



Mountain View Corridor 5600 West Transit Re-evaluation April 2019

Mountain View Corridor 5600 West Transit Component Draft Environmental Impact Statement Re-evaluation

A Final Environmental Impact Statement (Final EIS) and Section 4(f) Evaluation for the Mountain View Corridor (MVC), Salt Lake and Utah Counties, was completed in September 2008 and approved through the issuance of a Record of Decision (ROD) on November 17, 2008 by the Federal Highway Administration (FHWA). The subjects of this EIS Re-evaluation are refinement of the transit alternative that was selected in the ROD (the 5600 West Transit Alternative with Dedicated Right-of-Way Option) and project implementation and phasing.

This memorandum is intended to support a decision on whether a supplemental EIS is required, pursuant to applicable criteria in FHWA's NEPA regulations. The regulations in 23 CFR 771.130(a) provide that a supplemental EIS is required when "(1) Changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS; or (2) New information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS." To support that determination, this memorandum summarizes the proposed refinement to the 2008 ROD selected transit alternative and changes to project implementation and phasing; discusses changes in the affected environment; and considered whether any of the changes in the project and affected environment require a supplemental EIS. The appendices to this memorandum include the supporting technical documentation and reports.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 USC § 327 and a Memorandum of Understanding (MOU) dated January 17, 2017, and executed by FHWA and UDOT. This Re-evaluation is being processed in accordance with this agreement, and UDOT is the agency responsible for approving the Re-evaluation. Under the assignment MOU, UDOT is responsible for conducting any additional environmental review (including Re-Evaluations) that may be required for projects that were approved by FHWA prior to execution of the assignment MOU.

Background and Need for Re-evaluation

The overall Selected Alternative in the 2008 ROD included both a roadway alternative (the 5800 West Freeway Alternative) and a transit alternative (the 5600 West Transit Alternative with Dedicated Right-of-Way Option). Since the ROD was issued, this overall alternative has been refined and is referred to as the Refined Selected Alternative. The Refined Selected Alternative includes changes to the Selected Alternative's transit components, namely implementing Express Bus service instead of bus rapid transit (BRT) in Phase 1.

The 2008 ROD was conditioned upon UDOT's compliance with the phased approach to implementing the project as described in Chapter 36, Project Implementation (Phasing), of the Final EIS. The ROD authorized UDOT to proceed with construction of Phases 1 and 2 of the roadway as well as right-of-way acquisition and design for all three phases of the MVC Project as long as the conditions of the phasing were met. The ROD did not authorize construction of Phase 3 of the roadway. The ROD stated that before Phase 3 can be constructed, an additional ROD and potentially additional NEPA review would be required.

The purpose of this Re-evaluation is to address changes to the project phasing. Specifically, the Re-evaluation evaluates changes to **Phase 1** transit implementation of the transit alternative that was selected in the 2008 ROD (the 5600 West



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Transit Alternative with Dedicated Right-of-Way Option). Phases 2 and 3 transit and project implementation will be addressed after the Phase 1 elements are fully implemented and are not part of this Re-evaluation.

The 2008 ROD's Selected Alternative proposed that transit would be constructed in three phases. As described in the Final EIS and the 2008 ROD, the transit system would have started as Bus Rapid Transit (BRT) in Phase 1 and would have been converted to rail transit in Phase 3. Figure 1 in Appendix A shows the proposed 5-mile transit alignment on 5600 West for Phase 1. Figure 1 also shows the entire Phase 3 transit build-out that was analyzed in the Final EIS (shown as Phase 1 right-of-way preservation).

Table 1 describes the transit elements of the 2008 ROD's Selected Alternative and compares them with the Refined Selected Alternative's Phase 1 transit elements being evaluated in this Re-evaluation.

Table 1. Summary of Transit Phase 1 Changes in Implementation in This Re-evaluation

	Phased Transit Implementation for the 2008 ROD's Selected Alternative	Refined Selected Alternative
Phase 1	<p>Transit Implementation</p> <ul style="list-style-type: none"> The Utah Transit Authority (UTA) will take all actions necessary to (1) complete Phase 1 of the 5600 West Transit Alternative with Dedicated Right-of-Way Option and begin revenue operation by December 31, 2015, and (2) complete Phase 2 of that alternative and begin revenue operation of that phase by December 31, 2025. UTA will construct BRT in a fixed guideway (Type 3 bus rapid transit) along 5600 West from 2700 South to 6200 South. As part of Phase 1 activities, UTA also will acquire the necessary right-of-way to construct a fixed-guideway transit system along 5600 West from 11800 South to Interstate 80 (I-80) and along I-80 from 5600 West to the Salt Lake City International Airport. 	<p>Transit Implementation</p> <ul style="list-style-type: none"> Phase 1 transit will include express bus transit service along the existing 5600 West and North Temple roadway travel lanes from the Old Bingham Highway TRAX station to downtown Salt Lake City.

The transit improvements associated with the 2008 ROD's Selected Alternative included constructing a fixed-guideway transit facility on the existing 5600 West arterial road in Salt Lake County from Herriman to the location where the alignment left 5600 West at the existing railroad crossing north of 700 South and crossed under I-80 at the existing railroad crossing. After crossing under I-80, the alignment turned east along Amelia Earhart Drive. The fixed guideway consisted of an area in the center of the roadway dedicated solely for the use of transit vehicles, with street traffic using general-purpose lanes on the outside of the roadway. Transit stations would have been located in the roadway median. The transit improvements included in the 2008 ROD's Selected Alternative were under the authority of UTA and did not require FHWA's approval.

UDOT started construction of the MVC roadway component of the 2008 ROD's Selected Alternative in 2010 and is in the process of completing Phase 1 of the roadway project. However, UTA has not implemented the Phase 1 transit improvements of the 2008 ROD's Selected Alternative because of (1) a lack of funding and (2) the local municipalities and property owners have not implemented transit-supportive land use that was consistent with the MVC Growth Choices process approved by the Cities. Based on the 2008 ROD, for UDOT to move into Phase 2 of the roadway component, Phase 1 of the transit component was to be in revenue operation (anticipated by 2015 in the ROD). Because Phase 1 transit is not in revenue operation and UDOT would like to proceed with Phase 2 roadway construction, UDOT and UTA developed a Refined Selected Alternative for Phase 1 transit implementation that addresses the MVC's purpose and provides improved transit mobility compared to Phase 1 of the 2008 ROD's Selected Alternative (see Table 1 above).



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Re-evaluation Analysis

Following is a summary of the main components of the EIS and any changes associated with each component due to the refinements in implementation of and the transit components of the Refined Selected Alternative and previously known and newly identified environmental resources in the project area.

Purpose and Need

As stated in the EIS, the purpose of the MVC Project is to improve regional mobility by reducing roadway congestion and by supporting increased transit availability, supporting local growth objectives, increasing roadway safety, and supporting increased bicycle and pedestrian options. The proposed revisions included with the Refined Selected Alternative do not change the original project concept or project purpose; therefore, the purpose of and need for the project remain valid.

Independent Utility

No additional transportation improvements are necessary for the proposed project to function as intended. The project would not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Changes from the 2008 ROD's Selected Transit Alternative Incorporated in the Refined Selected Alternative

The elements of the Refined Selected Alternative for the Phase 1 transit implementation are listed below. Where the elements of the Refined Selected Alternative are different than the Phase 1 transit improvements in the 2008 ROD's Selected Alternative, these elements are described in more detail. Detailed figures for the Refined Selected Alternative are provided in Appendix A.

The following list summarizes the attributes of the Express Bus service that is being proposed as part of the Refined Selected Alternative to replace the Phase 1 transit element described in the 2008 ROD's Selected Alternative:

- **Limits of Service:** The Refined Selected Alternative's Express Bus route would be 29 miles long versus the 5 miles of the Phase 1 BRT for the 2008 ROD's Selected Alternative. The Refined Selected Alternative's Express Bus route would serve four cities, while the Phase 1 BRT for the 2008 ROD's Selected Alternative would have served two cities. The Refined Selected Alternative's Express Bus would serve the Salt Lake City International Airport and downtown Salt Lake City; the Phase 1 BRT for the 2008 ROD's Selected Alternative would not.
- **Alignment:** As shown in Figure 2 in Appendix A, the Refined Selected Alternative's Express Bus would generally run along 5600 West within the existing roadway travel lanes from the Old Bingham Highway light rail station to the International Center and from there to the Salt Lake City International Airport and into downtown Salt Lake City on North Temple. The 2008 ROD's Selected Alternative Phase 1 BRT would have generally run in the middle of 5600 West between 6200 South and 2700 South.
- **Service Headways:** The Refined Selected Alternative's Express Bus would have 15-minute headways during weekday peak hours, 30-minute headways during weekday non-peak hours, and 60-minute headways during weekday night-time hours. The 2008 ROD's Selected Alternative Phase 1 BRT headways were not specified.



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- **Travel Time:** The Refined Selected Alternative's Express Bus includes several preferential treatment options (see Figure 3 in Appendix A) that could improve travel time (transit signal priority, queue jump, bus on shoulder, or modified bus on shoulder). These preferential treatment options could reduce travel time by 8% to 27% compared to baseline conditions in locations where they are implemented. The 2008 ROD's Selected Alternative Phase 1 BRT would also reduce travel time compared to baseline conditions. The 2008 ROD's Selected Alternative would have more reduction in travel time compared to the Express Bus because it would be on a dedicated right-of-way between 2700 South and 6200 South.
- **Ridership:** The Refined Selected Alternative's Express Bus ridership is forecasted to be 2,200 to 3,900 per day in 2020, compared to 300 to 600 per day for the Phase 1 BRT for the 2008 ROD's Selected Alternative.
- **Capital Costs and Operation and Maintenance Costs:** The Refined Selected Alternative's Express Bus capital cost would be about 25-40% of the cost of the Phase 1 BRT for the 2008 ROD's Selected Alternative. The Refined Selected Alternative's Express Bus operation and maintenance costs per mile would be less than those of the Phase 1 BRT for the 2008 ROD's Selected Alternative.
- **Hours of Service:** Anticipated to approximately match typical hours of service for other Salt Lake County bus routes and to be refined by transit service planners.
- **Equipment:** Standard 40-foot buses.
- **Stops:** Stops are shown in Figure 2 and described below:
 - **New stops** would be provided at the following locations along 5600 West and would include shelters, benches, lighting, and reader boards for bus arrival times:
 - 9000 South
 - 7800 South
 - 7000 South
 - 6200 South
 - 5400 South
 - 4700 South
 - 4100 South
 - 3500 South
 - 2700 South
 - California Avenue
 - International Center
 - **Existing stops** at the following locations will be utilized. Evaluate providing lighting and reader boards at the existing stops.
 - Old Bingham Highway TRAX station
 - Salt Lake City International Airport
 - North Temple near the State Complex (about 1900 West) in Salt Lake City
 - North Temple commuter rail station in Salt Lake City (about North Temple and 400 West)



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- Downtown Salt Lake City stops would be located at existing bus stop locations
- **Parking:** Park-and-ride lots will be provided at the following locations (see Figure 2):
 - Old Bingham Highway (existing TRAX station park-and-ride lot; evaluated in the Final EIS)
 - 9000 South (new)
 - 7800 South (new)
 - 6200 South (evaluated in the Final EIS)
 - 5400 South (evaluated in the Final EIS)
 - 3500 South (existing MAX station park-and-ride lot; evaluated in the Final EIS)
- **Transit Priority:** Express bus traffic for 5600 West would be prioritized over passenger vehicles through appropriate operational measures, which could include queue jumping at signalized intersections, shoulder running (that is, buses driving in the roadway shoulder), and transit signal priority (Figure 3 in Appendix A). Where applied, shoulder running would use existing shoulders, and bus queue jumps would use a shared right-turn and queue-jump lane. To allow shoulder running from about 7000 South to 3100 South, 5600 West would be restriped to reduce the northbound and southbound outside travel lanes by about 1 foot, and that width would be added to the existing shoulder. Additional shoulder improvements, such as installing signs and removing obstacles, would be implemented for about one-quarter mile upstream of the intersection. To ensure safe and preferential bus operations, buses would drive on the shoulders only where and when allowed and at the discretion of the bus driver.
- **Timing:** The improvements and attributes listed above would be implemented when funding and permits are obtained.

Environmental Consequences Analysis

UDOT has evaluated the expected impacts to the natural and built environment from the Refined Selected Alternative. The expected impacts of the Refined Selected Alternative would include impacts from Phase 1 transit implementation only. Overall, the Refined Selected Alternative would have fewer impacts to the environment than those analyzed in the Final EIS for the 2008 ROD's Selected Alternative because the entire Express Bus route is within the existing road system. The 2008 ROD's Selected Alternative included about 1.5 miles of new facility on a new alignment. No substantial changes would occur to the natural or built environment as a result of the Refined Selected Alternative that would significantly affect the quality of the human and natural environment. Most of the impacts of these changes are less than those previously disclosed in the MVC Final EIS for the 2008 ROD's Selected Alternative and therefore are not individually or cumulatively significant or significantly different from those described in the 2008 Final EIS and ROD.

As part of the Re-evaluation process, UDOT conducted field investigations in 2019 to update the biological resources, waters of the U.S., and cultural resources information within the project footprint. Clearance memos for these field investigations are provided in Appendix B.

The sections below summarize the changes to the environmental impacts from those analyzed in the Final EIS for the 2008 ROD's Selected Alternative as a result of the refinements in implementation of the transit components of the Refined Selected Alternative.



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Land Use Impacts

Consistency with Plans. The MVC Final EIS stated that, for the transit alternative that was ultimately selected in the ROD, transit along 5600 West would be generally consistent with local land-use plans and with the Wasatch Front Regional Council's (WFRC) long-range transportation plan. The proposed Express Bus that is part of the Refined Selected Alternative is also consistent with the current local land-use plans and with the current WFRC long-range transportation plan. The current local land-use plans are similar to local land-use plans at the time of the Final EIS. The WFRC long-range transportation plan was amended in January 2018 to officially approve the change to Express Bus on 5600 West.

Direct Land Use Impacts. The Refined Selected Alternative would impact a total of 9.79 acres of urban and suburban land uses. Figures showing the location of the impacted areas are included in Appendix A (Figures 4 to 16). Of these 9.79 acres, only about 1.96 acres are areas of new impact beyond what was previously evaluated for the 2008 ROD's Selected Alternative.

The 1.96 acres of new impact are the two additional park-and-ride lots that are proposed as part of the Refined Selected Alternative: one at 9000 South 5573 West (Appendix A, Figure 4) and the other at 5524 W. Ranches Loop Road (southeast quadrant of 7800 South 5600 West intersection) (Appendix A, Figure 6). These two park-and-ride lots were not evaluated in the Final EIS for the transit alternative that was selected in the 2008 ROD.

The park-and-ride lot at 9000 South and 5600 West on the southeast quadrant would be 0.74 acres and would be located in a vacant field that is adjacent to residential developments in the southeast quadrant of the intersection. The lot would be compatible with the general urban nature of the area along two busy roads. The lot would be consistent with the general commercial-related zoning and proposed future land uses identified by West Jordan City.

The park-and-ride lot at 5524 W. Ranches Loop Road is on the southeast quadrant of the 5600 West and 7800 South intersection and would be 1.22 acres. This park-and-ride lot is located in a planned commercial development. The lot would be compatible with the general urban nature of the area along 5600 West. The lot would be consistent with the general commercial-related zoning and proposed future land uses identified by West Jordan City.

Sequencing Effects on Land Use. The intent of the sequencing in the MVC Final EIS and ROD was to encourage transit-oriented development by introducing high-quality transit before providing the new freeway capacity. The MVC FEIS analysis determined that the sequencing proposed with the 2008 ROD's Selected Alternative was unlikely to affect land use patterns. This conclusion would be the same with the Express Bus proposed with the Refined Selected Alternative.

Additionally, as previously noted, the local municipalities and property owners have not implemented transit-supportive land use that was consistent with the MVC Growth Choices process approved by the Cities. In the time since the MVC ROD was signed, land use adjacent to 5600 West has not had major changes compared to the existing land use conditions at the time of the MVC FEIS. The land adjacent to the 5600 West corridor is almost fully developed and consists of predominantly lower density residential and commercial land uses. There are not currently transit-oriented high-density mixed use developments along 5600 West corridor. The construction of higher density mixed use developments would require redevelopment given the fully developed condition of the corridor.

In regards to encouraging more transit-oriented development in the future, the proposed Express Bus in the Refined Selected Alternative is likely to be equal or better to the 2008 ROD's Selected Alternative because it provides improved transit service across a broader area.



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Project Implementation

The type of transit for Phase 1 implementation has been changed from BRT in a dedicated right-of-way from 6200 South to 2700 South for the 2008 ROD's Selected Alternative to an Express Bus from Old Bingham Highway in West Jordan to downtown Salt Lake City for the Refined Selected Alternative. Details about the Refined Selected Alternative's elements are described in detail in the previous section, Changes from the 2008 ROD's Selected Transit Alternative Incorporated in the Refined Selected Alternative.

Phase 1 of the 5600 West Transit Alternative (the transit alternative selected in the 2008 ROD) was to begin revenue operation on December 3, 2015. In addition, the Phase 1 implementation defined as part of the 2008 ROD's Selected Alternative required UTA to acquire the necessary right-of-way to construct a fixed-guideway transit system along 5600 West from 11800 South to I-80 and along I-80 from 5600 West to the Salt Lake City International Airport. This right-of-way acquisition would not occur with the Refined Selected Alternative. The Refined Selected Alternative would implement Express Bus service.

The Phase 1 BRT and right-of-way acquisition for the 2008 ROD's Selected Alternative would require relocating businesses and residential properties along the alignment, and traffic would be temporarily disrupted during construction. The Refined Selected Alternative would be an Express Bus using 5600 West. No relocations would occur, and there would be only a temporary disruption to traffic on 5600 West to accommodate restriping with the Refined Selected Alternative.

Environmental Consequences Summary

Table 2 summarizes the changes to environmental impacts from the Refined Selected Alternative.

Table 2. Summary of Re-evaluation Analysis

Environmental Resource	Changed?		Comments
	Yes	No	
Land Use	X		<p>The Refined Selected Alternative would impact a total of 9.79 acres. Of these 9.79 acres, 1.96 acres are areas of new impact beyond what was previously evaluated in the 2008 ROD's Selected Alternative. The proposed Express Bus park and ride lots at 9000 South and 7800 South were not evaluated as part of the 2008 ROD's Selected Alternative. These parking lots would be consistent with the proposed commercial land uses and zoning identified in the Cities' plans.</p> <p>The Refined Selected Alternative would be consistent with current local land use plans and the current WFRC regional transportation plan.</p> <p>In regards to encouraging more transit-oriented development in the future, the Refined Selected Alternative's Express Bus is likely to be equal or better to the 2008 ROD's Selected Alternative because it provides improved transit service across a broader area.</p>
Farmland		X	No changes identified.
Community Impacts		X	No changes identified.
Environmental Justice		X	No changes identified.
Transportation		X	No changes identified.
Economics		X	No changes identified.



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Environmental Resource	Changed?		Comments
	Yes	No	
Joint Development		X	No changes identified.
Pedestrian and Bicyclist Issues		X	No changes identified.
Air Quality		X	No changes identified.
Noise		X	No changes identified.
Water Quality		X	No changes identified.
Ecosystems		X	No changes identified.
Floodplains		X	No changes identified.
Historic, Archaeological, and Paleontological Resources		X	No changes identified.
Hazardous Waste		X	No changes identified.
Visual Resources		X	No changes identified.
Energy		X	No changes identified.
Construction Impacts		X	No changes identified.
Indirect Effects		X	No changes identified.
Cumulative Impacts		X	No changes identified.
Permits, Reviews, and Approvals		X	No changes identified.
Section 4(f) Resources		X	No changes identified.
Sequencing		X	No changes identified.
Project Implementation (Phasing)	X		The type of transit to be implemented for Phase 1 has been changed from BRT in a dedicated right-of-way from 6200 South to 2700 South (2008 ROD's Selected Alternative) to an Express Bus from Old Bingham Highway in West Jordan to downtown Salt Lake City (Refined Selected Alternative). In addition, the Phase 1 implementation for the 2008 ROD's Selected Alternative required UTA to acquire the necessary right-of-way to construct a fixed-guideway transit system along 5600 West from 11800 South to I-80 and along I-80 from 5600 West to the Salt Lake City International Airport. This right-of-way acquisition would not occur with the Refined Selected Alternative.



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Modification to the 2008 MVC ROD

After the completion of this Re-evaluation process and the public comment period, UDOT intends to revise the MVC ROD dated November 17, 2008. The ROD would be revised to address changes to the 2008 ROD's Selected Alternative and the associated phasing and implementation that are described in this Re-evaluation. UDOT anticipates that the Refined Selected Alternative will be redefined in Section 2.3 (Project Implementation) of the revised ROD as follows:

- **Phase 1 transit implementation**
 - To allow UDOT to proceed to Phase 2 construction of the roadway alternative that was selected in the 2008 ROD (the 5800 West Freeway Alternative), the Refined Selected Alternative was developed in consultation with UTA, Utahns for Better Transportation (UBET), Breathe Utah, and affected Cities. The Revised Selected Alternative modifies Phase 1 of the transit alternative selected in the 2008 ROD (the 5600 West Transit Alternative with Dedicated Right-of-Way Option) as follows:
 - Construction of Express Bus transit service from the Old Bingham Highway TRAX station following 5600 West to downtown Salt Lake City including service to the Salt Lake City International Airport.
 - The service would include queue-jumping, shoulder operation, or other options to improve the efficiency of the bus service.
 - The service would include enhanced stops with associated park-and-ride lots on 5600 West. Enhanced stops along 5600 West would include shelters, benches, lighting, and reader boards for bus arrival times.
 - UDOT would acquire the necessary right-of-way for the service as required for Phase 1 transit to be in revenue operation.
 - UDOT would implement a public involvement program at the start of the service to promote and educate its use.
 - Funding for the service would come from UDOT, UTA, and other available sources.

