

Draper Transit Corridor
Draper, Utah
Preliminary Engineering
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Light Rail Transit 3.8 Miles, 3 Stations
Total Capital Cost (\$YOE):	\$206.03 Million <small>(includes \$18.7 million in finance charges)</small>
Section 5309 New Starts Share (\$YOE):	\$123.62 Million (60.0%)
Annual Forecast Year Operating Cost:	\$4.70 Million
Ridership Forecast (2030):	6,800 Average Weekday Boardings 1,600 Daily New Riders
Opening Year Ridership Forecast (2013):	3,600 Average Weekday Boardings
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: Utah Transit Authority (UTA) proposes to construct the Draper Transit Corridor light rail transit (LRT) extension to the existing North-South TRAX LRT line. The project would operate primarily in existing and abandoned railroad rights-of-way between the City of Sandy and the City of Draper and run parallel to Interstate 15 (I-15), the primary transportation link between Salt Lake City, the University of Utah, Murray, Sandy, and Draper. The project includes the procurement of five new light rail vehicles and construction of three stations with park-and-ride lots totaling 1,400 spaces.

Project Purpose: Draper is constrained by the Wasatch Front mountain range to the east and south and I-15 to the west. Major north-south roadways in the corridor, including State Street and I-15, are projected to have increased congestion due to a 35 percent population increase by 2030, coupled with job growth. Most of the area's growth is occurring in the eastern half of the City of Draper and north of the City of Sandy. Existing transit service connecting Draper to growth centers to the north is indirect and operates in a constrained roadway network. The proposed project would provide more direct service with better reliability to these high-growth areas.

Project Development History, Status and Next Steps: In 1992, UTA purchased the Union Pacific Railroad Company's Provo Industrial Lead right-of-way (ROW) located in Salt Lake County. In 2000, a South Salt Lake County Transit Corridors Analysis identified a transit corridor from the existing Sandy LRT station at 10000 South to 14600 South using the existing UTA purchased ROW. UTA included the Draper Transit Corridor in its FrontLines 2015 long-range transit plan and program of projects in 2006. A Draper Transit Corridor alternatives analysis was prepared in 2007, which identified a minimal operating segment from 10000 South to Draper Town Center. A locally preferred alternative for a light rail alignment running from 10000 South to 14600 South was adopted in 2008 by the Wasatch Front Regional Council. FTA approved the project into preliminary engineering in December 2009, and the Draft Environmental Impact Statement (EIS) was published that same month. FTA published a Final EIS in July 2010, and issued a Record of Decision in September 2010. UTA anticipates final design approval in spring 2011, receipt of a Full Funding Grant Agreement in late summer 2011, and start of revenue operations in December 2013.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 New Starts	\$123.62	60.0%
Local: UTA Local Sales Tax	\$79.73	38.7%
In Kind Contribution	\$2.68	1.3%
Total:	\$206.03	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

**UT Salt Lake County, Draper Transit Corridor
FY2012 Financial Assessment Summary prepared October 2010**

Factor	Rating	Comments
Local Financial Commitment Rating	Medium-High	
Non-Section 5309 New Starts Share (20% of summary financial rating)	Medium	The New Starts share of the project is 60.0 percent.
Project Capital Financial Plan (50% of summary financial rating)	Medium-High	
Capital Condition (25% of capital plan rating)	Medium	The average age of UTA's bus fleet is 7.7 years, which is in-line with the industry average. UTA's most recent bond ratings, issued in May 2009, are as follows: Moody's Investors Service (Aa3), Fitch's (AA), and Standard & Poor's Corporation (AAA).
Commitment of Funds (25% of capital plan rating)	High	All of the non-Section 5309 New Starts funds are committed. Sources of funds include UTA dedicated sales taxes and in-kind contributions.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Revenue assumptions are consistent with historical data. The capital cost estimate is considered reasonable. The financial plan shows that UTA has the financial capacity to cover cost increases or funding shortfalls equal to at least 12.5 percent of estimated project costs.
Project Operating Financial Plan (30% of summary financial rating)	Medium-High	
Operating Condition (25% of operating plan rating)	High	UTA's current ratio of assets to liabilities as reported in its most recent audited financial statement is 4.46.
Commitment of Funds (25% of operating plan rating)	High	More than 75 percent of operating and maintenance funding is committed. Funding sources include farebox revenues, local sales tax revenues, Section 5307 formula funds, Section 5309 fixed guideway modernization funds, advertising income, joint development revenues, interest income, and other operating income.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Assumed growth in operating expenses and fare box collections are consistent with historical experience. Assumed growth in sales tax revenues is conservative compared to historical experience.

