recreation access **EIS Score: 1** .... *MTS: Recommends a year-round local bus service that connects to trailheads* ***MTS score: 2***	One destination, does not connect resorts, limited dispersed recreation access **EIS Score: 1** .... *MTS: Recommends a year-round local bus service* *MTS score: 2*	Connects two resorts, potential for year-round use, potential for whistle stops to accommodate more dispersed recreation **EIS Score: 2** .... *MTS: Recommended year-round service with whiste stops to accommodate a larger portion of canyon visitors, recommended transit stations are in conveniant locations* ***MTS score: 2***	Connections between two resorts, potential for year-round use, **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Connections between two resorts, potential for year-round use, **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Subline MTS objectives
	Energy use - What type of energy source is the mode? - Does it reduce emissions? Improve air quality? - Cost effective?	**Produces most emissions of all modes/alternatives; electic buses may be an option in the next 6-8 years** **EIS Score: 1** .... *MTS: Same as above, additional emissions analysis forthcoming* ***MTS score: 1***	**Produces most emissions of all modes/alternatives; electic buses may be an option in the next 6-8 years** **EIS Score: 1** .... *MTS: Same as above, additional emissions analysis forthcoming* ***MTS score: 1***	**Diesel Electrical Multiple Unit and Hybrid Electrical Unit potentially with battery technology (with overhead catinary lines)** **EIS Score: 2** .... *MTS: Same as above, additional emissions analysis forthcoming* ***MTS score: 2***	**Produces least amount of emissions** **EIS Score: 3** .... *MTS: Same as above, additional emissions analysis forthcoming* ***MTS score: 3***	**Produces least amount of emissions** **EIS Score: 3** .... *MTS: Same as above, additional emissions analysis forthcoming* ***MTS score: 3***	Emissions work being done, more information forthcoming
	Financing Opportunities - State, federal, private	TBD	TBD	TBD	TBD	TBD	
	Tolling/Demand Management - Is tolling included?	Yes, tolling is included **EIS Score: 3** .... ***MTS: Same as above*** ***MTS score: 3***	Yes, tolling is included **EIS Score: 3** .... *MTS: Same as above* ***MTS score: 3***	Yes, tolling is included **EIS Score: 3** .... *MTS: Same as above* ***MTS score: 3***	Yes, tolling is included **EIS Score: 3** .... *MTS: Same as above* ***MTS score: 3***	Yes, Tolling is included **EIS Score: 3** .... *MTS: Same as above* ***MTS score: 3***	Anticipated
	Emergency Egress - How well does mode and demand management strategies serve as emergency exit for visitors, residents, and first responders?	Subject to canyon/mountain weather conditions, could get suck in traffic **EIS Score: 0** .... *MTS: Same as above* ***MTS score: 0***	Ability for buses to move more freely with extened shoulder **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Can operate in most condiitons **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Guarantee return safety, can operate during extreme mountain conditions **EIS Score: 3** .... *MTS: Same as above* ***MTS score: 3***	Guarantee return safety, can operate during extreme mountain conditions **EIS Score: 3** .... *MTS: Same as above* ***MTS score: 3***	Subline MTS
	Ski area connections - Improve mobility to ski resort - Improve connections between ski resorts	One bus to one resort; does not connect the ski resorts **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	One bus to one resort; does not connect resorts **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Connects two resorts **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Connects two resorts **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Connects to two ski resorts on one mode/route **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Subline MTS; possible future connections bcc/lcc
	Snow removal impacts - Any special snow removal equitment or process required?	Same snow removal necessary as today **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Same snow removal necessary as today **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Snow sheds in some areas, but snow removal still neessary **EIS Score: 1** .... *MTS: Alignments allow to skirt most avalanche paths and wouldn't require extensive snow removal* *MTS Score: 2*	Have not elimiated need for snow removal on the road **EIS Score: 2** .... *MTS: No snow removal required for gondola to operate* ***MTS score: 3***	Have not elimiated need for snow removal on the road **EIS Score: 2** .... *MTS: No snow removal required for gondola to operate* ***MTS score: 3***	Subline MTS, still have to do snow removal
	Environmental Impacts						
	Watershed Impacts	Typical wear and tear, particles , roadway debris (salt), no added roadway capacity **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Added roadway capacity (Added salt and roadway maintence) **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Potential watershed impact during construction (2-3 years), **EIS Score: 1** .... MTS: Same as above, may be more desirable cars were taking off the road (Tradeoff) **MTS score: 1**	One season lay posts, one seaon to put towers up, access via roadway, some access roadway, location of posts to creek **EIS Score: 1** .... MTS: Same as above **MTS score: 1**	One season lay posts, one seaon to put towers up, access via roadway, some access roadway, location of posts to creek **EIS Score: 1** .... MTS: Same as above **MTS score: 1**	Lifecycle, O&M, MTS Subline (alignments, capacity, impacts)