As defined in the ROD, Phase 2 transit includes extending BRT service in a fixed guideway along 5600 West from 6200 South southbound to 11800 South and from 2700 South northbound to I-80 and continuing along I-80 to the airport, while Phase 3 transit includes implementing a rail transit system along the entire length of 5600 West extending from the airport on the north to Herriman to the south. UDOT does not intend to make changes to the Phase 2 or Phase 3 transit alternatives in the revised MVC ROD. Phase 2 and Phase 3 transit will be evaluated as future MVC transit becomes better defined. The revised MVC ROD will be published in the Federal Register.



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Public Review and Comments on this Draft Environmental Impact Statement Re-evaluation

The public comment period for this Draft Environmental Impact Statement Re-evaluation will be from April 17, 2019 to May 16, 2019.

Public comments can be made at any time during this 30-day public comment period using one of the following methods:

- Using a comment form on the project website www.udot.utah.gov/mountainview
- Email comments can be sent to mountainview@utah.gov
- Written comments can be provided to the Mountain View Corridor Project Team at 3959 West 1820 South, Suite 200, Salt Lake City, UT 84104
- By phone at 1-800-596-2556

Public notice of this re-evaluation is being provided to UTA, local government officials and staff, and other parties who previously expressed an interest in the MVC Project.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 USC § 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT. Under the assignment MOU, UDOT is responsible for conducting any additional environmental review (including Re-Evaluations) that may be required for projects that were approved by FHWA prior to execution of the assignment MOU.

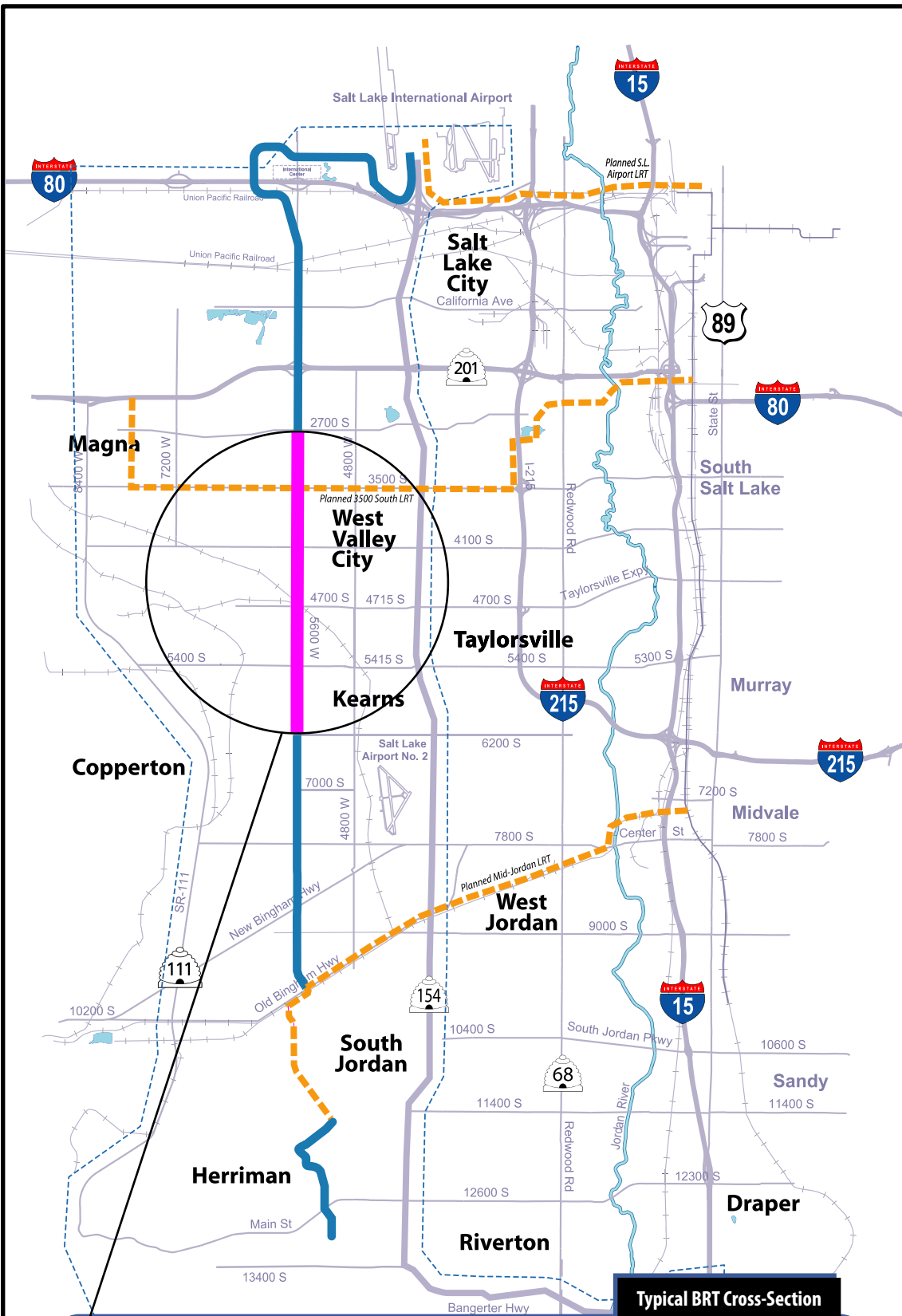
Conclusion

The Final EIS and Section 4(f) Evaluation for the MVC has been re-evaluated as required by the FHWA regulations in 23 CFR 771, FHWA Technical Advisory T6640.8A, and the National Environmental Policy Act.

UDOT has evaluated the expected impacts to the natural and built environment from the Refined Selected Alternative. The expected impacts of the Refined Selected Alternative would include impacts from Phase 1 transit implementation only. Overall, the Refined Selected Alternative would have fewer impacts to the environment than those analyzed in the Final EIS for the 2008 ROD's Selected Alternative because the entire Express Bus route is within the existing road system. The 2008 ROD's Selected Alternative included about 1.5 miles of new facility on a new alignment. No substantial changes would occur to the natural or built environment as a result of the Refined Selected Alternative that would significantly affect the quality of the human and natural environment. Most of the impacts of these changes are less than those previously disclosed in the MVC Final EIS for the 2008 ROD's Selected Alternative and therefore are not individually or cumulatively significant or significantly different from those described in the 2008 Final EIS and ROD.

Per 23 CFR 771.130(a), an EIS shall be supplemented whenever (1) changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS or (2) new information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS. UDOT has determined that preparing a supplemental EIS is not necessary since the changes to the proposed action, new information, or new circumstances described in this Re-evaluation do not result in significant environmental impacts that were not evaluated in the EIS.

Appendix A



LEGEND:

Transit Implementation
Phase 1 - BRT
(6200 S. to 2700 S.)
From Final EIS 2008

Phase 1 Bus Rapid Transit (BRT)

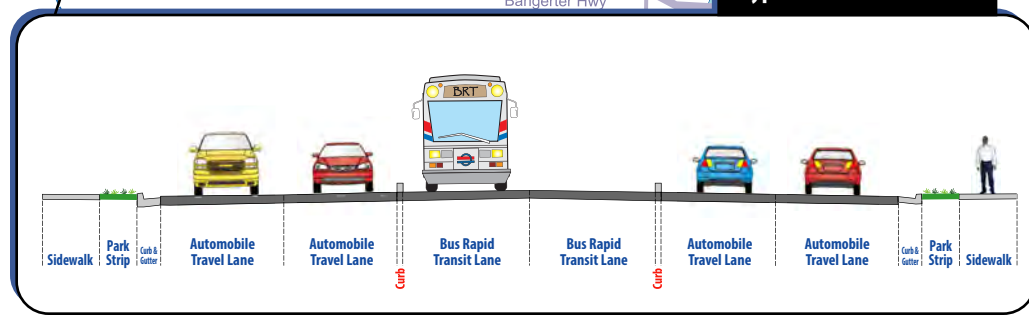
Phase 1 ROW Preservation

UTA Planned Light Rail (LRT)
and Park and Ride Lots
(Not part of Mountain View Corridor EIS)

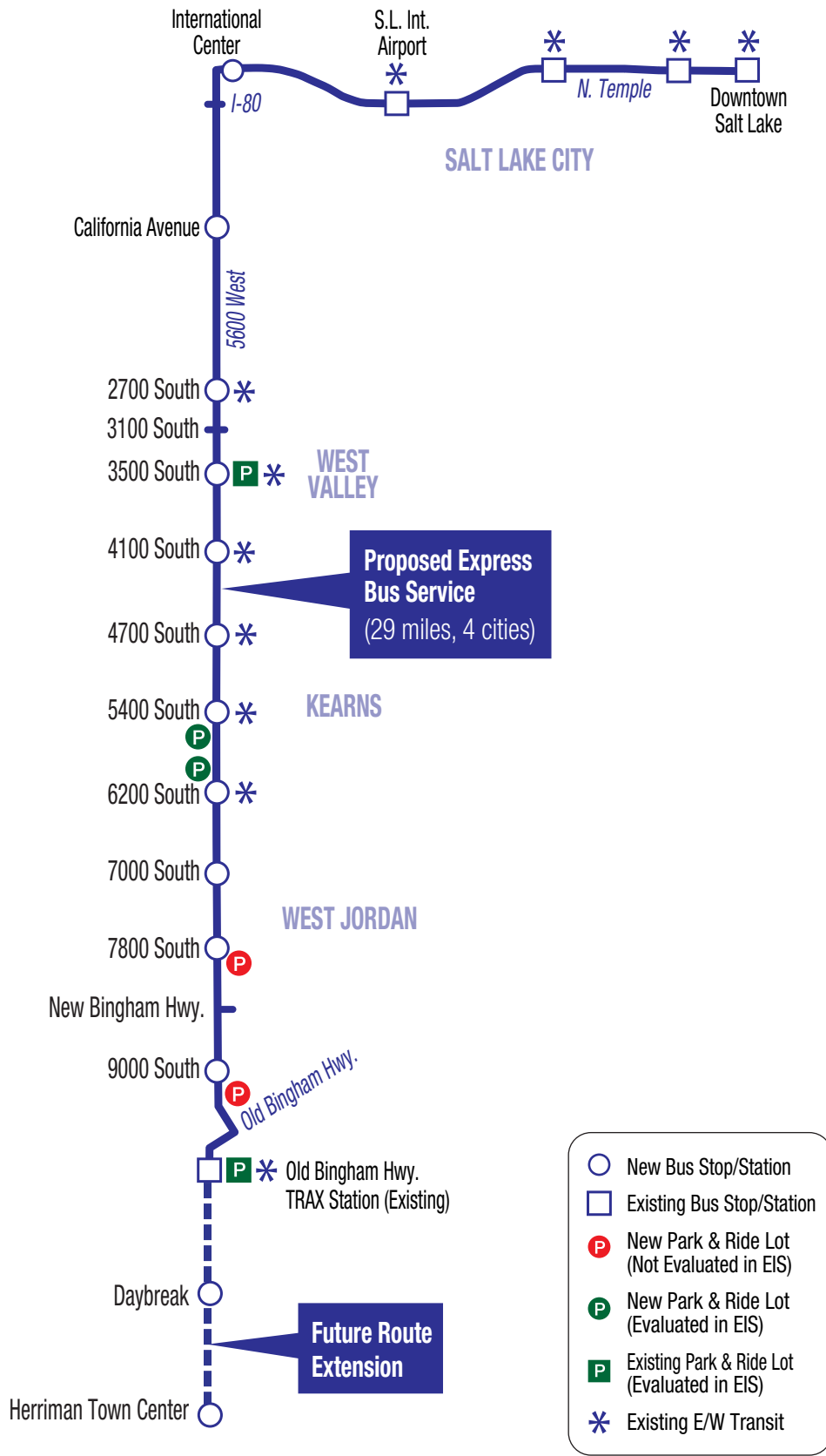


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FIGURE 1
Transit Implementation
Phase 1 - BRT
(6200 S. to 2700 S.)
From Final EIS 2008



PROPOSED 5600 WEST EXPRESS BUS SERVICE



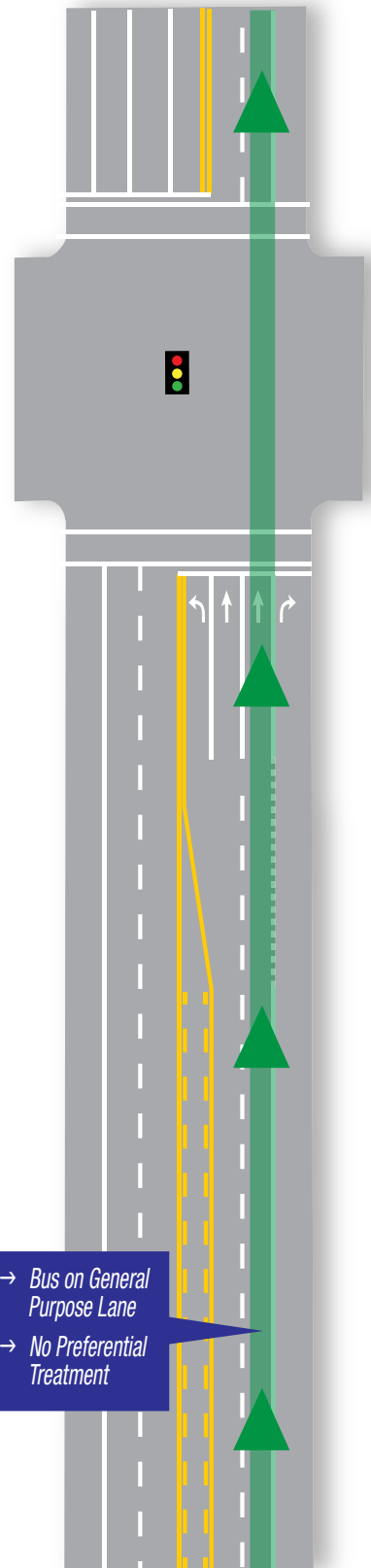
No Scale



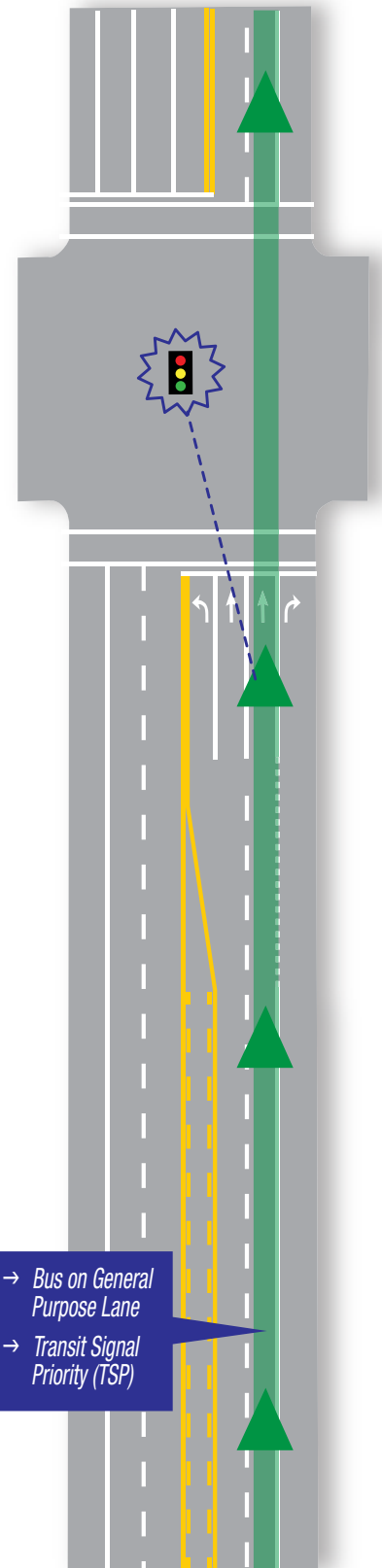
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FIGURE 2
Proposed 5600 West
Express Bus Service

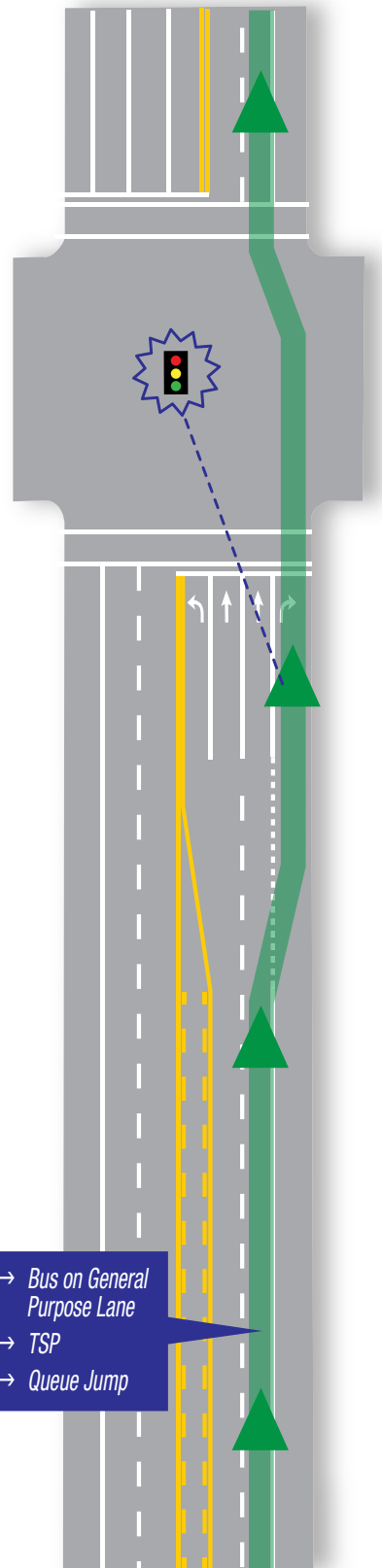
SCENARIO 1
Baseline



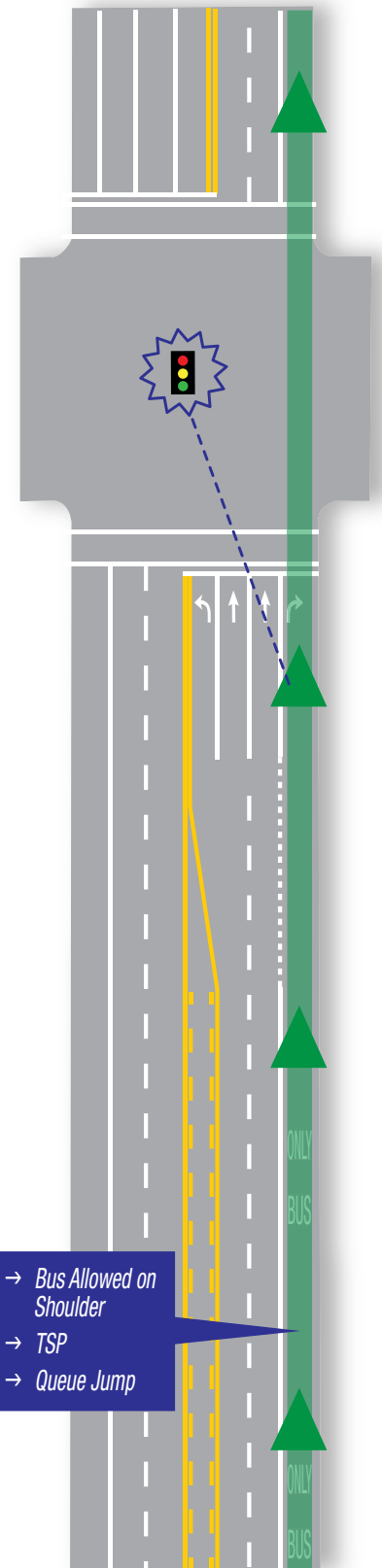
SCENARIO 2
Transit Signal Priority (TSP)



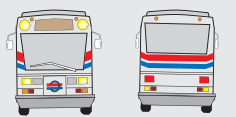
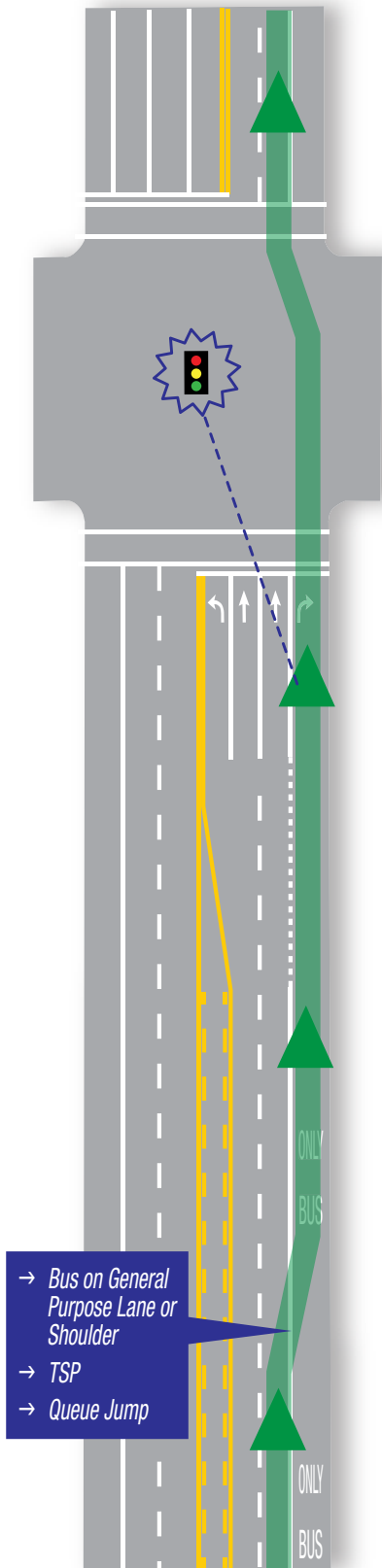
SCENARIO 3
Queue Jump