Draper Transit Corridor

Salt Lake County, Utah

Preliminary Engineering

(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2009)

LAND USE RATING: Medium-Low

- The land use rating reflects the population and employment densities within ½-mile of proposed station areas:
- Existing land use along the corridor is primarily suburban residential. This consists of single-family homes, suburban strip malls, and what remains of an agricultural past. Buildings are typically setback from the roadway or sidewalk, and in some instances there are no pedestrian facilities available. There are two station locations where land surrounding the proposed station sites is currently undeveloped.
 - Average population density at proposed station areas is 6,500 persons per square mile. Total employment served is 62,862 (including 57,905 in the Salt Lake City Central Business District [CBD]). In the CBD, the ratio of parking spaces to employees is 0.55, and generally parking is free and available in other station areas.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium-Low

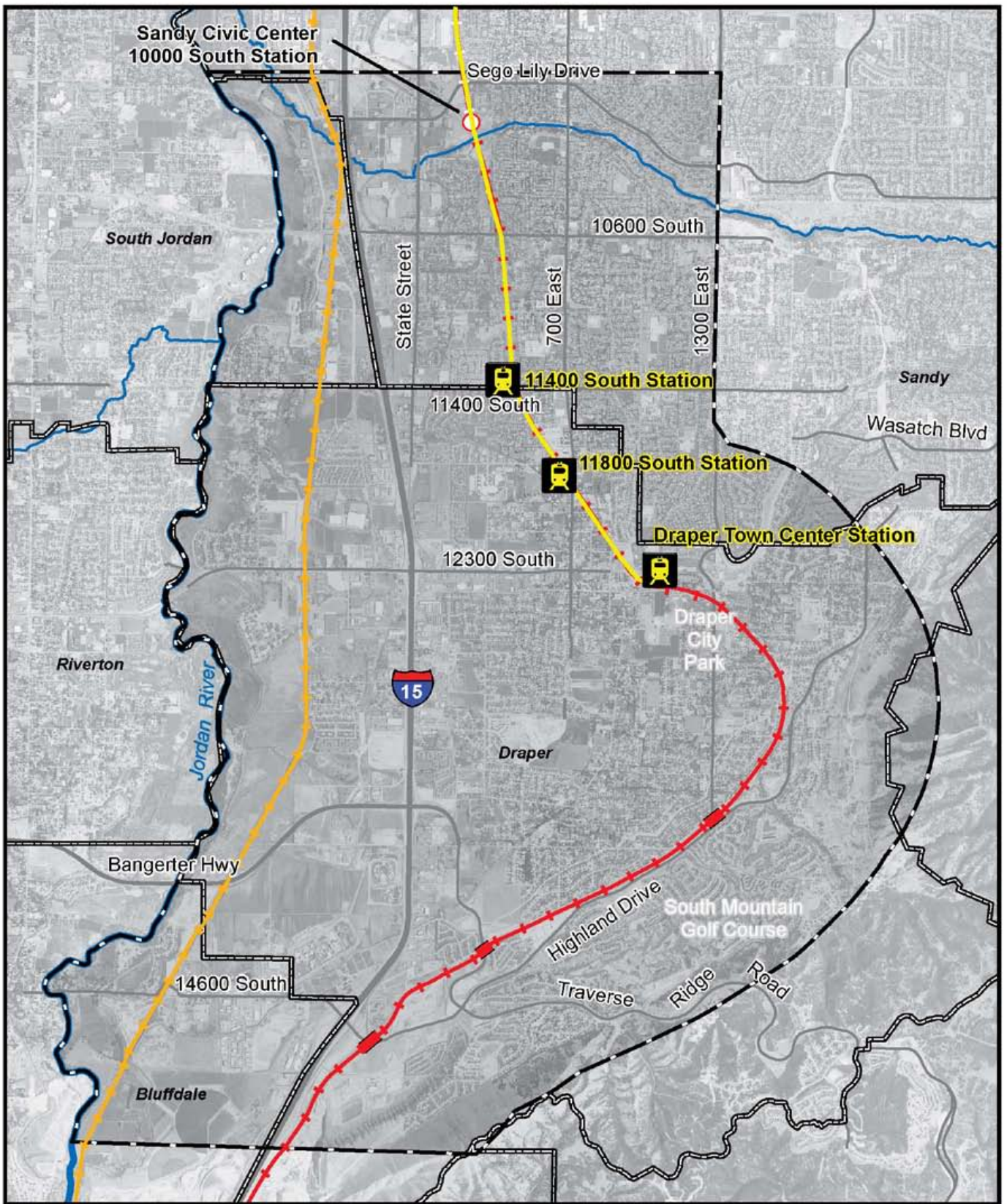
(50 percent of Economic Development Rating)