	Vegetation and wildlife - Would a mode have an impact on wildlife corridors?	With a bus passing every 90 seconds there are more opportinites for wildlife to be struck by a bus **EIS Score: 2** .... *MTS: Lead to large groups accessing destinations at one time across the mountains* ***MTS score: 1***	With a bus passing every 90 seconds there are more opportinites for wildlife to be struck by a bus **EIS Score: 2** .... *MTS: Lead to large groups accessing destinations at one time across the mountains* ***MTS score: 1***	Trains passing much less frequent than bus (approx. 7-9 minutes) **EIS Score: 2** .... *MTS: Large groups accessing trialheads at one time and impacts from construction* ***MTS score: 1***	Aerial gondola is elevated no contact with wildlife on the ground, may have impacts on birds, delivering large amounts of people to one developed place **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Aerial gondola is elevated no contact with wildlife on the ground, may have impacts on birds, delivering large amounts of people to one developed place **EIS Score: 2** .... *MTS: Same as above* ***MTS score: 2***	Migration patten diversions, culverts, construction of infrastructure
	Visual - How to alternatives impact viewing the natural setting? - How does the mode impact the viewing opportunties with recreating?	Lots of buses going up the canyon from the mouth of the canyon you'll see a bus every 90 seconds **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Lots of buses going up the canyon from the mouth of the canyon you'll see a bus every 90 seconds, widened shoulder (roadway) along SR210 **EIS Score: 1** .... *MTS: Same as above* ***MTS score: 1***	Railway would be along current roadway with a train every 10-15 minutes **EIS Score: 2** .... *MTS: Same as above, consider alignments with proximity to housing* ***MTS score: 2***	14 towers and two larger angle station at the bottom of the canyon adjacet to SR 210 and Tanner **EIS Score: 0** .... *MTS: Same as above* ***MTS score: 0***	14 towers and two larger angle station at the bottom of the canyon adjacet to SR 210 and Tanner **EIS Score: 0** .... *MTS: Same as above* ***MTS score: 0***	Subline MTS, proximity to housing

Construction and long-term Impacts	Minimal in canyon construction to the roadway, does include a snowshed, does inlcude widening Wasatch Blvd **EIS Score: 2** ….. *MTS: Same as above* ***MTS score: 2***	Roadway widening for SR210 and Wasatch BLVD includes snowshed **EIS Score: 1** ….. *MTS: Same as above* ***MTS score: 1***	Depending on alignment, In EIS there would be cut and fill along certain **EIS Score: 1** ….. *MTS: Alternative aligmments could be built within current roadway corridor minimizing construction impacts* ***MTS score: 2***	Minimal impacts on surface area szie, may have to create new access roads to towers, **EIS Score: 1** ….. *MTS: Same as above* ***MTS score: 1***	Minimal impacts on surface area szie, may have to create new access roads to towers, **EIS Score: 1** ….. *MTS: Same as above* ***MTS score: 1***	Subline MTS, no pavement needed for certain sections
Avalanche shed need and impacts	Avalanche shed included **EIS Score: 1** ….............................. *MTS: Potential use of resources for minimal amount of time, snow sheds would slighty improve bus reliability* ***MTS score: 1***	Avalanche shed included **EIS Score: 1** ….............................. *MTS: MTS: Potential use of resources for minimal amount of time, snow sheds would slighty improve bus reliability* ***MTS score: 1***	Avalanche shed included **EIS Score: 1** ….............................. *MTS: Alignments exist that would avoid most avalanche paths* ***MTS score: 2***	Avalanche shed included **EIS Score: 1** ….. *MTS: Avalanche sheds are not necessary with aerial gondola* ***MTS score: 3***	Avalanche shed included **EIS Score: 1** ….. *MTS: Avalanche sheds are not necessary with aerial gondola* ***MTS score: 3***	Subline MTS
Recreation Impacts						
Ability to manage impacts on and from users	All riders are heading to a resort **EIS Score: 2** ….. *MTS: Ability to shift more people from cars and onto rail serving all destinations; ability to better manage those locations/destinations* ***MTS score: 3***	All riders are heading to resort (developed node) **EIS Score: 2** ….. *MTS: Ability to shift more people from cars and onto rail serving all destinations; ability to better manage those locations/destinations* ***MTS score: 3***	Riders are heading to a resort **EIS Score: 2** ….. *MTS: Ability to shift more people from cars and onto rail serving all destinations; ability to better manage those locations/destinations* ***MTS score: 3***	Most people using alternative would be traveling to resorts **EIS Score: 2** ….. *MTS: Same as above, limited ability to serve dispersed recreation destinations* ***MTS score: 2***	Most people using alternative would be traveling to resorts **EIS Score: 2** ….. *MTS: Same as above, limited ability to serve dispersed recreation destinations* ***MTS score: 2***	Management of transit system and road, policy, dependant on transportation system and destinations, MTS subline?