SCENARIO 4
Bus on Shoulder



SCENARIO 5
Modified Bus on Shoulder

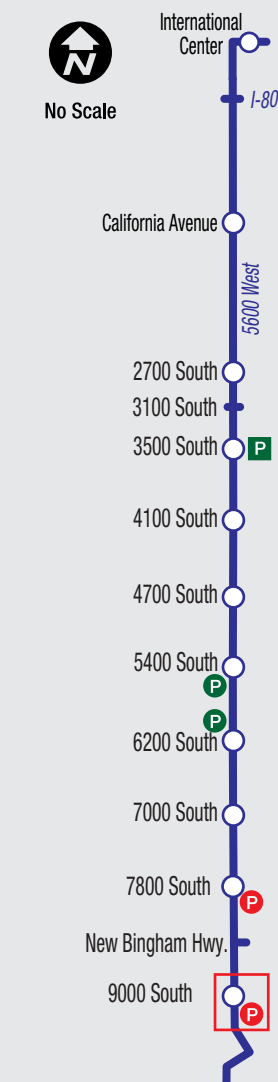


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FIGURE 3
Transit Preferential
Treatment Scenarios
(Peak Direction)



KEY MAP:

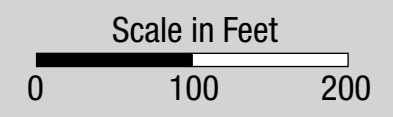


- New Bus Stop/Station
- New Park & Ride Lot (Not Evaluated in EIS)
- New Park & Ride Lot (Evaluated in EIS)
- Existing Park & Ride Lot (Evaluated in EIS)

LEGEND:

Park and Ride Lot Location: 5573 West 9000 South

- Bus Shelter (56' x 10')
- Express Bus (40' x 8')
- New Park and Ride Lot



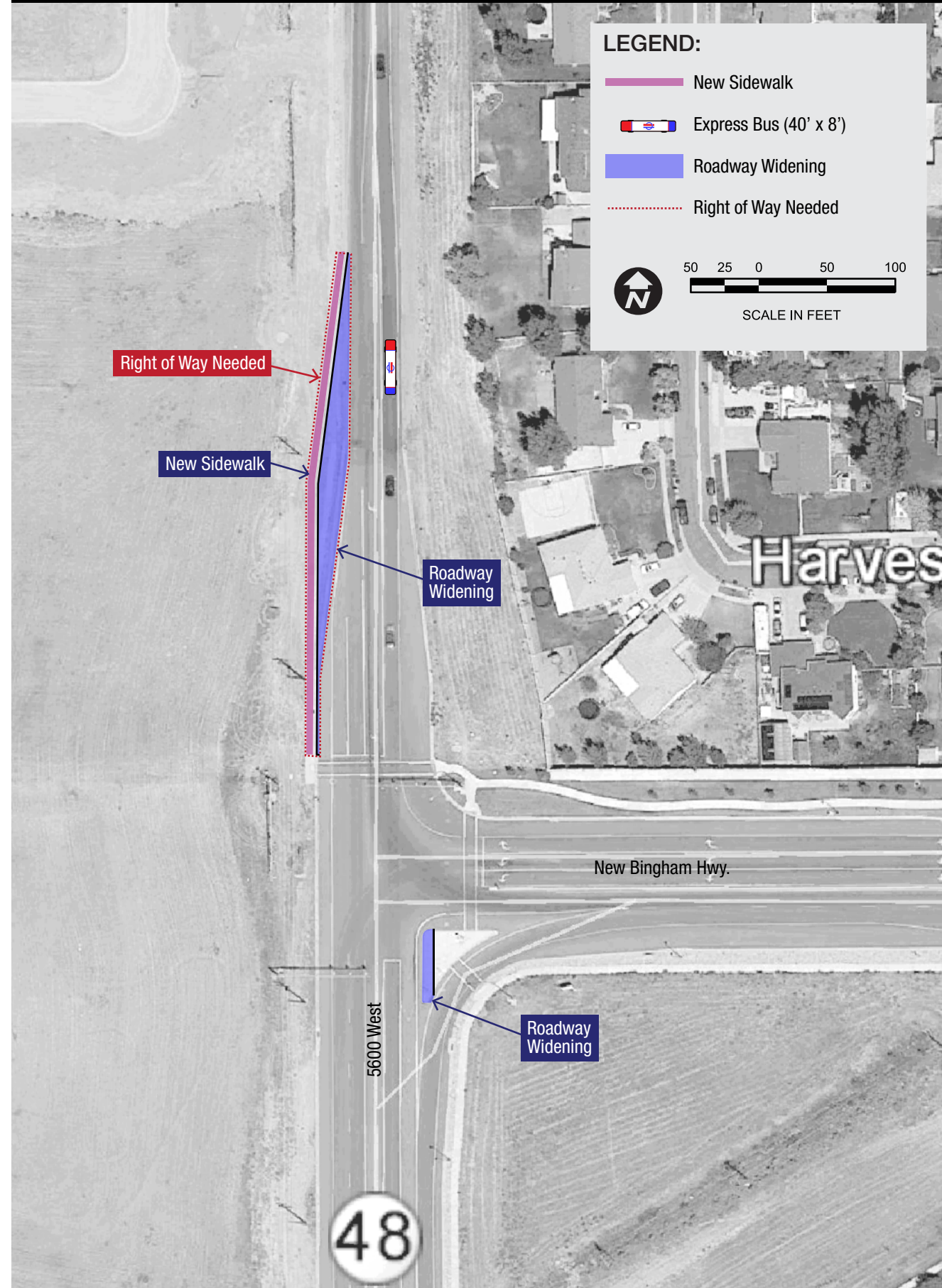
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FIGURE 4
 9000 South &
 5600 West

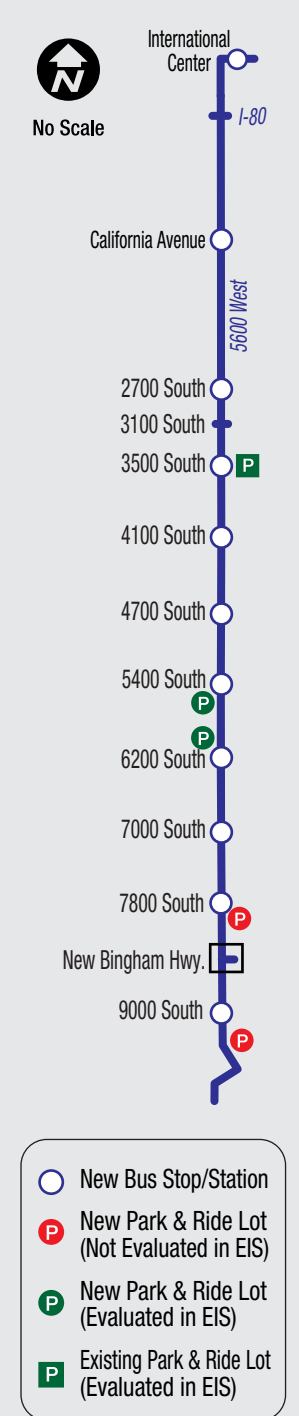
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:

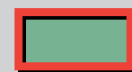





PIN 13149
 Mountain View Corridor;
 5600 West Transit
 Re-evaluation
 March 2019

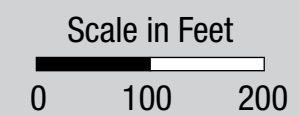
FIGURE 5
 New Bingham Hwy
 & 5600 West



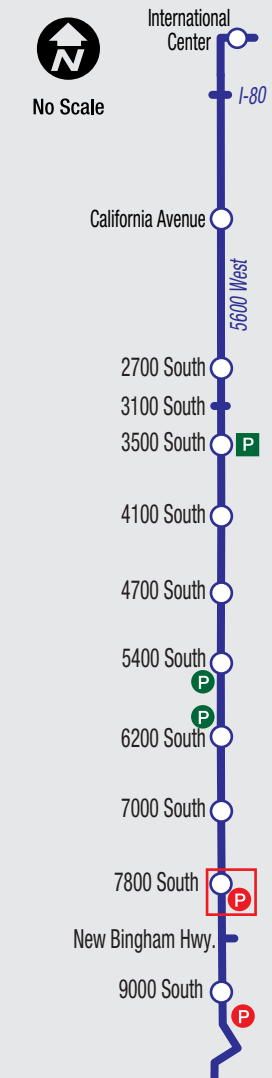
LEGEND:





 Park and Ride Lot Location: 5524 W. Ranches Loop Road

-  Bus Shelter (56' x 10')
-  Express Bus (40' x 8')
-  New Park and Ride Lot



KEY MAP:



-  New Bus Stop/Station
-  New Park & Ride Lot (Not Evaluated in EIS)
-  New Park & Ride Lot (Evaluated in EIS)
-  Existing Park & Ride Lot (Evaluated in EIS)

PIN 13149
 Mountain View Corridor;
 5600 West Transit
 Re-evaluation
 March 2019

FIGURE 6
 7800 South &
 5600 West

RIGHT OF WAY NEEDED

LEGEND:

Right of Way Needed



50 25 0 50 100

SCALE IN FEET



FACILITY DESIGN

LEGEND:

Bus Shelter (56' x 10')

Express Bus (40' x 8')

New Sidewalk

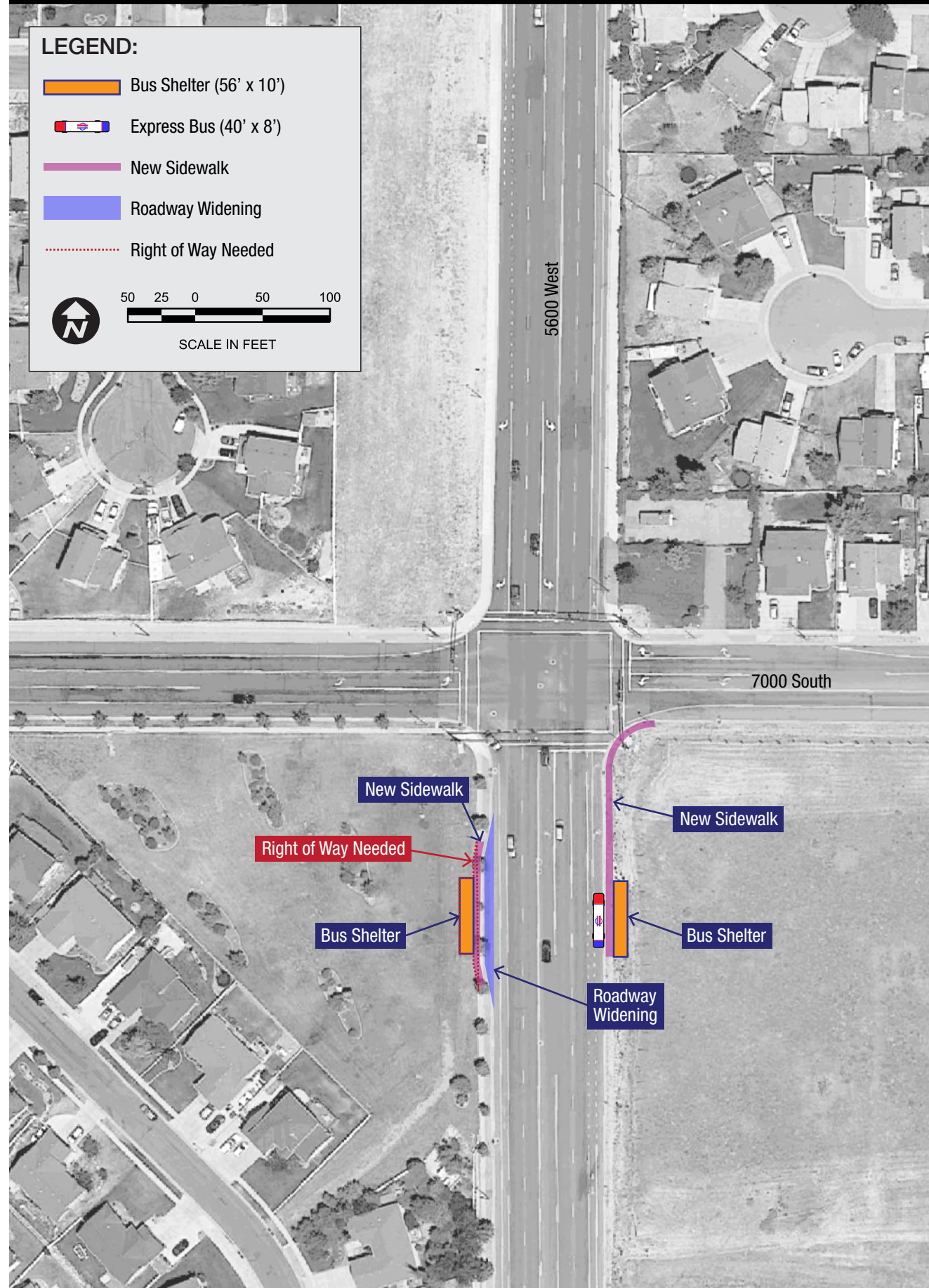
Roadway Widening

Right of Way Needed



50 25 0 50 100

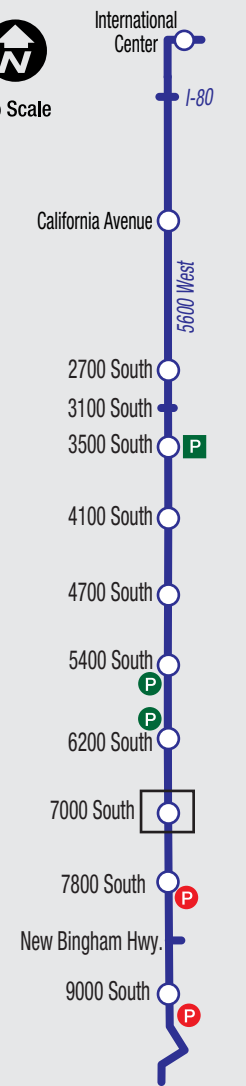
SCALE IN FEET



KEY MAP:



No Scale



- New Bus Stop/Station
- New Park & Ride Lot (Not Evaluated in EIS)
- New Park & Ride Lot (Evaluated in EIS)
- Existing Park & Ride Lot (Evaluated in EIS)

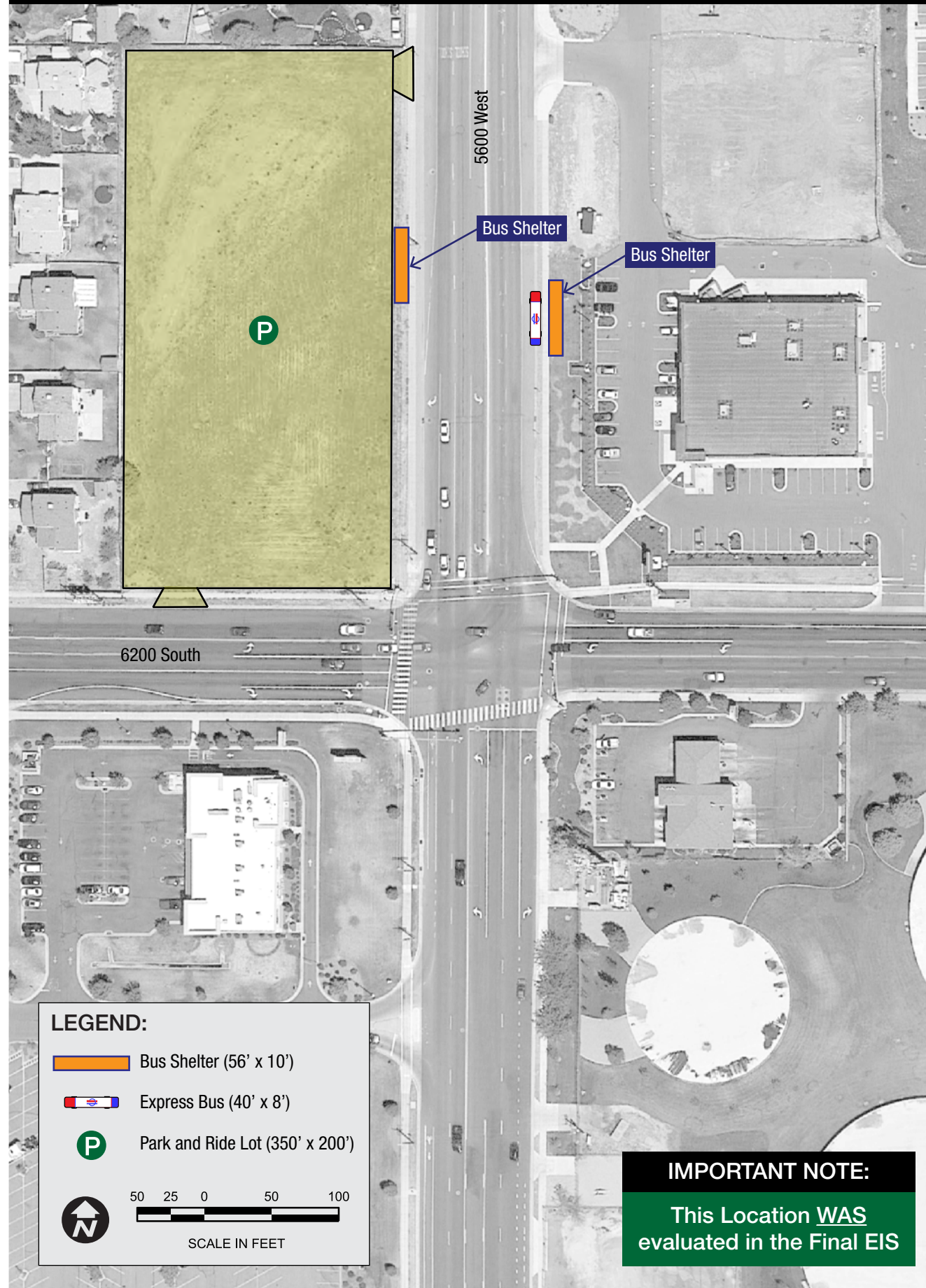
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 7
7000 South &
5600 West

RIGHT OF WAY NEEDED

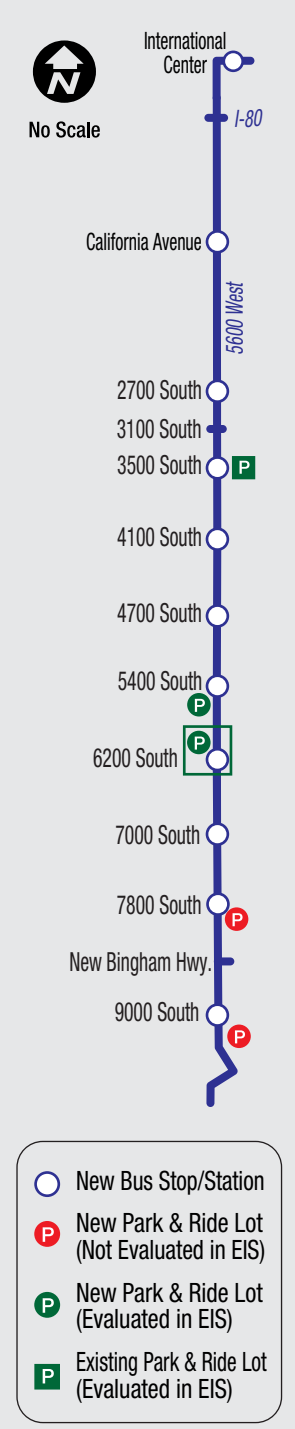


FACILITY DESIGN



IMPORTANT NOTE:
This Location WAS evaluated in the Final EIS

KEY MAP:



PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 8
6200 South &
5600 West

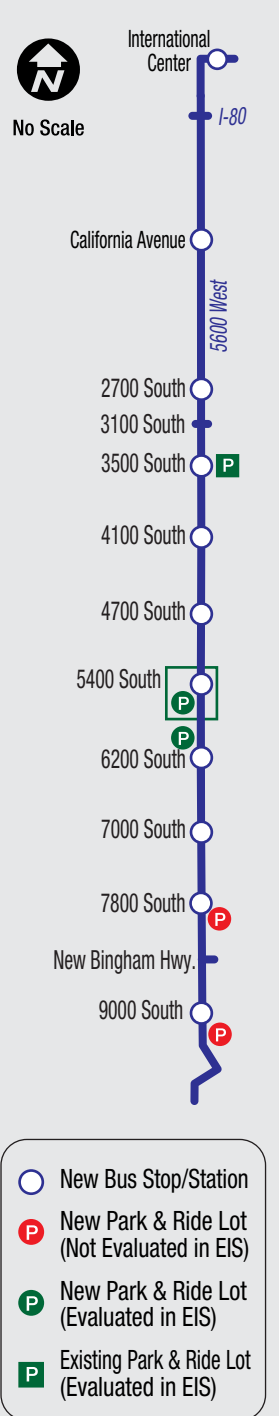
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:

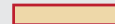


PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 9
5400 South &
5600 West

RIGHT OF WAY NEEDED

LEGEND:

 Right of Way Needed




50 25 0 50 100

SCALE IN FEET



FACILITY DESIGN

LEGEND:

 Bus Shelter (56' x 10')

 Express Bus (40' x 8')

