

1.0 Overview

This AA is being prepared to evaluate future transportation system improvements in the Draper Transit Corridor needed to address rapidly growing travel demand and associated congestion in the southern part of Salt Lake County.

1.1 Purpose of the Alternatives Analysis Report

Earlier studies identified a need for improved transit services in the Draper Transit Corridor (see Section 2.0, Study Process) and supported the preparation of an AA Report. This work will be followed by the preparation of a Draft EIS. These documents are required by federal law and will form the basis for subsequent approvals of the Draper Transit Corridor project, including PE. An AA is a key part of FTA's process for advancing local fixed-guideway transit projects. Eligibility for FTA New Starts funding is based, initially, on the results of the AA.

*The purpose of the **Alternatives Analysis Report** is to:*

- *Determine if a fixed-guideway transit line is needed.*
- *Determine what level of investment is needed.*
- *Examine feasible and prudent alternatives that provide improved mass transit in the study area.*
- *Compare and evaluate alternate alignments and technologies.*
- *Select a locally preferred alignment and technology.*

1.2 What Is Covered in the Alternatives Analysis Report

The AA Report presents transit alignment and technology alternatives selected through a public participation process, which was used to screen initial alternatives, and it presents a comparative analysis to refine previous assumptions developed for the alternatives.

An AA is a locally managed study process that follows FTA guidelines. It uses local information related to regional travel patterns, problems, and needs. This information is typically generated as part of the metropolitan transportation planning process. For southern Salt Lake County, this information has been gathered during past systems planning efforts by WFRC, which is Salt Lake County's metropolitan planning organization, and UTA.

From FTA guidance, an "effective alternatives analysis answers the questions: What are the problems in a corridor? What are their underlying causes? What are viable options for addressing these problems? What are their costs? What are their benefits?"



The outcome of an AA is an LPA that meets the purpose of the project, provides a good balance in meeting project goals, and presents a competitive project for New Starts funding with regard to cost-effectiveness, transit supportiveness of existing and future land use, and local financial commitment (among other factors in the New Starts rating framework).

The LPA will be advanced to more detailed technical analysis and compared to the No-Action and TSM baseline alternatives as part of the environmental clearance process during the preparation of a Draft EIS.

1.3 How These Alternatives Were Selected

The Draper Transit Corridor project has been evaluated and identified in numerous planning studies for the region and is one of the region's highest-priority transit corridors for implementing future fixed-guideway transit improvements. Table 1-1 provides a list of the studies and activities that were conducted during the planning of a light-rail extension through Sandy and into Draper. Each of these studies or publications was conducted with full public participation, and the final documents were endorsed by local municipalities or councils made up of elected officials.

Prior to selection of the alignments and transit modes specifically discussed in this AA Report, a wide range of alternatives was considered and screened multiple times using both quantitative and qualitative criteria. The screening process was based on a set of goals developed for the purpose of selecting an alignment and technology that best met goals and objectives. Criteria were developed that measured how well each of the alternatives met each goal.

The criteria included accounting for Draper Transit Corridor land-use changes; planned future development and potential transit patronage (ridership) forecasts; engineering factors; projections of capital, operating, and maintenance costs; potential economic benefits; financial feasibility, expected changes in the environment related to land use, traffic and transportation impacts of the alternatives; and cost-benefit considerations using simplified cost-effectiveness measures. Using these criteria and additional refined technical analysis, this effort produced the final set of alternatives, which are defined and further examined in the AA Report.

This process is described in Section 2.0, Study Process.

Table 1-1. Studies and Activities That Support the Draper Transit Corridor Project

Date	Study or Activity
December 1992	Adoption of Resolution No. 92-25 by the Draper City Council recommending that the Board of Directors of UTA purchase the Union Pacific Railroad Company's Provo subdivision rail line located in Salt Lake County to preserve an important transportation corridor.
August 1994	Publication of the I-15/State Street Corridor Final EIS, which recommended a light-rail corridor in the existing UTA-owned right-of-way from 1300 South to 10600 South in Salt Lake County.
January 1996	Signing of an Official License Agreement between UTA and Draper City to construct the Porter Rockwell Trail within the UTA-owned right-of-way. The engineering evaluation conducted before this agreement stated that the trail could be constructed and remain in place even when the future double-track light-rail system is operational.
December 2000	Publication of the South Salt Lake County Transit Corridors Analysis, which recommended a light-rail corridor in the UTA-owned right-of-way from 10000 South to 14600 South.
December 2001	Publication of the WFRC Regional Transportation Plan (RTP), which showed an extension of the existing north-south light-rail line from 10000 South to 14600 South along the UTA-owned right-of-way.
December 2003	Publication of the WFRC Long-Range Transportation Plan Update, which showed an extension of the existing north-south light-rail line from 10000 South to 14600 South along the UTA-owned right-of-way.
February 2004	Signing of the Master Interlocal Agreement Regarding Fixed-Guideway Systems with Railroad Corridors between UTA, 36 cities, and five counties along the Wasatch Front. This agreement established the terms of use within UTA's own rail rights-of-way through each jurisdiction. Draper City and Sandy City are signatories to this document.
October 2006	Publication of the Draper Transit Alternatives Study, which recommended as the Locally Preferred Alternative an extension of the existing north-south light-rail line from 10000 South to 14600 South along the UTA-owned right-of-way. The plan was unanimously endorsed by the Draper City Council.
November 2006	Countywide voter referendum to approve an additional ¼-cent sales tax to be used for transportation projects in Salt Lake County. UTA published voter information packets that included a picture of the alignment for light rail in Draper as identified in the RTP. The referendum passed with a two-thirds majority.
May 2007	Publication of the WFRC 2007–2030 Long-Range Transportation Plan, which showed an extension of the existing north-south light-rail line from 10000 South to 14600 South along the UTA-owned right-of-way.
June 2007	Publication of the Mountainland Association of Governments 2007–2030 Long-Range Transportation Plan, which showed an extension of the existing light-rail line from the Utah County border at the Point of the Mountain in Draper to 1200 West in Lehi along the UTA-owned right-of way. (Part of Draper is located in Utah County and is subject to plans and policies issued by Utah County.)