Access and Impacts on Neighborhoods, Communiites, Property Owners, and businesses - Ability to access businesses - Effect on community character Neigborhood compatibility	Minimal impacts construction impacts in-canyon; Wasatch Blvd will be widened, limited transit access to mouth of canyon, moving in-canyon congestion to mouth of canyons **EIS Score: 1** ….. *MTS: Recommends to improve regional transit service for better transit connections from valley to canyon* ***MTS score: 2***	Roadway widening construction impacts in-canyon; Wasatch Blvd will be widened, moving in-canyon congestion to mouth of canyons **EIS Score: 1** ….. *MTS: Recommends to improve regional transit service for better transit connections from valley to canyon* ***MTS score: 2***	Major impacts on communtiy character Wasatch Blvd will be widened, moving in-canyon congestion to mouth of canyons **EIS Score: 1** ….. *MTS: From a regional scope, IF rail is tied into the exisiting rail line it could lead to significant car reduction* ***MTS score: 3***	Wasatch Blvd will be widened, limited transit access to mouth of canyon, moving in-canyon congestion to mouth of canyons **EIS Score: 1** ….. *MTS: Same as above* ***MTS score: 1***	Wasatch Blvd will be widened, limited transit access to mouth of canyon, moving in-canyon congestion to mouth of canyons **EIS Score: 1** ….. *MTS: Same as above* ***MTS score: 1***	Dependant on what is done outside of eis, MTS subline- good transit acces to mouth of canyon
Road Congestion Results - Improve access and mobility for residents along congested corridors	Subject to road congestion, difficult to operate buses in inclement weather **EIS Score: 1** ….. *MTS: Recommendation for a more robust regional transit system* ***MTS score: 2***	Own corrridor (ROW) still subject to weather and road conditions **EIS Score: 1** ….. *MTS: Recommendation for a more robust regional transit system* ***MTS score: 2***	Major impacts on communtiy character Wasatch Blvd will be widened, moving in-canyon congestion to mouth of canyons **EIS Score: 2** ….. *MTS: Deping on alignment and targets, rail options have the ability to remove up to 90% of car off the road* ***MTS score: 3***	Limited by the buses ability to deliver people to gondola, unable to scale up to remove more cars from the rode **EIS Score: 1** ….. *MTS: Would need significant regional transit improvement to move more people* ***MTS score: 1***	1,500 parking structure at La Caille would still allow for vehicles to access mouth of canyon **EIS Score: 2** ….. *MTS: EIS alternative improves mobility along Wasatch Blvd and SR 210, can scale up and reduce 90% cars in LCC* ***MTS score: 2***	
- Follows local plans, Compliance with jurisdictional plans (CH Wasatch Blvd M.P., Wasatch Canyons MP, Mountain Accord, Watershed Management plans)	EIS acknowledges local plans **EIS Score: 1** ….. *MTS: Recognizes importance of local plans and defers to partner jurisdictions* ***MTS score: 1***	EIS acknowledges local plans **EIS Score: 1** ….. *MTS: Recognizes importance of local plans and defers to partner jurisdictions* ***MTS score: 1***	EIS acknowledges local plans **EIS Score: 1** ….. *MTS: Recognizes importance of local plans and defers to partner jurisdictions* ***MTS score: 1***	EIS acknowledges local plans **EIS Score: 1** ….. *MTS: Recognizes importance of local plans and defers to partner jurisdictions* ***MTS score: 1***	EIS acknowledges local plans **EIS Score: 1** ….. *MTS: Recognizes importance of local plans and defers to partner jurisdictions* ***MTS score: 1***	
Economic impact results - Types of development typical with modes -State economic results	Minimal opprotunity for long term development Seasonal service, development types along bus routes **EIS Score: 1** ….. *MTS: Same as above* ***MTS score: 1***	Minimal opprotunity for long term development 0 - Seasonal servive, development types along seaosn bus routes **EIS Score: 1** ….. *MTS: Same as above* ***MTS score: 1***	long term development around nodes, Opportunity for long term multi types of deveoplment **EIS Score: 3** ….. *MTS: Same as above* ***MTS score: 3***	May not have as big an impact as a rail, but will still be Longest aserial gondola system in the world could also serve a tourist attration, improve service to ski resorts **EIS Score: 1** ….. *MTS: Same as above* ***MTS score: 1***	Year-round use for multiple of users (recreation, transit, cargo) Longest aserial gondola system in the world could also serve a tourist attration; improve service to ski resorts **EIS Score: 2** ….. *MTS: Same as above* ***MTS score: 2***	
Noise impacts	**Buses running every 1.5-5 minutes (depedning on route), more consistent bus noises** **EIS Score: 1** ….. *MTS: Same as above* ***MTS score: 1***	**Buses running every 1.5-5 minutes (depedning on route), more consistent bus noises** **EIS Score: 1** ….. **MTS: Same as above** **MTS score: 1**	Cog rail, typical level of light rail, running every 10-15 minutes **EIS score: 2** ….. *MTS: Same as above* ***MTS score: 2***	Virtually noise free along corridor, some noise at base stations **EIS Score: 3** ….. *MTS: Same as above* ***MTS score: 3***	Virtually noise free along corridor, some noise at base stations EIS score: 3 ….. MTS: Same as above MTS score: 3	
	EIS score: 39	**EIS score: 39**	**EIS score: 58**	**EIS score: 50**	**EIS score: 59**	
	MTS score: 44	**MTS score: 44**	**MTS score: 69**	**MTS score: 61**	**MTS score: 66**	