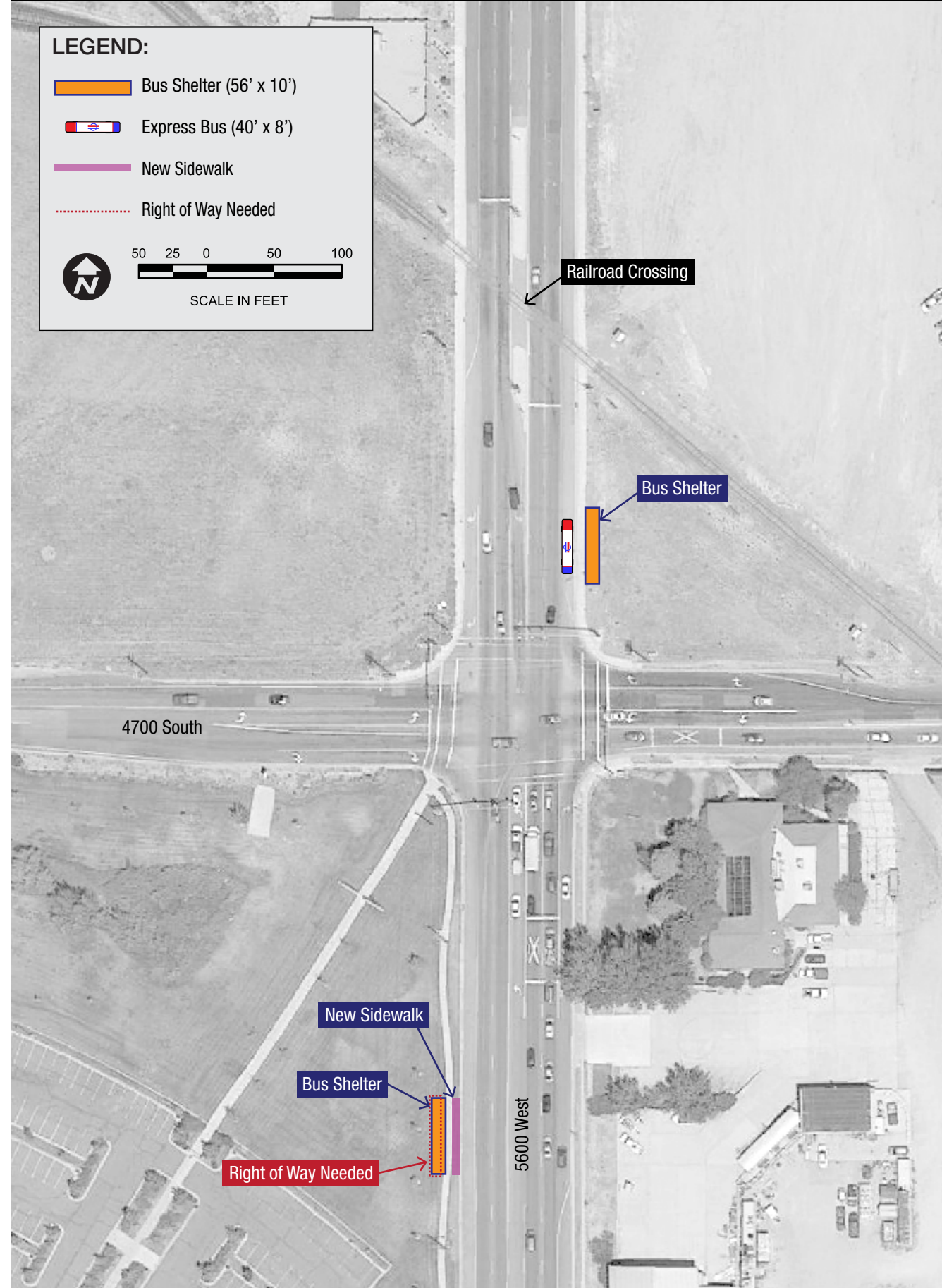
 New Sidewalk

 Right of Way Needed



50 25 0 50 100

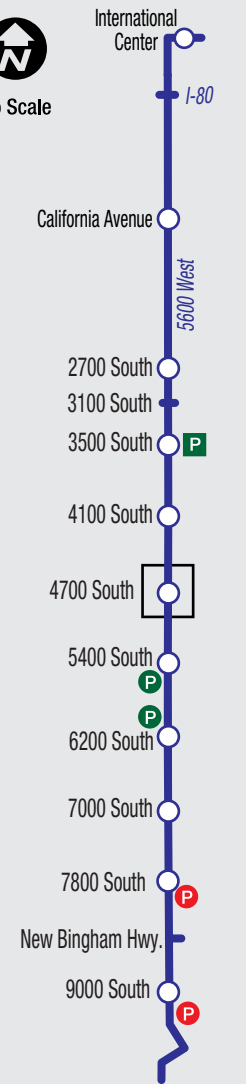
SCALE IN FEET







KEY MAP:



No Scale



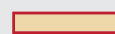
-  New Bus Stop/Station
-  New Park & Ride Lot (Not Evaluated in EIS)
-  New Park & Ride Lot (Evaluated in EIS)
-  Existing Park & Ride Lot (Evaluated in EIS)

PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 10
4700 South &
5600 West

RIGHT OF WAY NEEDED

LEGEND:

 Right of Way Needed




50 25 0 50 100

SCALE IN FEET



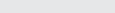
FACILITY DESIGN

LEGEND:

 Bus Shelter (56' x 10')

 Future Sidewalk from Current UDOT Widening Project

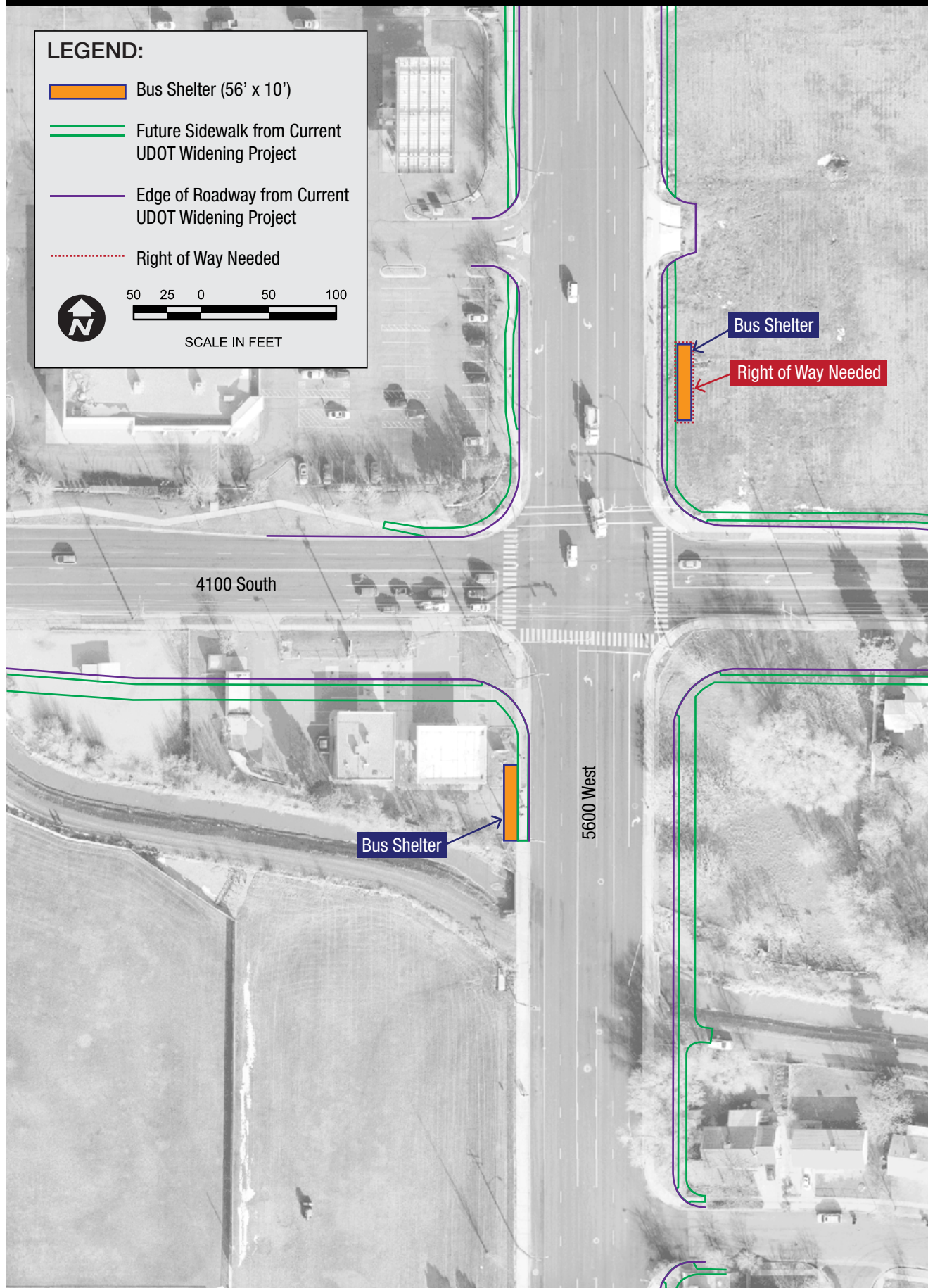
 Edge of Roadway from Current UDOT Widening Project

 Right of Way Needed



50 25 0 50 100

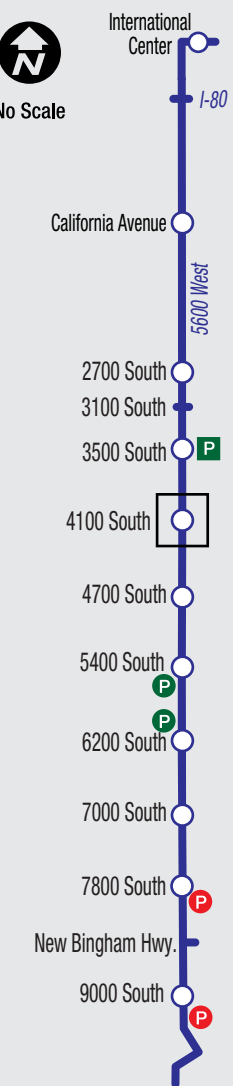
SCALE IN FEET







KEY MAP:



No Scale

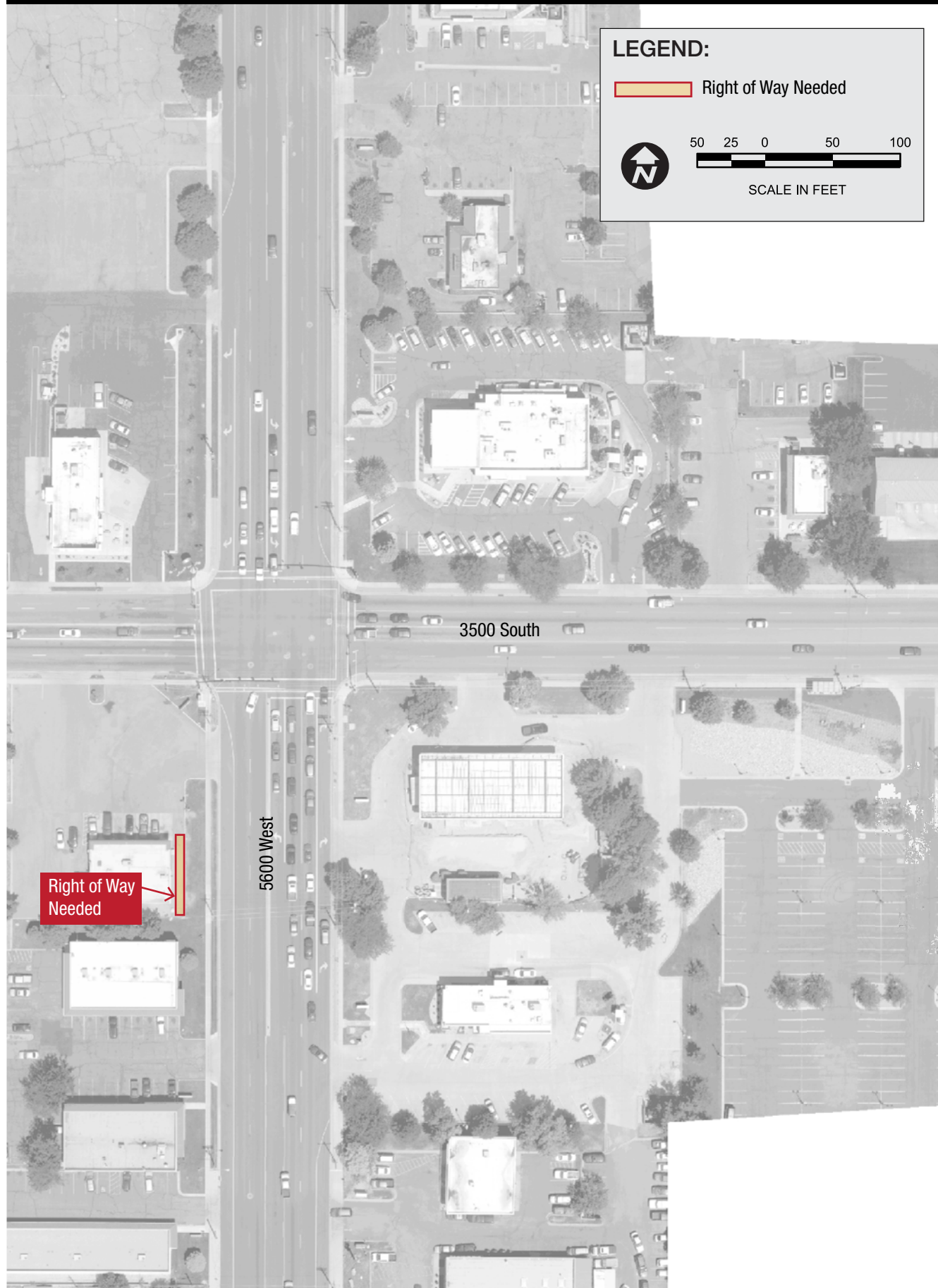


-  New Bus Stop/Station
-  New Park & Ride Lot (Not Evaluated in EIS)
-  New Park & Ride Lot (Evaluated in EIS)
-  Existing Park & Ride Lot (Evaluated in EIS)

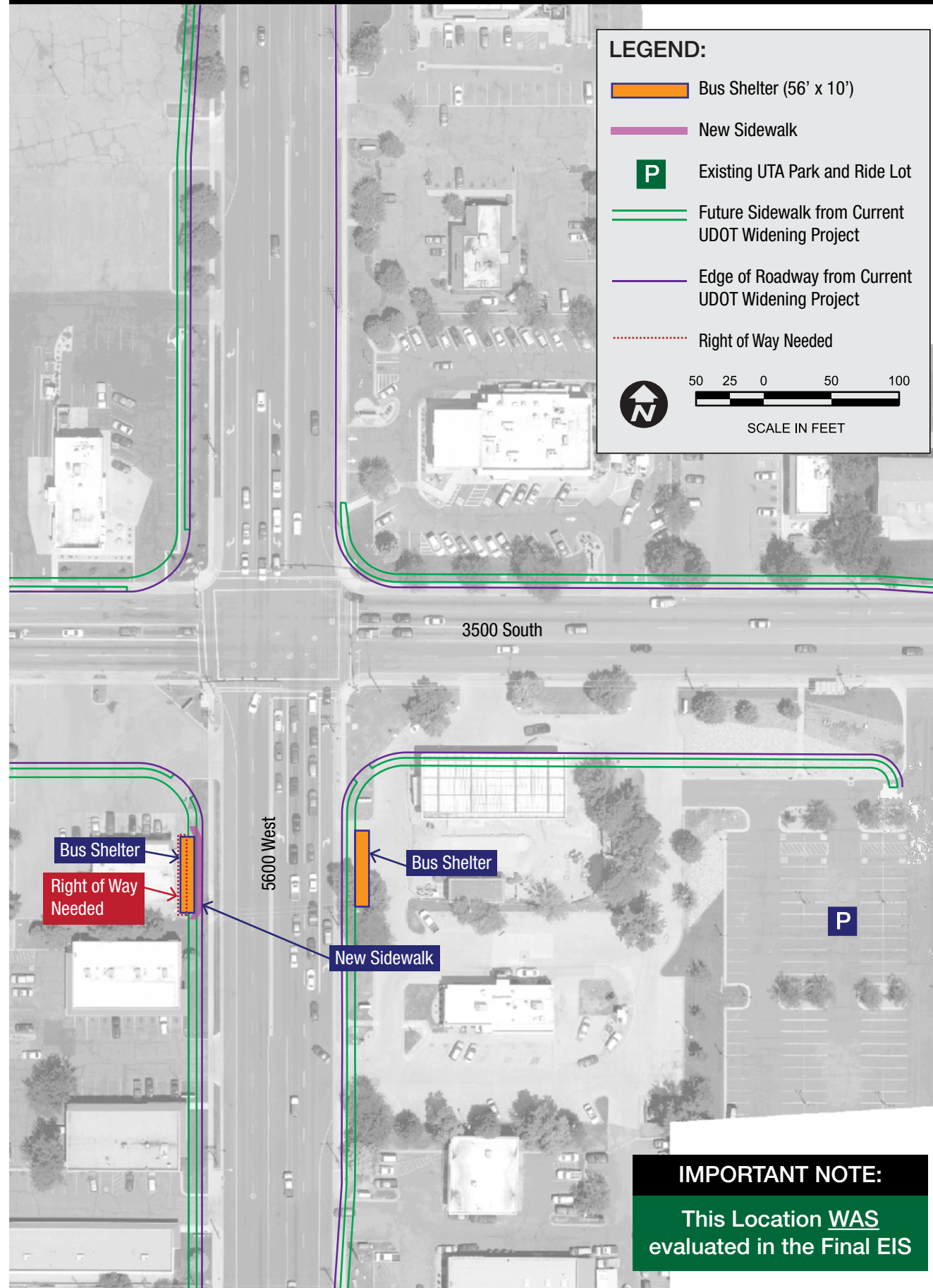
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 11
4100 South &
5600 West

RIGHT OF WAY NEEDED

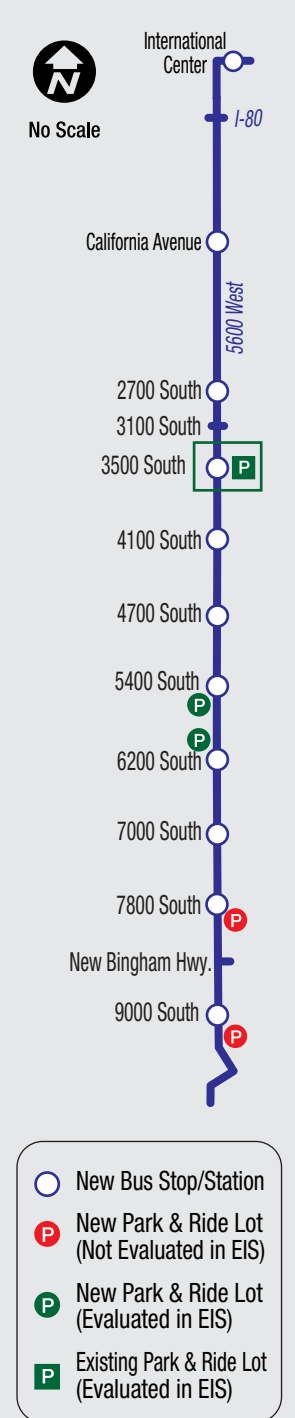


FACILITY DESIGN



IMPORTANT NOTE:
This Location **WAS** evaluated in the Final EIS

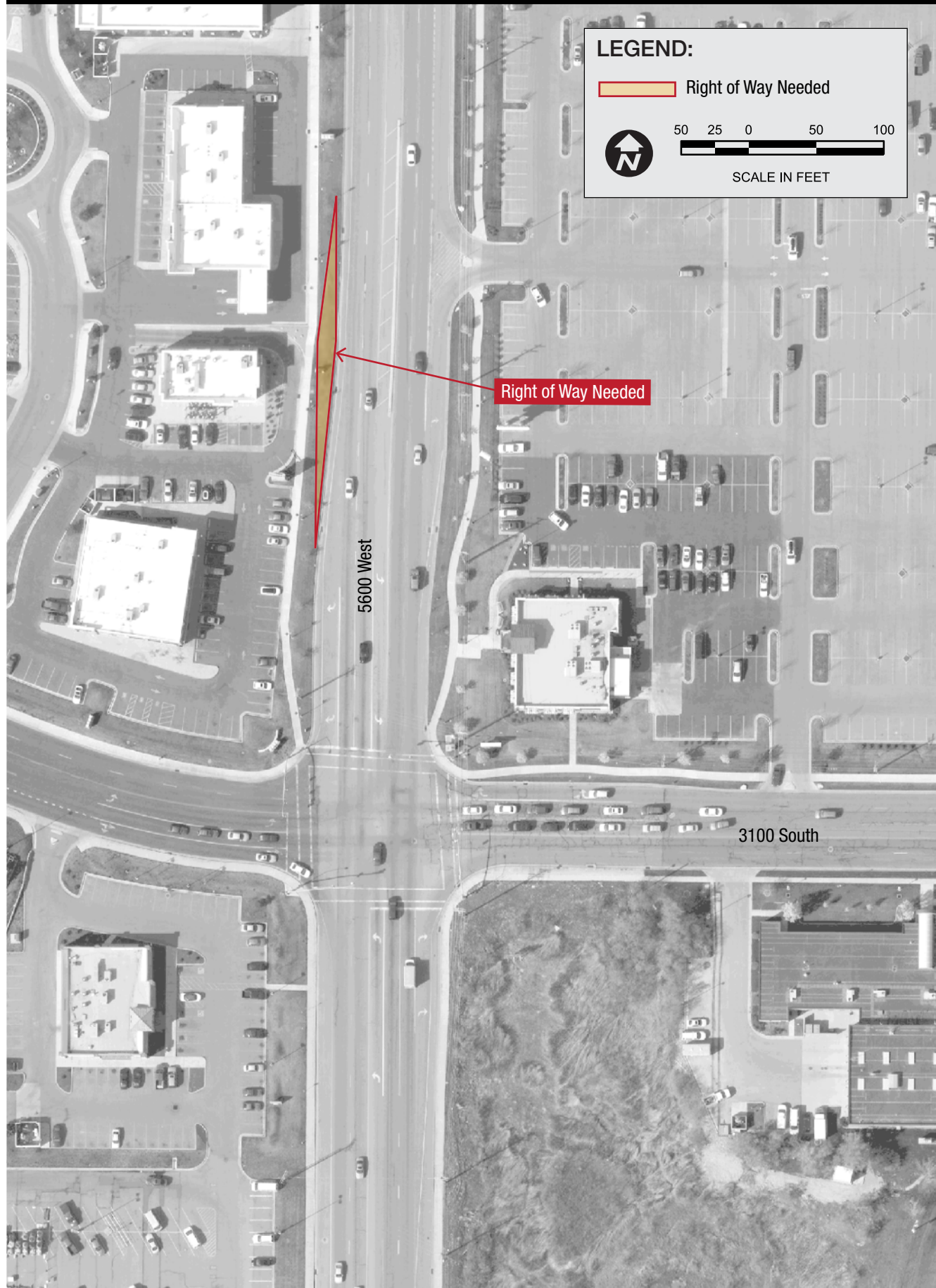
KEY MAP:



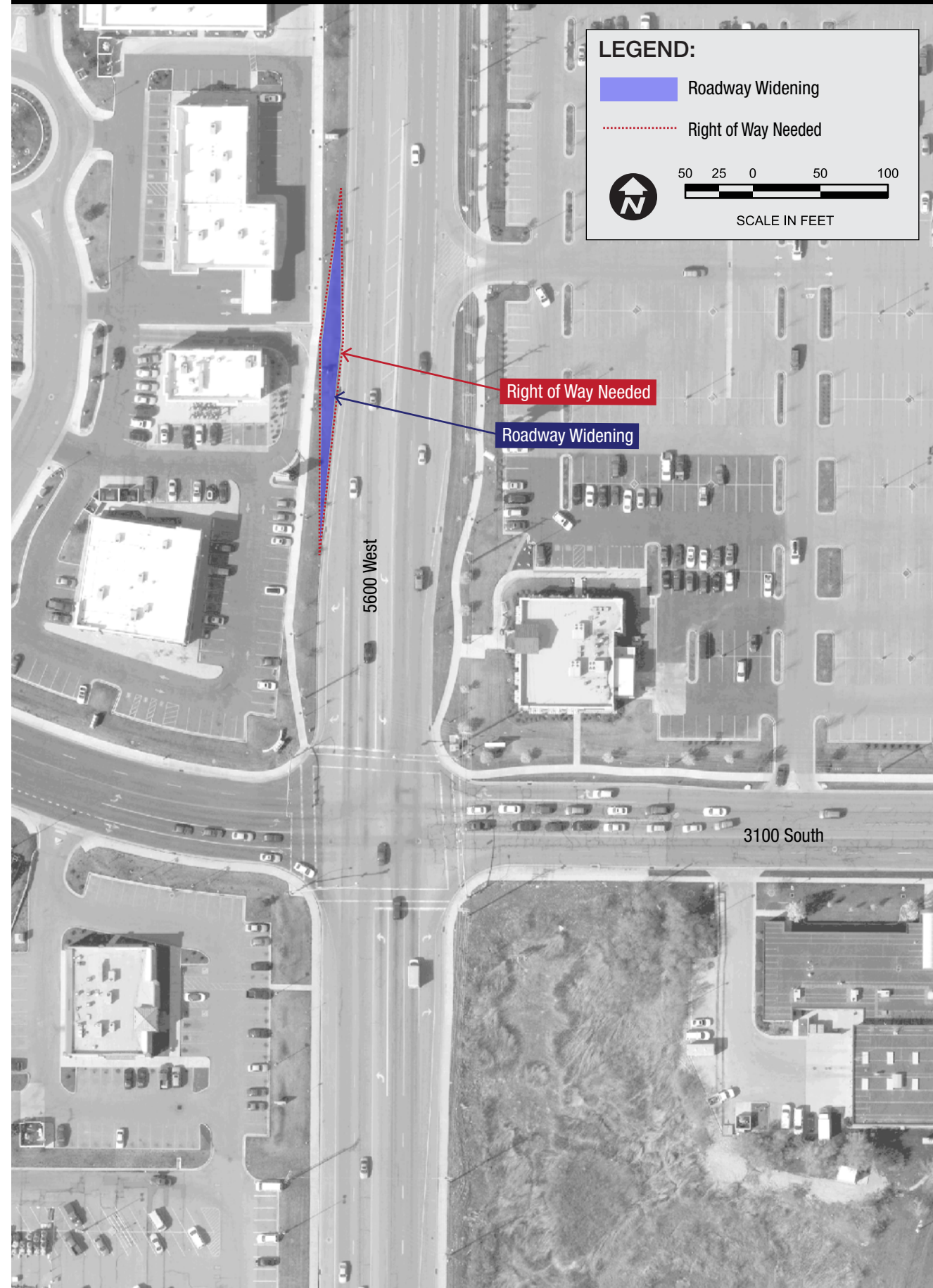
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 12
3500 South &
5600 West

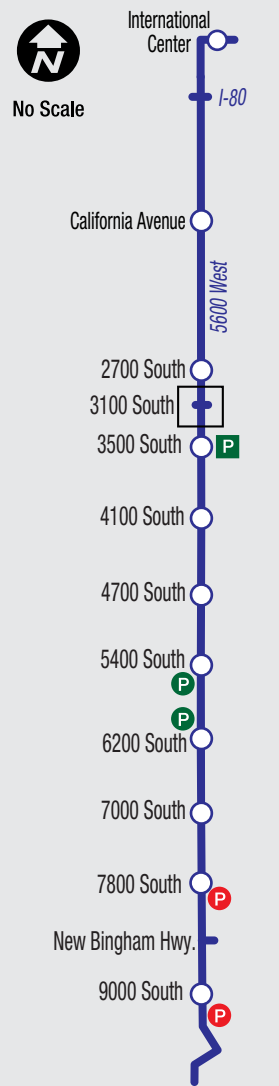
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:



- New Bus Stop/Station
- P New Park & Ride Lot (Not Evaluated in EIS)
- P New Park & Ride Lot (Evaluated in EIS)
- P Existing Park & Ride Lot (Evaluated in EIS)

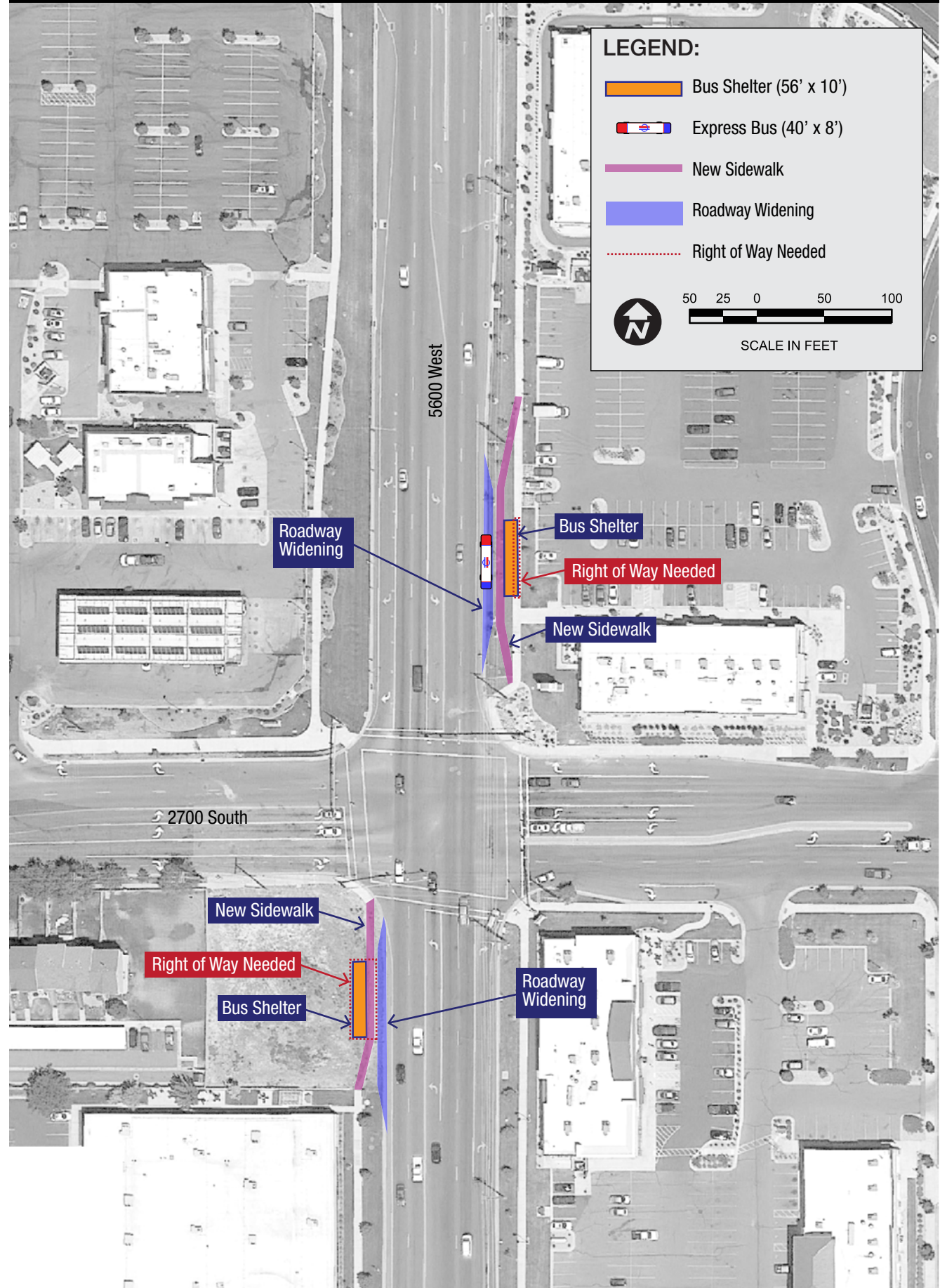
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 13
3100 South &
5600 West

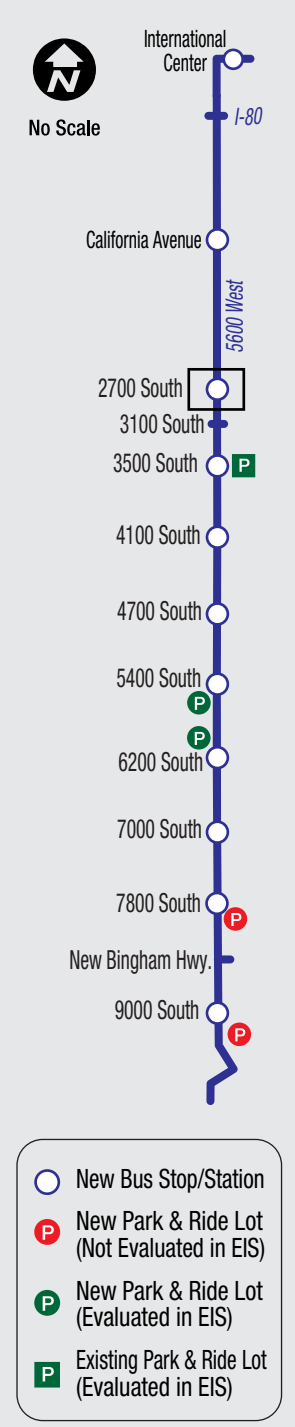
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:



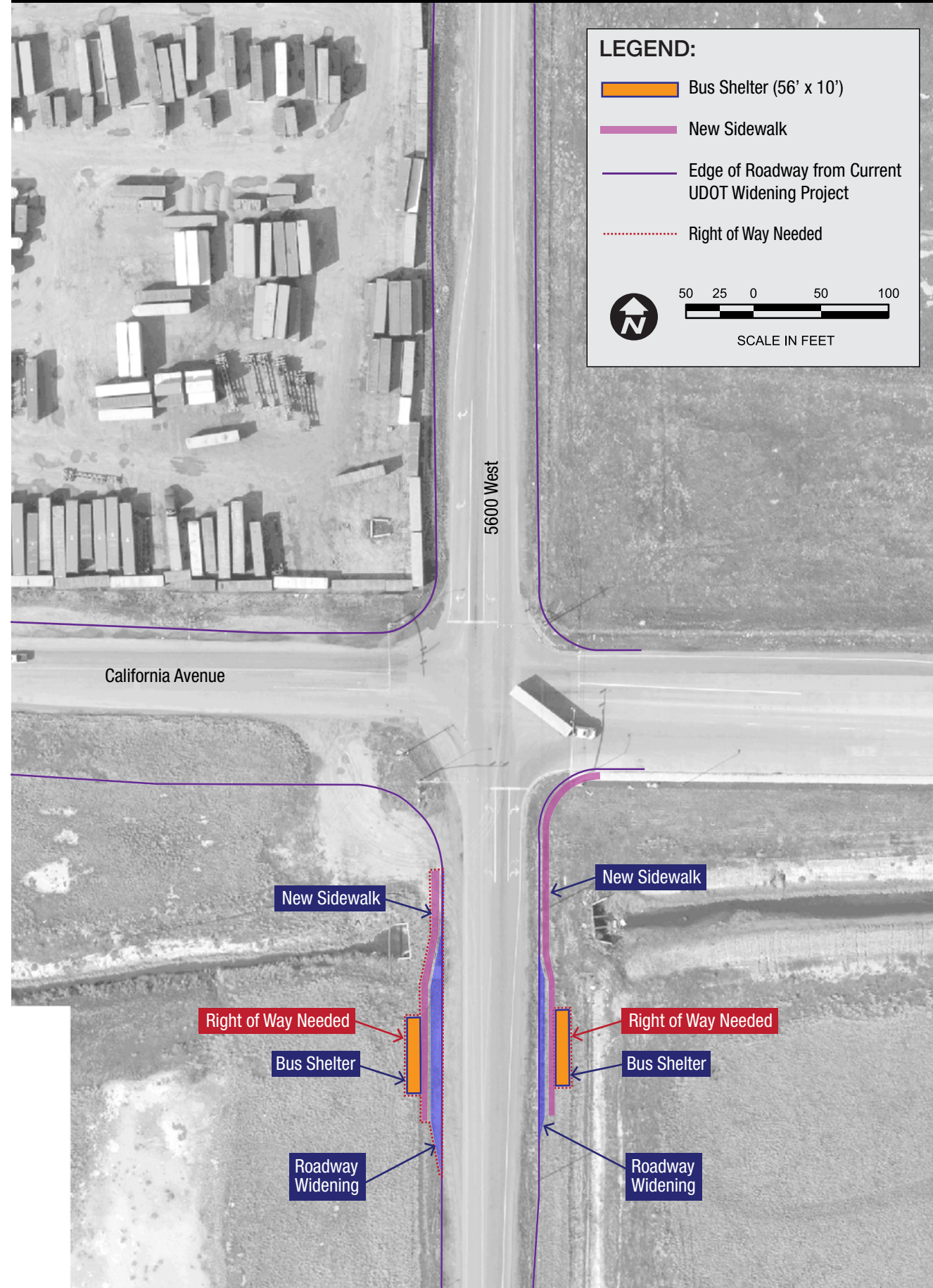
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 14
2700 South &
5600 West

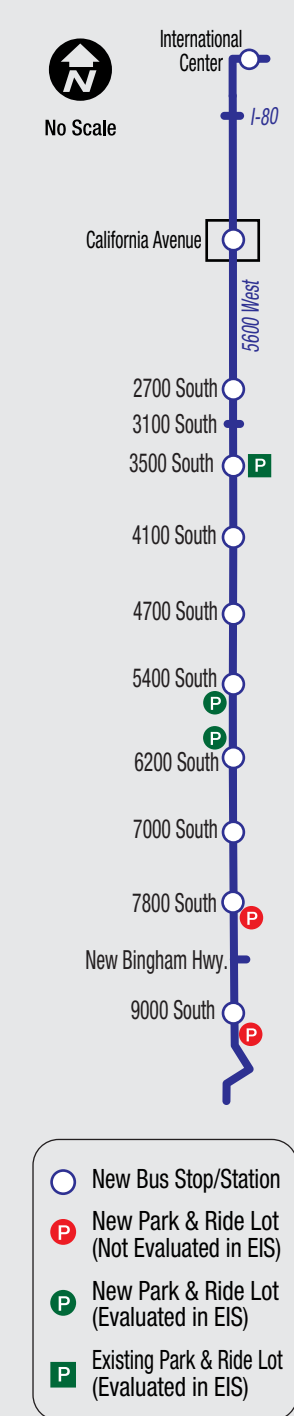
RIGHT OF WAY NEEDED



FACILITY DESIGN



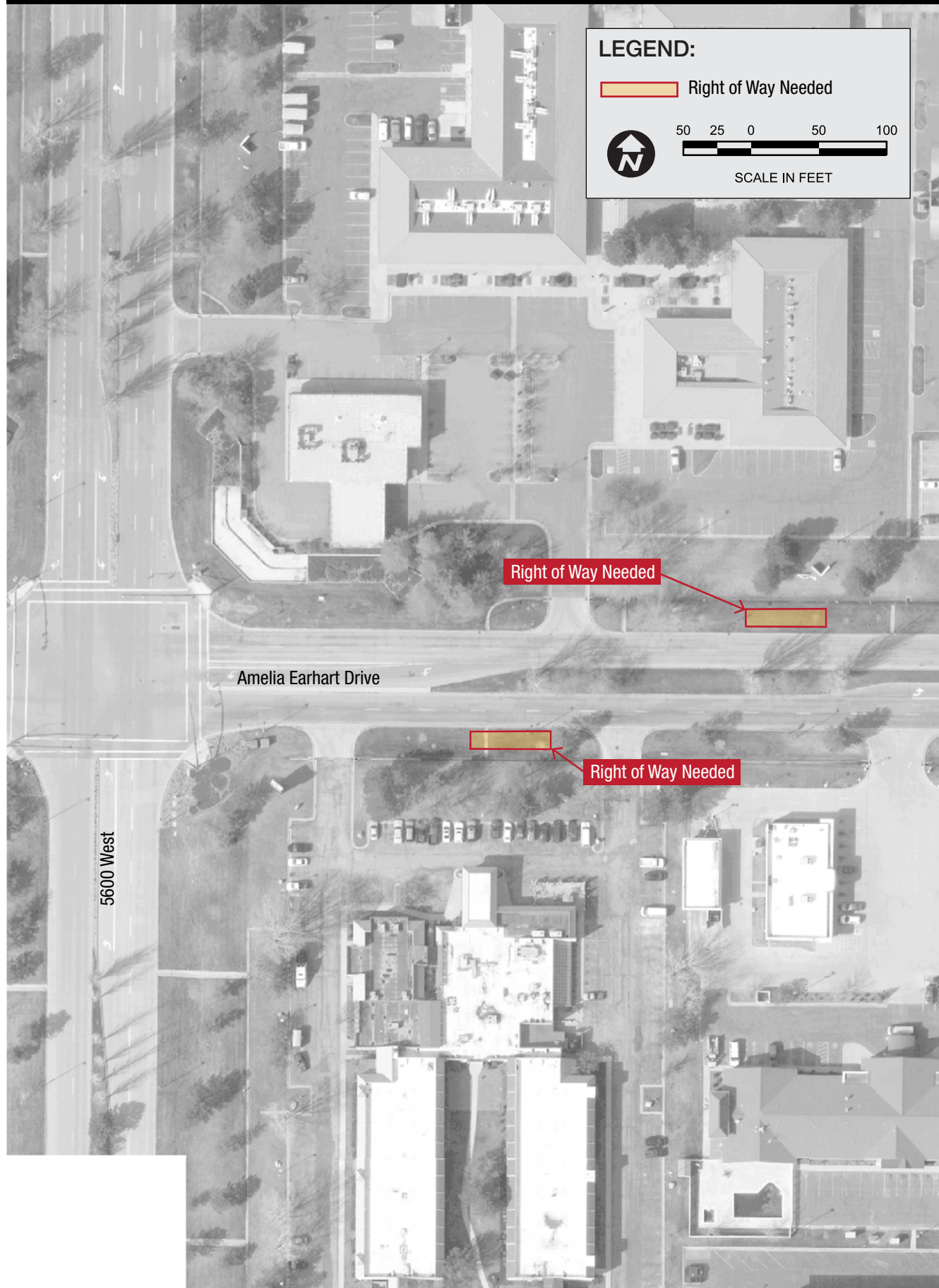
KEY MAP:



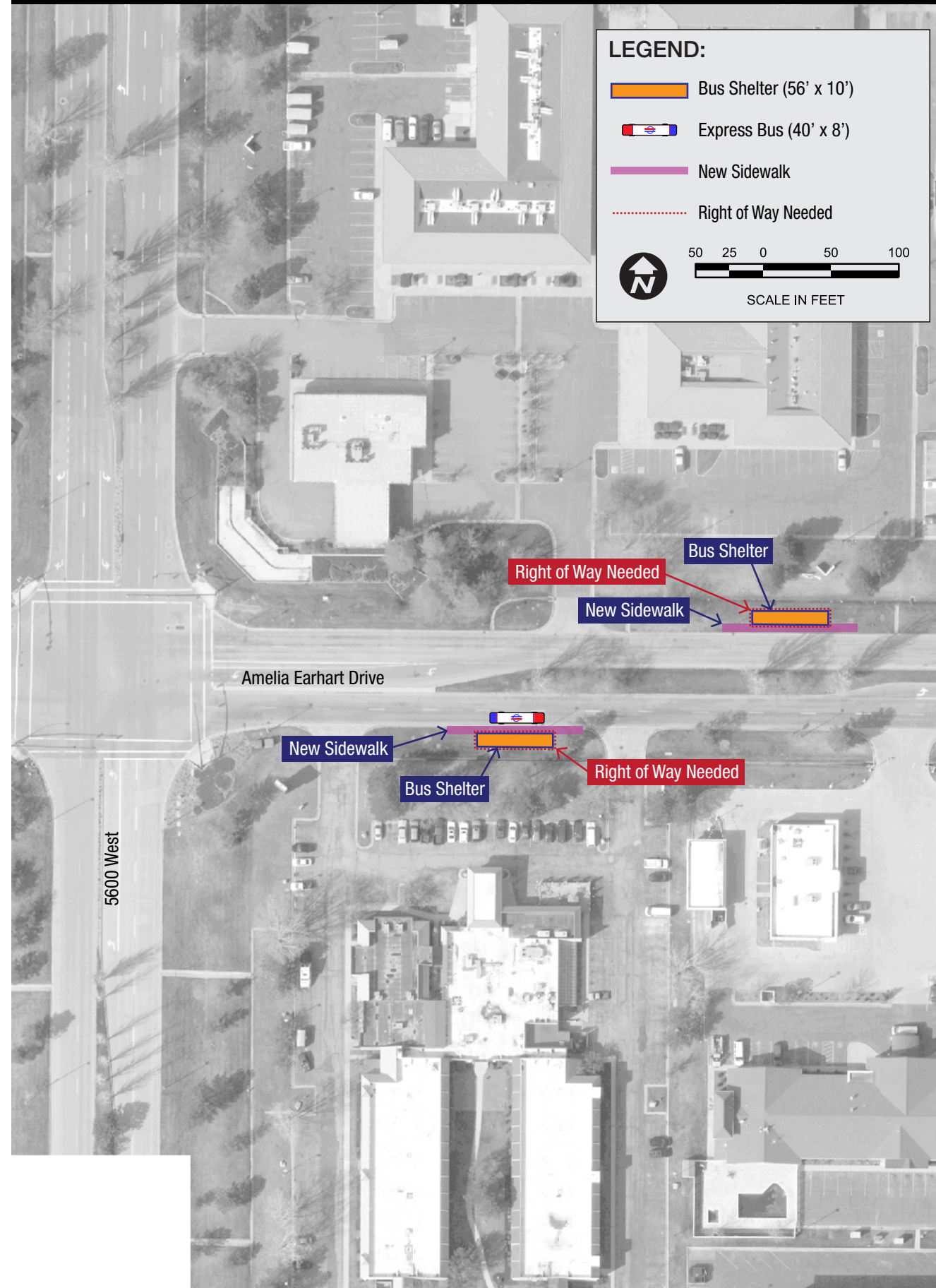
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 15
California Avenue
& 5600 West

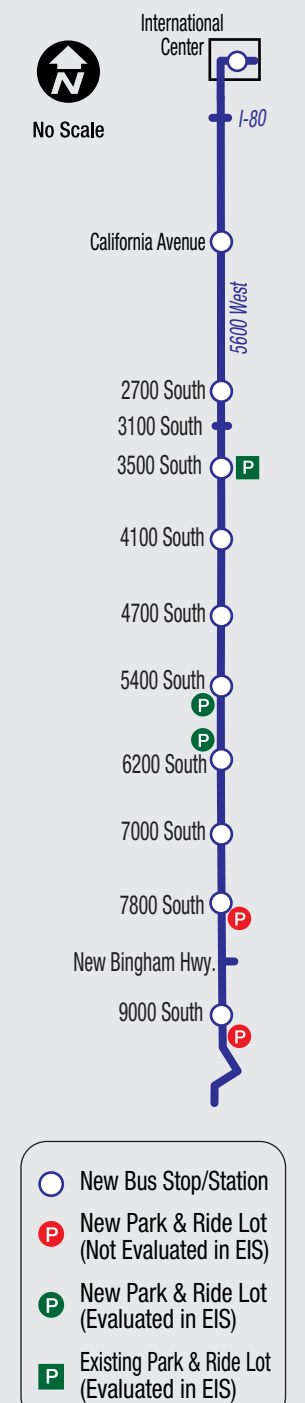
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:



PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 16
Amelia Earhart Drive
& 5600 West

Appendix B



Cultural and Paleo Clearance with Tier 1 Screening Form

Federally funded projects classified as delegated categorical exclusions are processed in accordance with Stipulation II, Part A and Appendix A of the Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326), by which the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA and with Section 4(f).