- The region has placed a lot of emphasis on growth management and land conservation but has yet to realize its effects on actual growth. The Wasatch Front Regional Council and Envision Utah have both created documents that discuss strategies focused on growth management and land conservation, including possible implementation strategies. These strategies focus on increasing the transit options available, promoting redevelopment of existing developed land, and increasing density where appropriate. All of the regional localities have endorsed these strategies, but have not taken steps to create policies that would implement the strategies.
- The Draper Town Center area has received a special land use classification that is focused on promoting development centered on transit. The Draper planning commission and city council have held joint work sessions on transit-oriented development (TOD). These officials anticipate further changes to the city's development code to encourage appropriate land uses around transit stations.
- Existing zoning ordinances throughout the corridor permit low to moderate density residential development. Both the City of Draper and the City of Sandy have added zoning ordinances that allows for higher density mixed-use development at the Town Center and Civic Center transit station sites respectively. The other station sites along the alignment did not have zoning changes and will retain the low-density suburban residential character currently in place.
- A study examining the feasibility of TOD at the Draper Town Center found that the existing zoning ordinance would only allow for 12 dwelling units per acre after the required parking for the station had been sited. The study concluded that the zoning ordinance should be revised to allow for more density to make development more economically feasible for a private developer.









Performance and Impacts of Policies: Medium

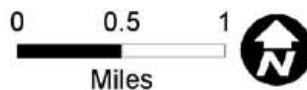
(50 percent of Economic Development Rating)

- There are a number of developments currently being constructed in Salt Lake City along both existing TRAX light rail lines and extensions. For example, Gateway, which is developed along the existing TRAX line in Downtown Salt Lake City is a 30 acre mixed use development containing 684,000 square feet of retail space and 152 residences located in a 12 story tower. City Creek Center is another mixed use project under construction in Downtown adjacent to the existing light rail, developing up to 324,000 square feet of retail and 700 residences in high rise towers. Daybreak, which is a mixed use project being developed along a TRAX extension, will have 1.6 million square feet of retail, 2.6 million square feet of office space and 20,000 residences clustered around three stations.
- While there are some stations where expanded development may be difficult because of existing residential neighborhoods, other locations have land that could be potentially developed. The Sandy Civic Center Station, the 11800 South Station and the Draper Town Center Station all have land that could be developed in the future. These sites could begin as park-and-ride lots, and be redeveloped into mixed-use development once conditions support such a development.




Legend

-  Existing TRAX LRT Line and Station
-  UTA-Owned Right-of-Way
-  UTA FrontRunner Commuter Rail
-  City Boundary
-  Stream or Canal
-  Draper Transit Corridor Study Area
-  Alternative C MOS
-  Potential Station (location approximate)
-  Existing Grade Separation



DRAPER
Transit Corridor Project
UTA



Alternative C
MOS: The Preferred Alternative