Pursuant to the Third Amended Programmatic Agreement among the FHWA, the Utah SHPO, the ACHP, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah, UDOT has taken into account the effects of this undertaking on historic properties and has determined that the finding of effect is No Historic Properties Affected.

Pursuant to the Memorandum of Understanding between the UDOT and the Utah Geological Survey Concerning Agency Responsibilities Pursuant to U.C.A. 79-3-508, the UDOT has taken into account the effects of this undertaking on paleontological resources. If applicable, consultation letter from UGS is included in the environmental document.

PROJECT: PIN 13149—S-0085(9); SR-85, MVC; 7800 South Park & Ride Lot, West Jordan, Salt Lake County

DATE: February 28, 2019

PREPARER: Jonathan Dugmore, M.A.A.; Region 2 Archaeologist

CONTACT: 385-414-2066, jdugmore@utah.gov

PROJECT STIPULATIONS

- 1) Clearance is contingent upon the contractor adhering to the proposed scope of work and remaining within cleared areas. **Notify Region Environmental of any scope changes.**
- 2) *UDOT Standard Specification 01355 Part 3.7, Environmental Clearances by Contractor*
- 3) *UDOT Standard Specification 01355 Part 3.8, Discovery of Historical Archaeological, or Paleontological Objects, Features, Sites or Human Remains. Notify Region Environmental immediately of any discoveries during construction.*

PROJECT DESCRIPTION

The 2008 ROD signed by FHWA was conditioned upon UDOT's compliance with the phased approach to implementing the project as described in Chapter 36, Project Implementation (Phasing), of the Final EIS. The ROD authorized UDOT to proceed with construction of Phases 1 and 2 of the roadway as well as right-of-way acquisition and design for all three phases of the MVC Project as long as the conditions of the phasing were met. The ROD did not authorize construction of Phase 3 of the roadway.

The purpose of this Re-evaluation is to address changes to the project phasing. Specifically, the Re-evaluation evaluates changes to Phase 1 transit implementation of the transit alternative that was selected in the 2008 ROD (the 5600 West Transit Alternative with Dedicated Right-of-Way Option). Phases 2 and 3 transit and project implementation will be addressed after the Phase 1 elements are fully implemented and are not part of this Re-evaluation.

SCREENING PROCESS

Screened undertakings have the potential to affect historic properties, but have been determined by UDOT to require no further review or consultation under the Agreements. Screening may include any the following tasks and should be appropriate to the complexity, scale, and location of the undertaking. Documentation of the screening will be included in the project files, quarterly report submitted to SHPO, and environmental document.

Antiquities Project Number: U19HY0069

Literature Review

- Class I literature search (date completed and by whom):
- Records review (i.e. UDSH, UDOT, BLM, etc.): Preservation Pro
- Project plans
- As-built project plans
- Aerial photographs:
- Historic Maps:
- Topographic Maps:
- ROW/Ownership/Parcel Data:
- Other:

Description of search results: The search was confined to the project APE which consists of the southeast quadrant of the intersection of 5600 West and 7800 South in Salt Lake County. The search was conducted by Sheri Ellis of Certus Environmental Solutions. No cultural properties have been identified within the project area at this time.

Field Review

- Pedestrian survey (Class III) (survey interval): 15 meter
- Field review other than Class III (reconnaissance, windshield, etc.):
- Other:
- None

Description of survey results (If no field survey was conducted, explain why not):

Survey for this project was conducted by Sheri Ellis of Certus Environmental Solutions. No cultural properties were identified during the survey.

Supporting Documentation

Reports and/or forms generated from any cultural resource inventories shall be submitted quarterly to the Utah Division of State History (UDSH) for filing.

Title of report: *A Cultural Resource Assessment for the Mountain View Corridor 7800 South Park and Ride Lot, West Jordan, Salt Lake County, Utah.*

Consultation

- Utah SHPO (including APE consultation):
- Certified Local Government (CLG):
- Tribes:
- State/Federal Agencies:
- Knowledgeable Informants:
- Other:
- None:

Description of consultation efforts (If no consultation was done, explain why not):

Native American consultation was previously initiated as part of the previously completed EIS for the project area. As the re-evaluation only includes locations previously cleared under the EIS, consultation was not re-submitted. Originally, letters were sent to the Shoshone-Bannock Tribes, Paiute Indian Tribe of Utah, Northwestern Band of Shoshone Nation, Uintah and Ouray Ute Tribes, and the Skull Valley Band of Goshute Indians (sent May 25, 2003). In addition, notification was also sent to those tribes with whom UDOT has Section 106 Programmatic Agreements: the Confederated Tribes of the Goshute Reservation (sent May 25, 2003).

- Controversy based on historic preservation issues? If yes, consultation with SHPO and UDOT Central Environmental is required. Additional consultation with FHWA may be required.

Finding of Effect

The undertaking will result in the following finding of effect:

- No Historic Properties Affected: no cultural resources present
- No Historic Properties Affected: cultural resources present but none eligible
- No Historic Properties Affected: historic properties present, but are completely avoided by the undertaking and the potential for substantial indirect effects is very low

Description of impacts:

As no cultural resources are present in the APE, the UDOT has determined that this project will result in No Historic Properties Affected

COVER PAGE

**Must Accompany All Project Reports
Submitted to the Utah SHPO**



Report Title: *A Cultural Resource Assessment for the Mountain View Corridor 7800 South Park and Ride Lot, West Jordan, Salt Lake County, Utah*

UDSH Project Number: U19HY0069

Report Date: February 27, 2019

Report Author(s): Sheri Murray Ellis

Record Search Date(s): September 14, 2018

Intensive Acres Surveyed (<15m intervals): 2.9 ac.

USGS 7.5' Series Map Reference(s): Copperton, UT

Org. Project Number: HDR11

County(ies): Salt Lake

Principal Investigator: Sheri Murray Ellis

Field Supervisor(s): Sheri Murray Ellis

Recon Acres Surveyed (<15m intervals): 0 ac.

Sites Reported	Count	Smithsonian Trinomials
Revisits (no updated site forms)	0	
Updates (updated site forms attached)	0	
New recordings (site forms attached)	0	
Total Count of Archaeological Sites in APE	0	
Historic Structures (structures forms Attached)	0	
Total National Register Eligible Sites	0	

*Please list all site numbers per category. Number strings are acceptable (e.g. "42TO1-13; 42TO15"). Cells should expand to accommodate extensive lists.

Checklist of Required Items for Submittal to SHPO

- "Born Digital" Report in a PDF/A format
 - SHPO Cover Sheet
 - File Name is the UDSH Project Number with no hyphens or landowner suffixes
- "Born Digital" Site forms in PDF/A format
 - UASF with embedded maps and photos
 - File name is Smithsonian Trinomial without leading zeros (e.g. 42TO13 not 42TO00013)
 - Photo requirements (including size and quality)
- Archaeological Site Tabular Data
 - Single spreadsheet for each project
 - Follows UTSHPO template (info here: <https://goo.gl/7SLMqj>)
- GIS data
 - Zipped polygon shapefile or geodatabase of survey (if different from APE) or other activity area with required field names and variable intensity denoted
 - Zipped polygon shapefile or geodatabase of site boundaries with a the required field name

Cultural Resources Survey Report

ADMINISTRATIVE INFORMATION

Project Name: A Cultural Resource Assessment for the Mountain View Corridor 7800 South Park-and-Ride Lot, West Jordan, Salt Lake County, Utah		Date of Report: February 27, 2019	
Project Sponsor: UDOT		Division of State History Project #: U19HY0069	
Lead Agency for Section 106: UDOT (as delegated by FHWA)		UDOT Project #: S-0085(9); PIN 13149	Certus Project #: HDR11
Author(s): Sheri Murray Ellis	Certus Environmental Solutions, LLC 655 7 th Avenue Salt Lake City, UT 84103 (801) 230-7260		
Type(s) of Survey:			
<input checked="" type="checkbox"/> Intensive <input type="checkbox"/> Reconnaissance <input type="checkbox"/> Not Applicable <input type="checkbox"/> Other (describe):			
Methods: Certus employed standard intensive-level archaeological survey techniques using transects spaced no more than 15 meters (50 feet) apart. No historical buildings or structures are located in the survey parcel. As such, no inventory for said resources was conducted.			
Description of the Undertaking: Implementation of the transit option design for the transit system associated with the Mountain View Corridor (MVC) in Salt Lake County would require use of lands not previously evaluated as part of environmental studies associated with the project. These lands would be used for a park-and-ride lot. Construction of the lot would require ground disturbance related to parking facilities, utilities, drainage, and other associated appurtenances. It would also require acquisition of new right-of-way/property and temporary or permanent easements.			
Describe the Project Area, Area of Potential Effects, and Survey Area: The project area is located in the southeast quadrant of the intersection of 5600 West and 7800 South in the southwestern part of the Salt Lake Valley (see Figures 1–3 , attached). The survey area consists of a roughly triangular shaped parcel encompassing approximately 2.9 acres. It is located in Township 2 South, Range 2 West, Section 36 of the Salt Lake Base and Meridian (see Figure 2 , attached). This area is found on USGS 7.5 minute topographic quadrangle Copperton, Utah (see Figure 2 , attached). County Recorder data currently lists private parties as the owners of the land on which the undertaking addressed herein would occur. The area of potential effects (APE) for the proposed transit improvements is expected to be entirely contained within the survey parcel.			
Project Setting: The project area is located in the southwestern part of the Salt Lake Valley along 5600 West and 7800 South—major north-south and east-west corridors respectively. The general area is characterized by limited topographic relief that slopes very gently downward toward the east and northeast toward the Jordan River. Historically, most of the southwestern part of the Salt Lake Valley was rural in nature and characterized by scattered single-family homes on large lots and farmsteads. Development in the area did not occur in earnest until the post-World War II period. Only modern structures constructed within the past 5 years are present on lands surrounding the survey parcel. The survey parcel itself has been subject to intense ground disturbance associated with new parking lots, access roads, and land grading. No undisturbed or “natural” ground surfaces are exposed in the area.			
Photographic overviews of the survey area are provided below.			



Survey parcel; view to the east-southeast



Survey parcel; view to the east-northeast

FILE SEARCH

Location of Records Search: Utah Division of State History
Preservation Pro online system

Date: February 25, 2019

Summary of File Search: Certus conducted a search of Utah Division of State History (UDSH) online records, for an area extending 1/2-mile in all directions from the boundary of the survey area parcel. UDSH records current list six prior cultural resource inventories as having occurred in the file search area, including several for the Mountain View Corridor project. The surveys took place between 1989 and 2009 and largely consisted of surveys for roadway and utility improvements. The surveys are summarized below and depicted on **Figure 4**, attached.

Summary of Previous Section 106 Inventories in the file search area

Project #	Description / Survey Organization	Sites in File Search Area
U89BC0481	WyCal Pipeline / BYU Office of Public Archaeology	None
U00ST0740	Williams Pipeline/SWCA	None
U08ST0765	Mountain View Corridor EIS / SWCA	None
U08HO0900	Boulder Canyon Apartments / Bighorn Archaeological Consultants	None
U09ST0339	Mountain View Corridor Supplemental / SWCA	None
U09ST0415	Mountain View Corridor Reevaluation / SWCA	None

One of the past surveys—U08HO0900—encompassed roughly the western half of the current survey area. This survey was carried out in 2008. Given the small size of the parcel, Certus re-surveyed it as part of the current effort.

No cultural resource sites have been reported for the file search area.

Paleontological Resources Consultation: Consultation with the Utah Geological Survey (UGS) regarding paleontological resources was carried out for the Mountain View Corridor Project as part of the environmental impact statement and previous archaeological surveys. Because the area included in that consultation encompassed the locations of the current survey area, no new consultation was conducted as part of the current effort. During the previous consultation, the UGS noted that no known paleontological localities were present in the area and that the deposits exposed in the area have low potential for yielding significant fossil materials.

RESULTS and RECOMMENDATIONS

Date of Survey: February 26, 2019	Surveyor: Sheri Murray Ellis P.I. Permit #: 47
Results: Certus did not find any cultural resources during the intensive-level survey of the project parcel.	
Recommendations: No cultural resources are known to be present in the proposed 7800 South 5600 West Park-and-Ride lot addressed herein for the Mountain View Corridor transit option. The UDOT, in consultation with the Utah SHPO, will make a finding of effects for the undertaking under separate cover.	

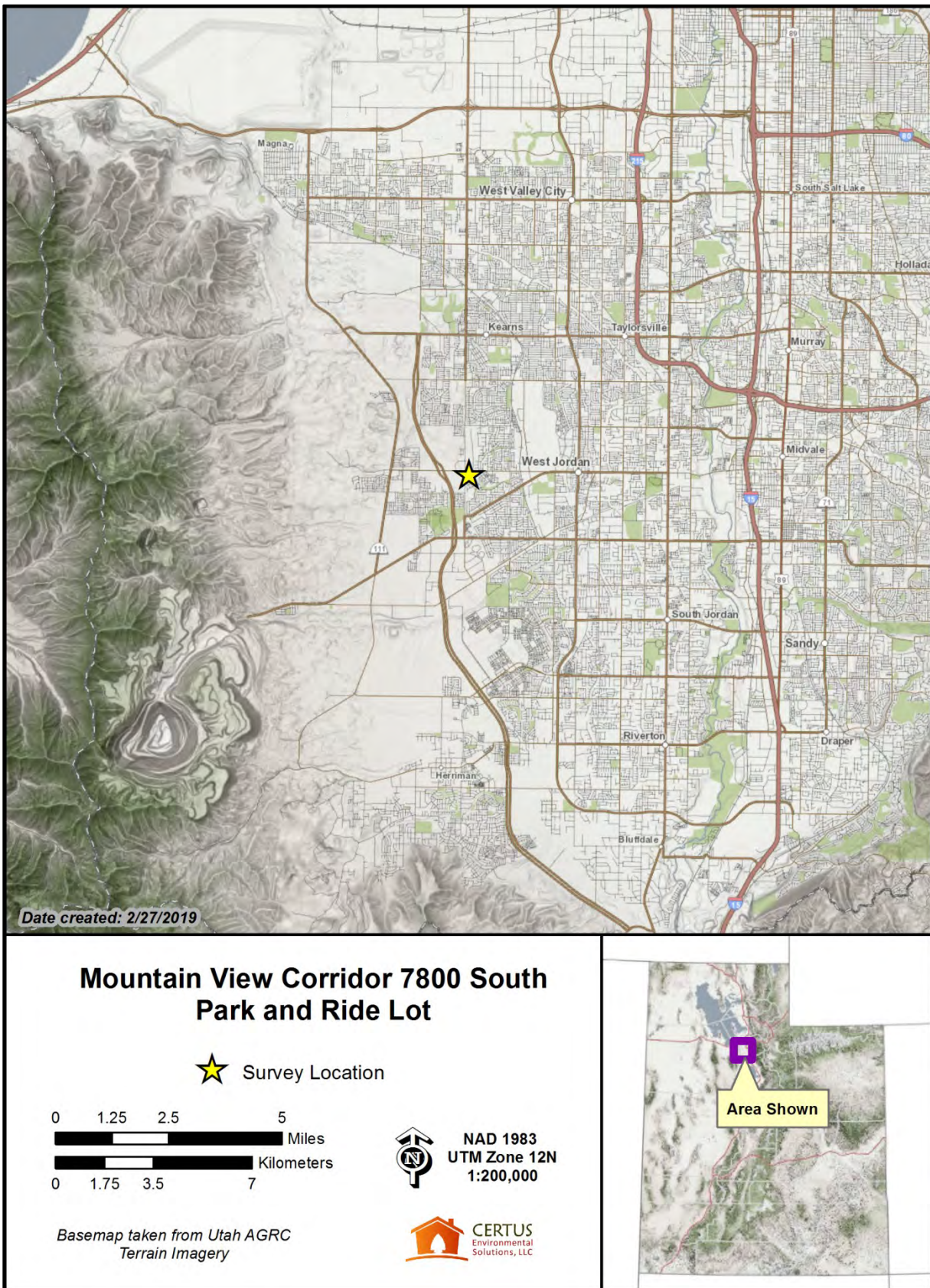
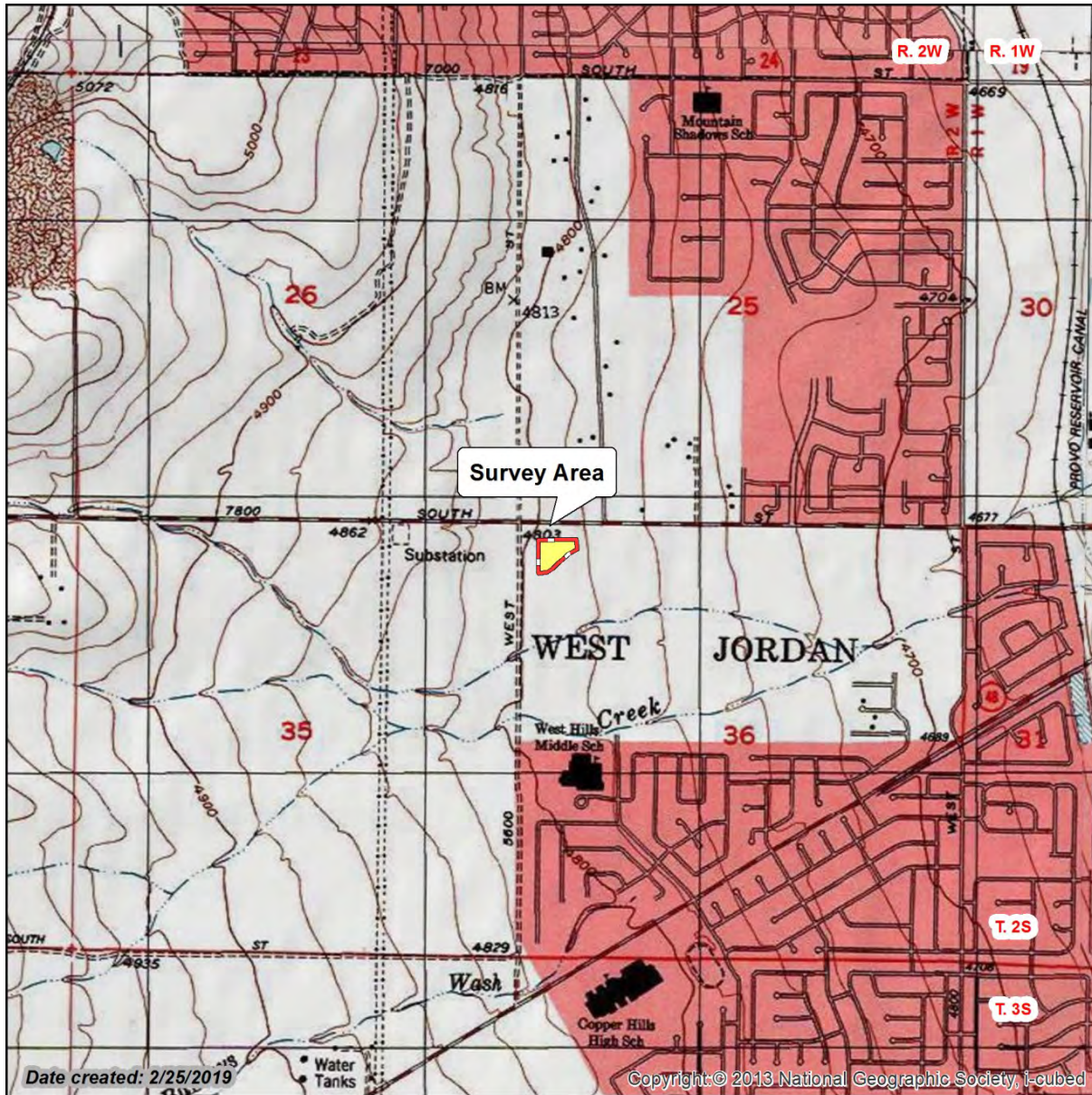

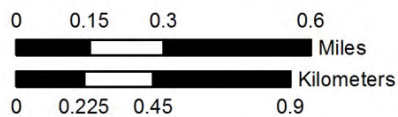


Figure 1. General location of survey



Mountain View Corridor 7800 South Park and Ride Lot

 Survey Area



NAD 1983
UTM Zone 12N
1:24,000

Basemap taken from USGS 7.5'
topographic quadrangle:
Copperton, UT



CERTUS
Environmental
Solutions, LLC



Figure 2. Location of survey; Map 1 of 3

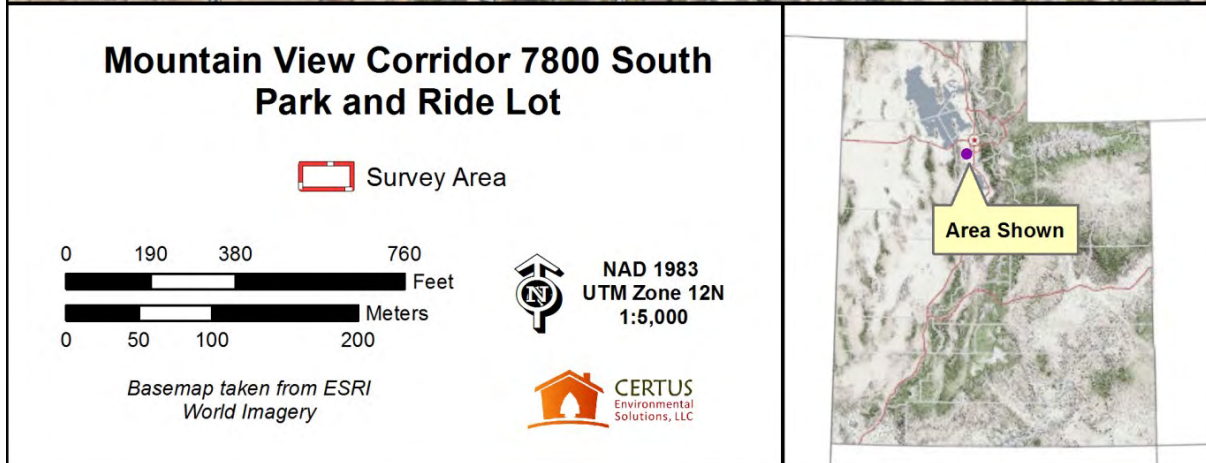
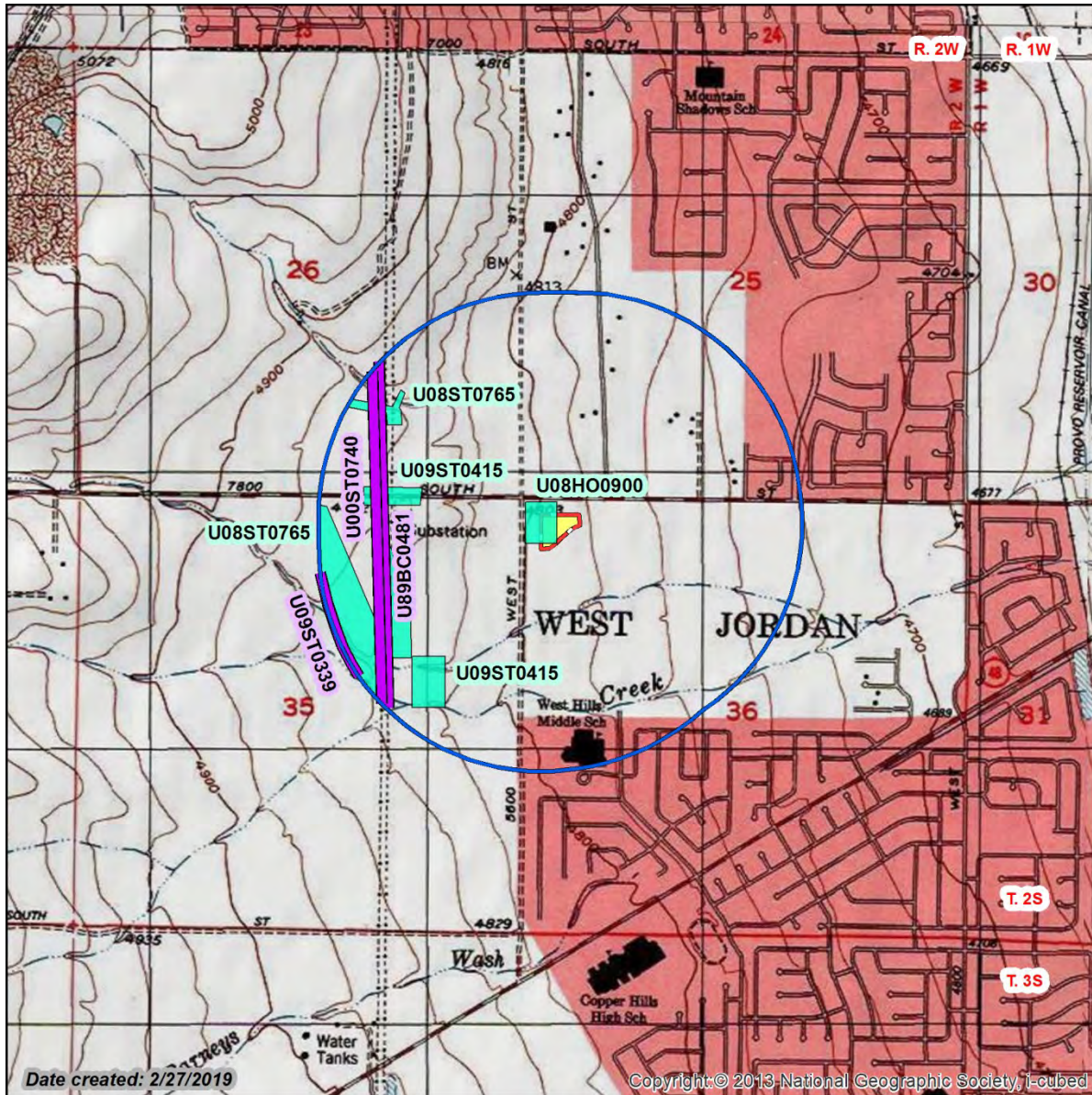


Figure 3. Location of survey; Map 2 of 3

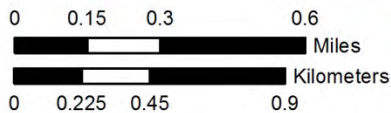


Date created: 2/27/2019

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Mountain View Corridor 7800 South Park and Ride Lot

- Survey Area
- File Search Area
- Previous Project
- Previous Project



NAD 1983
UTM Zone 12N
1:24,000

Basemap taken from USGS 7.5'
topographic quadrangle:
Copperton, UT



Figure 4. File search results



Cultural and Paleo Clearance with Tier 1 Screening Form

Federally funded projects classified as delegated categorical exclusions are processed in accordance with Stipulation II, Part A and Appendix A of the Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326), by which the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA and with Section 4(f).

Pursuant to the Third Amended Programmatic Agreement among the FHWA, the Utah SHPO, the ACHP, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah, UDOT has taken into account the effects of this undertaking on historic properties and has determined that the finding of effect is No Historic Properties Affected.

Pursuant to the Memorandum of Understanding between the UDOT and the Utah Geological Survey Concerning Agency Responsibilities Pursuant to U.C.A. 79-3-508, the UDOT has taken into account the effects of this undertaking on paleontological resources. If applicable, consultation letter from UGS is included in the environmental document.

PROJECT: PIN 13149—S-0085(9); SR-85, MVC; 4100 South to SR-201, Salt Lake County

DATE: September 26, 2018

PREPARER: Jonathan Dugmore, M.A.A.; Region 2 Archaeologist

CONTACT: 385-414-2066, jdugmore@utah.gov

PROJECT STIPULATIONS

- 1) Clearance is contingent upon the contractor adhering to the proposed scope of work and remaining within cleared areas. **Notify Region Environmental of any scope changes.**
- 2) *UDOT Standard Specification 01355 Part 3.7, Environmental Clearances by Contractor*
- 3) *UDOT Standard Specification 01355 Part 3.8, Discovery of Historical Archaeological, or Paleontological Objects, Features, Sites or Human Remains. Notify Region Environmental immediately of any discoveries during construction.*

PROJECT DESCRIPTION

Implementation of the transit option design for the transit system associated with the Mountain View Corridor (MVC) in Salt Lake County would require use of lands not previously evaluated as part of environmental studies associated with the project. Construction of the lots would require ground disturbance related to parking facilities, utilities, drainage, and other associated appurtenances. It would also require acquisition of new right-of-way/property and temporary or permanent easements.

SCREENING PROCESS

Screened undertakings have the potential to affect historic properties, but have been determined by UDOT to require no further review or consultation under the Agreements. Screening may include any the following tasks and should be appropriate to the complexity, scale, and location of the undertaking. Documentation of the screening will be included in the project files, quarterly report submitted to SHPO, and environmental document.

Antiquities Project Number: U18HY0630

Literature Review

- Class I literature search (date completed and by whom):
- Records review (i.e. UDSH, UDOT, BLM, etc.): Preservation Pro
- Project plans
- As-built project plans
- Aerial photographs:
- Historic Maps:
- Topographic Maps:
- ROW/Ownership/Parcel Data:
- Other:

Description of search results: The search was conducted by Certus Environmental Solutions and was confined to the project APE which consists of three parcels of land of various sizes totaling 6 acres. They are located near 7600 South and 9000 South. No cultural resources were identified at this time.

Field Review

- Pedestrian survey (Class III) (survey interval): 15 meter
- Field review other than Class III (reconnaissance, windshield, etc.):
- Other:

None

Description of survey results (If no field survey was conducted, explain why not):

Survey for this project was conducted by Certus Environmental Solutions. No cultural properties were identified within the APE. The potential for cultural resources in these areas are low.

Supporting Documentation

Reports and/or forms generated from any cultural resource inventories shall be submitted quarterly to the Utah Division of State History (UDSH) for filing.

Title of report: *A Cultural Resource Assessment for Three Mountain View Corridor Transit Park and Ride Lots, Salt Lake County, Utah.*

Consultation

Utah SHPO (including APE consultation):

Certified Local Government (CLG):

Tribes:

State/Federal Agencies:

Knowledgeable Informants:

Other:

None:

Description of consultation efforts (If no consultation was done, explain why not):

Consultation letters were not submitted for this project since the APE is within an urban setting with previous surface ground disturbance and has very low potential for cultural resources. Consultation letters for the Mountain View Corridor project have been previously sent out as a result of past Environmental documents encompassing this area. In addition, areas which exhibit no demonstrated site potential are excluded from consultation as per programmatic agreements between UDOT and the Confederated Tribes of the Goshute Indian Reservation, the Indian Peaks Band of Paiute Indians, and the Cedar Band of Paiute Indians (2008).

Controversy based on historic preservation issues? If yes, consultation with SHPO and UDOT Central Environmental is required. Additional consultation with FHWA may be required.

Finding of Effect

The undertaking will result in the following finding of effect:

No Historic Properties Affected: no cultural resources present

No Historic Properties Affected: cultural resources present but none eligible

No Historic Properties Affected: historic properties present, but are completely avoided by the undertaking and the potential for substantial indirect effects is very low

Description of impacts:

As no cultural resources are present in the APE, the UDOT has determined that this project will result in No Historic Properties Affected

COVER PAGE

Must Accompany All Project Reports
Submitted to the Utah SHPO



Report Title: *A Cultural Resource Assessment for Three Mountain View Corridor Transit Park and Ride Lots, Salt Lake County, Utah*

UDSH Project Number: U18HY0630

Report Date: September 18, 2018

Report Author(s): Sheri Murray Ellis

Record Search Date(s): September 14, 2018

Intensive Acres Surveyed (<15m intervals): 6 ac.

USGS 7.5' Series Map Reference(s): Copperton, UT

Org. Project Number: HDR07

County(ies): Salt Lake

Principal Investigator: Sheri Murray Ellis

Field Supervisor(s): Sheri Murray Ellis

Recon Acres Surveyed (<15m intervals): 0 ac.

Sites Reported	Count	Smithsonian Trinomials
Revisits (no updated site forms)	0	
Updates (updated site forms attached)	0	
New recordings (site forms attached)	0	
Total Count of Archaeological Sites in APE	0	
Historic Structures (structures forms Attached)	0	
Total National Register Eligible Sites	0	

*Please list all site numbers per category. Number strings are acceptable (e.g. "42TO1-13; 42TO15"). Cells should expand to accommodate extensive lists.

Checklist of Required Items for Submittal to SHPO

- "Born Digital" Report in a PDF/A format
 - SHPO Cover Sheet
 - File Name is the UDSH Project Number with no hyphens or landowner suffixes
- "Born Digital" Site forms in PDF/A format
 - UASF with embedded maps and photos
 - File name is Smithsonian Trinomial without leading zeros (e.g. 42TO13 not 42TO00013)
 - Photo requirements (including size and quality)
- Archaeological Site Tabular Data
 - Single spreadsheet for each project
 - Follows UTSHPO template (info here: <https://goo.gl/7SLMqj>)
- GIS data
 - Zipped polygon shapefile or geodatabase of survey (if different from APE) or other activity area with required field names and variable intensity denoted
 - Zipped polygon shapefile or geodatabase of site boundaries with a the required field name

Cultural Resources Survey Report

ADMINISTRATIVE INFORMATION

Project Name: A Cultural Resource Assessment for Three Mountain View Corridor Transit Park-and-Ride Lots, Salt Lake County, Utah		Date of Report: September 18, 2018	
Project Sponsor: UDOT		Division of State History Project #: U18HY0630	
Lead Agency for Section 106: UDOT (as delegated by FHWA)		UDOT Project #: S-0085(9); PIN 13149	Certus Project #: HDR07
Author(s): Sheri Murray Ellis	Certus Environmental Solutions, LLC 655 7 th Avenue Salt Lake City, UT 84103 (801) 230-7260		
Type(s) of Survey: <input checked="" type="checkbox"/> Intensive <input type="checkbox"/> Reconnaissance <input type="checkbox"/> Not Applicable <input type="checkbox"/> Other (describe):			
Methods: Certus employed standard intensive-level archaeological survey techniques using transects spaced no more than 15 meters (50 feet) apart. No historical buildings or structures are located in any of the survey parcels. As such, no inventory for said resources was conducted.			
Description of the Undertaking: Implementation of the transit option design for the transit system associated with the Mountain View Corridor (MVC) in Salt Lake County would require use of lands not previously evaluated as part of environmental studies associated with the project. Construction of the lots would require ground disturbance related to parking facilities, utilities, drainage, and other associated appurtenances. It would also require acquisition of new right-of-way/property and temporary or permanent easements.			
Describe the Project Area, Area of Potential Effects, and Survey Area: The project area is located along 5600 West in the southwestern part of the Salt Lake Valley. Specifically, the assessment areas are located near 7600 South and 9000 South (see Figure 1 , attached). In total, the survey area comprises three separate parcels encompassing approximately 2.4 hectares (6 acres). It is located in Township 2 South, Range 2 West, Section 26 and Township 3 South, Range 2 West, Section 1 of the Salt Lake Base and Meridian (see Figures 2–4 , attached). These areas are found on USGS 7.5 minute topographic quadrangle Copperton, Utah (see Figure 2 , attached). County Recorder data currently lists private parties as the owners of the land on which the undertaking addressed herein would occur. The area of potential effects (APE) for the proposed transit improvements is expected to be entirely contained within the survey parcels.			
Project Setting: The project area is located in the southwestern part of the Salt Lake Valley along 5600 West—a major north-south corridor serving a series of semi-urban communities. The general area is characterized by limited topographic relief that slopes very gently downward toward the east and northeast toward the Jordan River. Historically, most of the southwestern part of the Salt Lake Valley was rural in nature and characterized by scattered single-family homes on large lots and farmsteads. Development in the area did not occur in earnest until the post-World War II period. Only modern structures constructed within the past 15 years are present on lands surrounding the survey parcels. All three survey parcels have been subjected to past ground disturbance. The parcel near 7600 South has seen extensive recontouring and placement of fill. The two parcels at 9000 South have both seen past grading and dumping of used construction materials, including asphalt and concrete.			

Photographic overviews of the survey areas are provided below.



7600 South survey parcel; view to the north



900 South survey parcel—north; view to the northeast



9000 South survey parcel—south; view to the northeast

FILE SEARCH

Location of Records Search: Utah Division of State History Preservation Pro online system

Date: September 14, 2018

Summary of File Search: Certus conducted a search of Utah Division of State History (UDSH) online records, for an area extending 1/2-mile in all directions from the boundaries of the survey area parcels. Ten (10) prior cultural resource inventories have occurred in the file search area, including several for the Mountain View Corridor project. The surveys took place between 1989 and 2010 and largely consisted of surveys for roadway and utility improvements. The surveys are summarized below and depicted on **Figures 5 and 6**, attached.

Summary of Previous Section 106 Inventories in the file search area

Project #	Description / Survey Organization	Sites in File Search Area
U89BC0481	WyCal Pipeline / BYU Office of Public Archaeology	None
U00ST0740	Williams Pipeline/SWCA	None
U01A10706	2003 Reevaluation for the Kern River Expansion / Alpine Archaeological Consultants	None
U08ST0765	Mountain View Corridor EIS / SWCA	None
U08HO0900	Boulder Canyon Apartments / Bighorn Archaeological Consultants	None
U09ST0339	Mountain View Corridor Supplemental / SWCA	None
U09ST0415	Mountain View Corridor Reevaluation / SWCA	None
U10ST0116	Mountain View Corridor 2010 Updated Alignment / SWCA	None
U10ST0288	5600 West, New Bingham Hwy. to 9000 South / SWCA	None
U10ST0724	Mountain View Corridor, 5400 South & Feulner Park Road / SWCA	None

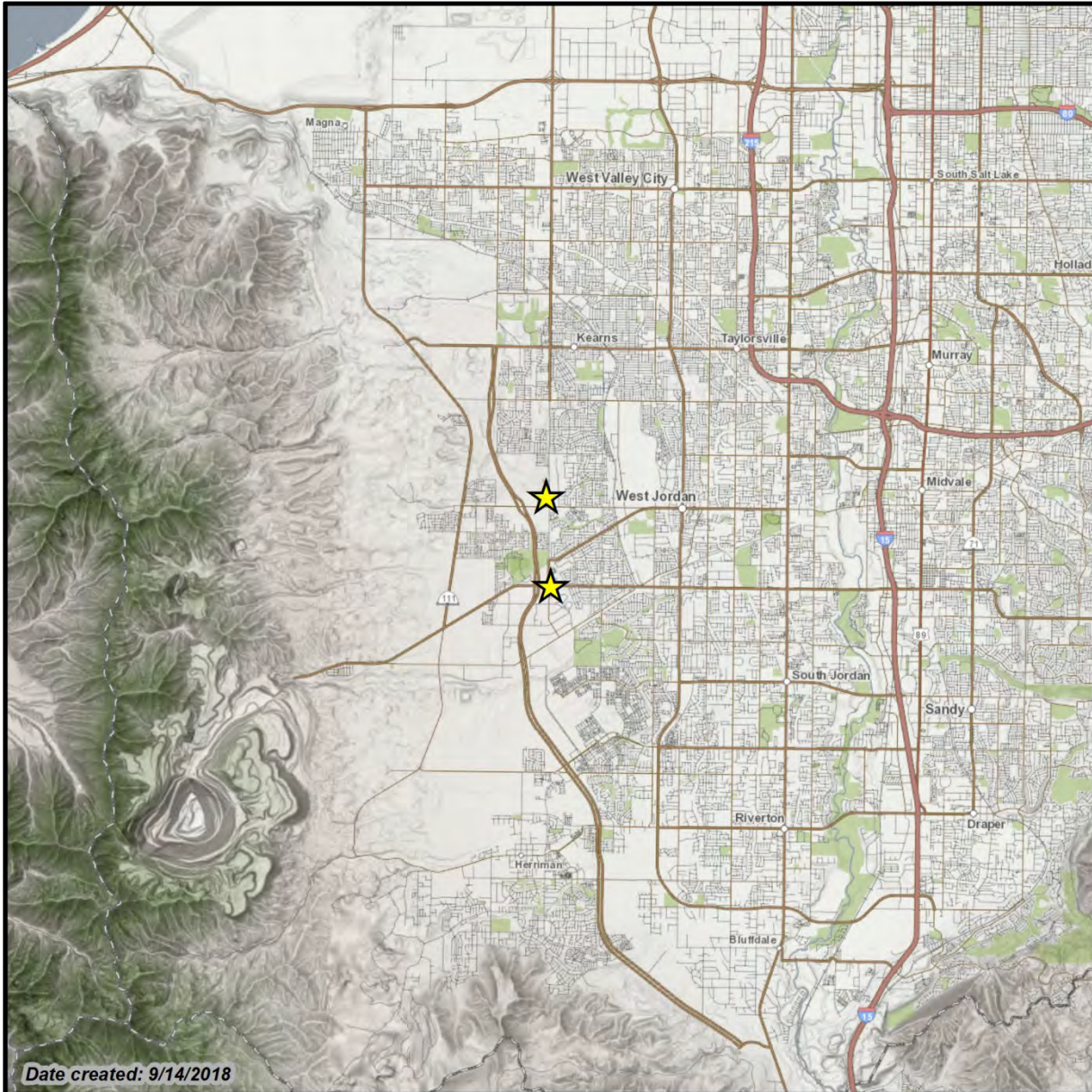
One of the past surveys encompassed the southern survey parcel at 9000 South in its entirety. This survey was carried out in 2010. Given the small size of the parcel, Certus re-surveyed it as part of the current effort.

No cultural resource sites have been reported for the file search area.


Paleontological Resources Consultation: Consultation with the Utah Geological Survey (UGS) regarding paleontological resources was carried out for the Mountain View Corridor Project as part of the environmental impact statement and previous archaeological surveys. Because the area included in that consultation encompassed the locations of the current survey area, no new consultation was conducted as part of the current effort. During the previous consultation, the UGS noted that no known paleontological localities were present in the area and that the deposits exposed in the area have low potential for yielding significant fossil materials.

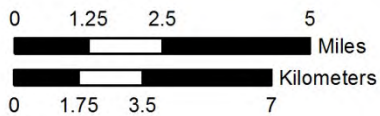
RESULTS and RECOMMENDATIONS


Date of Survey: September 17, 2018	Surveyor: Sheri Murray Ellis P.I. Permit #: 47
Results: Certus did not find any cultural resources during the intensive-level survey of the three project parcels.	
Recommendations: No cultural resources are known to be present in any of the parcels addressed herein for the Mountain View Corridor Transit Park-and-Ride lots. The UDOT, in consultation with the Utah SHPO, will make a finding of effects for the undertaking under separate cover.	



MVC Park and Ride Lots

 Survey Location



 NAD 1983
UTM Zone 12N
1:200,000

Basemap taken from Utah AGRC
Terrain Imagery



Figure 1. General location of survey

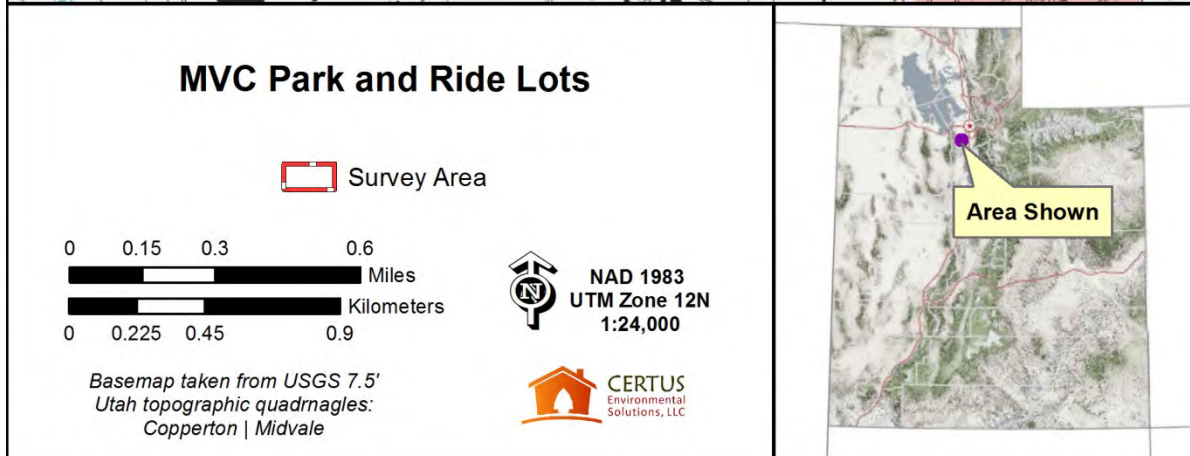
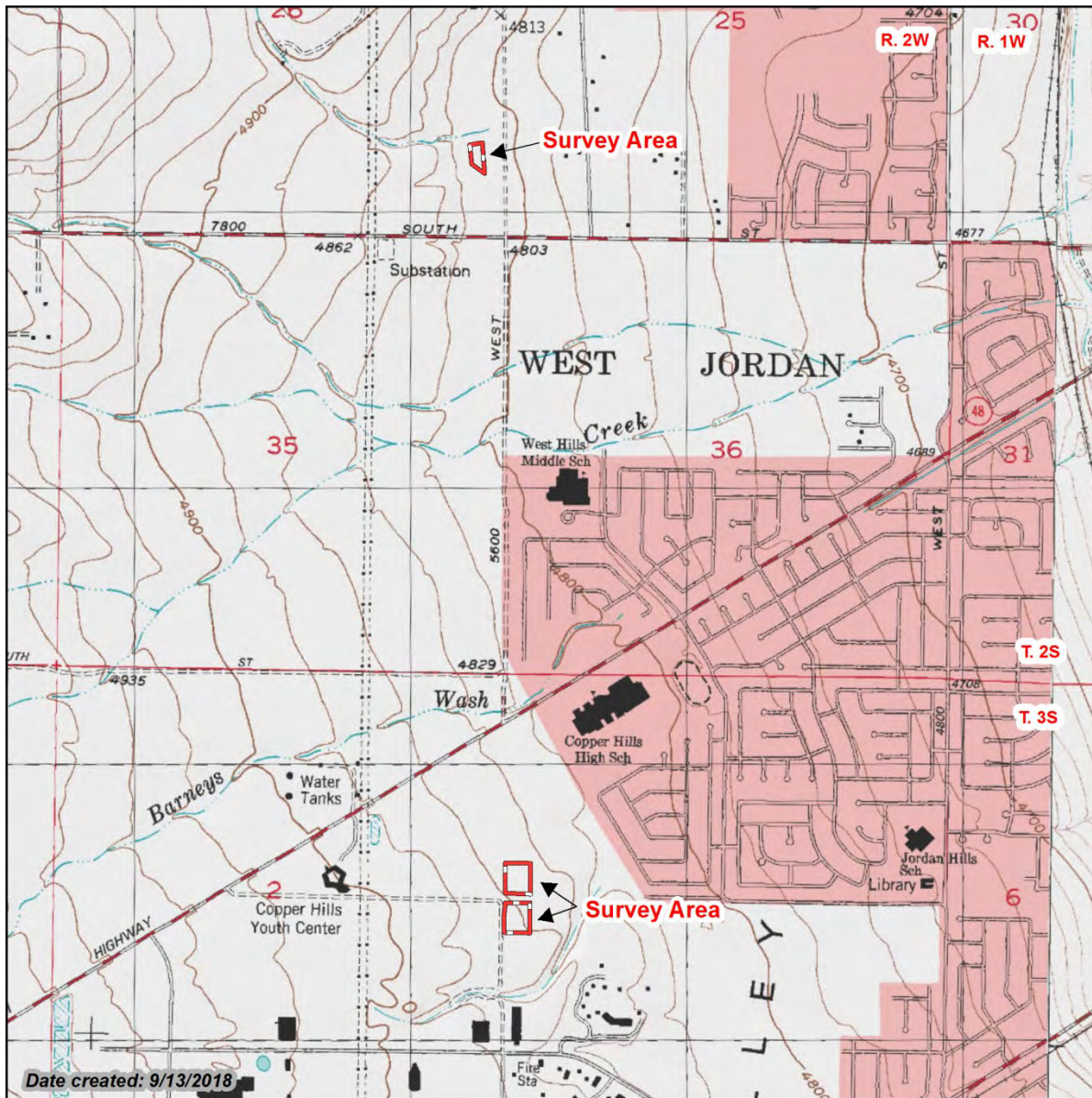


Figure 2. Location of survey; Map 1 of 3

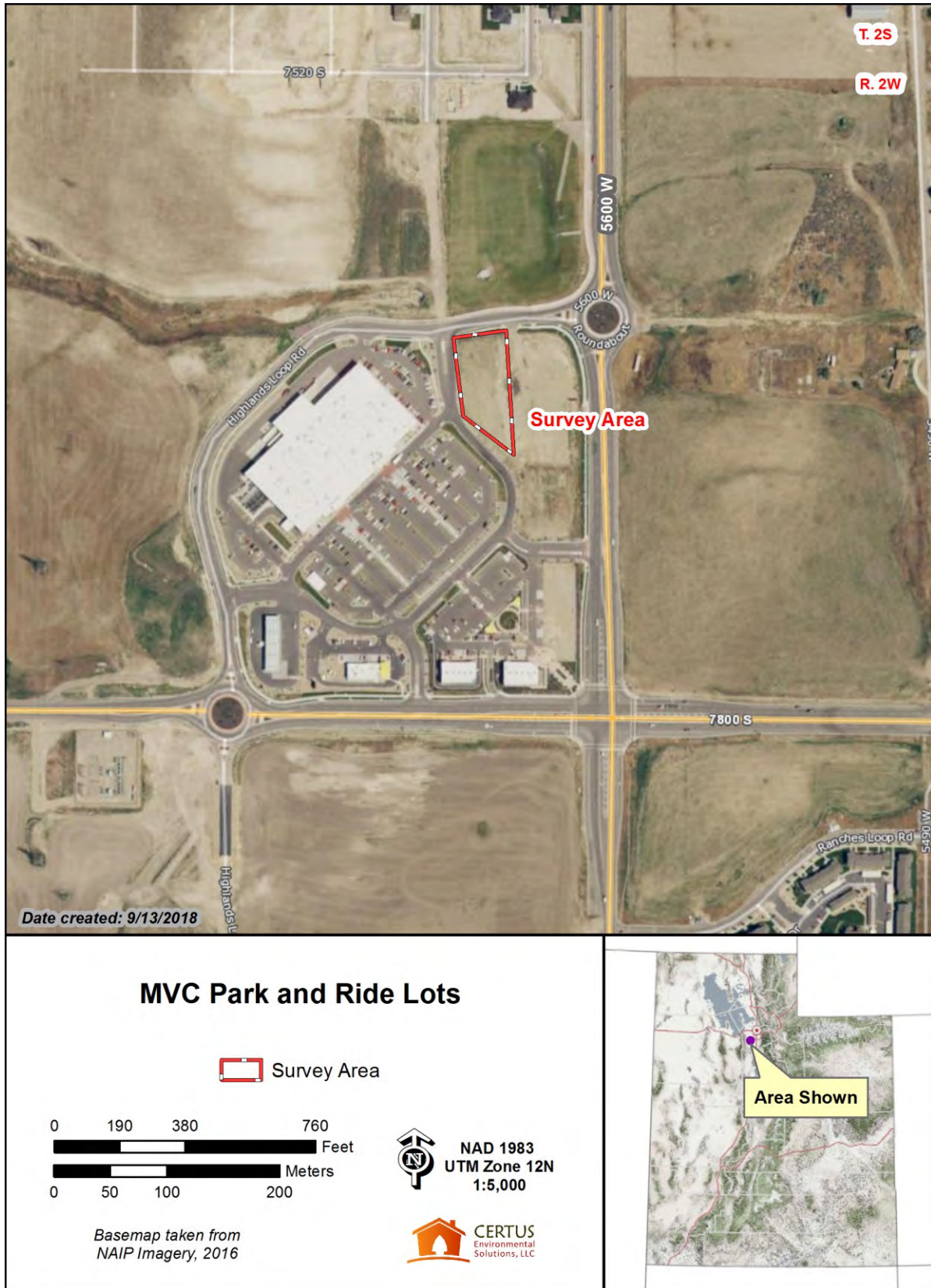


Figure 3. Location of survey; Map 2 of 3

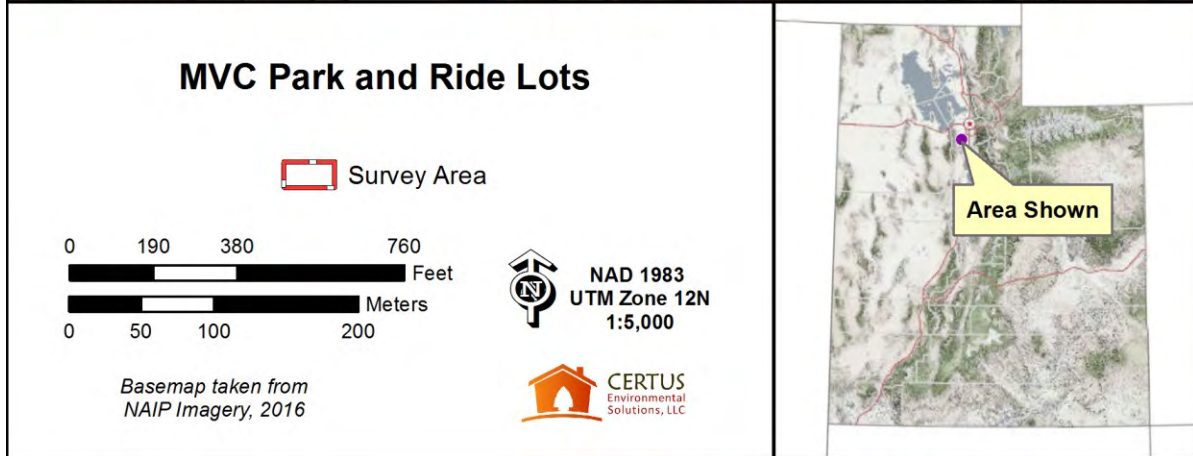


Figure 4. Location of survey; Map 3 of 3

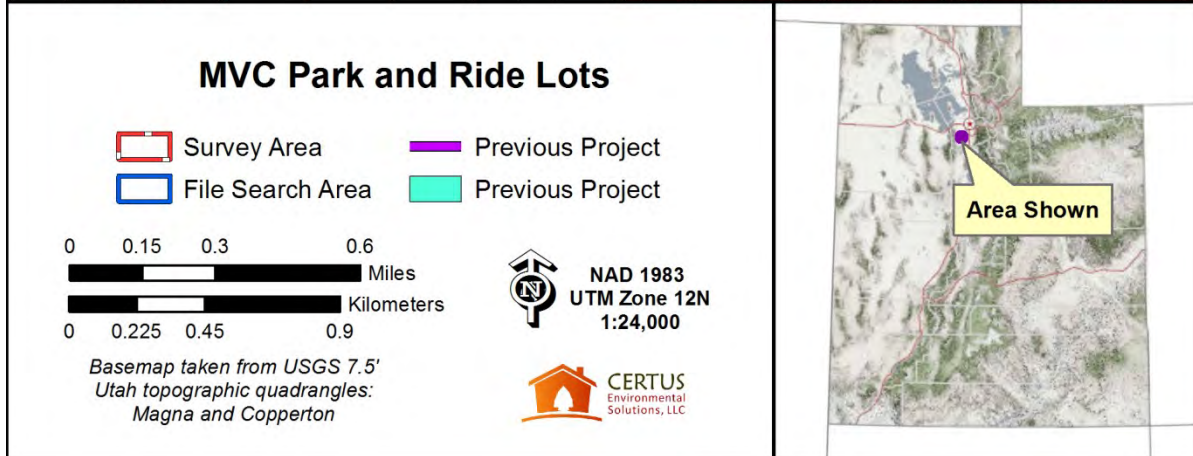
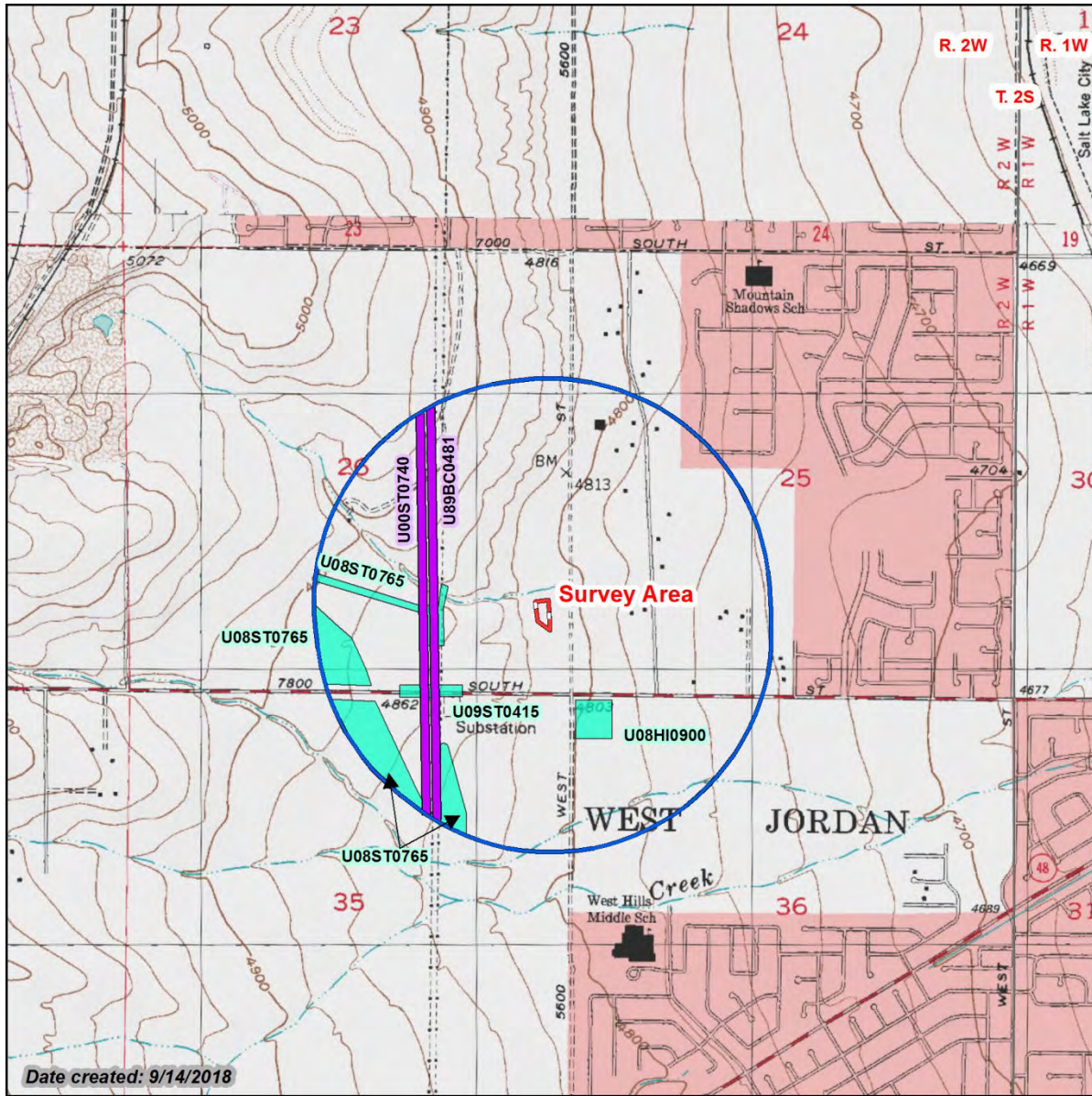


Figure 5. File search results; 7600 South survey area

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

Date: Monday, March 11, 2019

To: Elisa Albury
UDOT Environmental Program Manager

From: Rod Hess
UDOT Senior Landscape Architect

Re: **ENVIRONMENTAL REVIEW FOR WATER RESOURCES (MVC, 5600 West; ROW acquisition and Park and Ride areas)**
UDOT Project S-0085(9); SR-85, MVC; EIS 5600 West Transit Re-evaluation (PIN 13149)

Project Scope of Work

The Utah Department of Transportation (UDOT) proposes the re-evaluation of the 5600 West Transit portion of the Mountain View Corridor (MVC), Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation. The EIS/Section 4(f) Evaluation and ROD evaluated the environmental impacts of improving regional mobility on the west side of the Salt Lake Valley in Salt Lake County and in northern Utah County.

This Re-evaluation analyzes the anticipated impacts of the ROW acquisition for express bus service and potential sites for park and ride locations. Following is a conclusion of mitigation commitments regarding the summary of analysis and findings of water resources provided by the MVC environmental team:

Wetland and Water Resources

Based on the analysis of the aquatic resources completed by HDR, consultant to the MVC environmental team, no aquatic resources or Waters of the United States, including wetlands, have been identified within the limits of the additional ROW acquisition or possible park and ride areas of the MVC 5600 West Transit.

Mitigation Commitments:

- 1. None.**



Memorandum

Environmental Services

DATE: October 15, 2018
TO: Elisa Albury, Environmental Program Manager
FROM: Matt Howard, Natural Resources Manager
SUBJECT: S-0085(9) MVC, EIS 5600 West Transit Re-evaluation, PIN 13149

Project Description

In the fall of 2008, a Final Environmental Impact Statement (Final EIS) and Section 4(f) Evaluation for the Mountain View Corridor (MVC), Salt Lake and Utah Counties, was completed (September 2008) and approved through the issuance of a Record of Decision (ROD) (November 17, 2008) from the Federal Highway Administration (FHWA). This memo addresses the EIS reevaluation, which consists of refinements of the transit alternative that was selected in the ROD (the 5600 West Transit Alternative with Dedicated Right-of-Way Option) and project implementation and phasing. Refinements also include a reevaluation of the proposed park and ride locations near 9000 South and 7600 South. At 9000 South, two evaluated sites are being considered. This memo addresses both potential alternatives.

This memo addresses Phase 1 elements of the transit implementation reevaluation. Phases 2 and 3 will be addressed in future memos. The following table, taken from the EIS Reevaluation document, describes the transit implementation changes proposed in Phase 1.

	Phased Transit Implementation for the 2008 ROD's Selected Alternative	Refined Selected Alternative
Phase 1	<p>Transit Implementation</p> <ul style="list-style-type: none"> The Utah Transit Authority (UTA) will take all actions necessary to (1) complete Phase 1 of the 5600 West Transit Alternative with Dedicated Right-of-Way Option and begin revenue operation by December 31, 2015, and (2) complete Phase 2 of that alternative and begin revenue operation of that phase by December 31, 2025. UTA will construct BRT in a fixed guideway (Type 3 bus rapid transit) along 5600 West from 2700 South to 6200 South. As part of Phase 1 activities, UTA also will acquire the necessary right-of-way to construct a fixed-guideway transit system along 5600 West from 11800 South to Interstate 80 (I-80) and along I-80 from 5600 West to the Salt Lake City International Airport. 	<p>Transit Implementation</p> <ul style="list-style-type: none"> Phase 1 transit will include express bus transit service along the existing 5600 West and North Temple roadway travel lanes from the Old Bingham Highway TRAX station to downtown Salt Lake City.

This assessment has been prepared to address potential for occurrence of and impacts to species or habitat listed under the Endangered Species Act (ESA), as well as birds protected by the Migratory Bird Treaty Act (MBTA), and the Bald and Golden Eagle Protection Act (BGEPA).

Greater sage-grouse (*Centrocercus urophasianus*), which are protected by Governor's Executive Order EO/2015/002, are also addressed in this memo.

Project Setting

Phase 1 transit will include express bus transit service along the existing 5600 West and North Temple roadway travel lanes from the Old Bingham Highway TRAX station to downtown Salt Lake City. The reevaluation slightly changes the project footprint to the proposed park and ride locations near 9000 South and 7600 South, and changes the timing of some phases. Recent (2016-2018) aerial images show land use in the vicinity of the project area consists mainly of urban development with pockets of undeveloped open space, agriculture (fallow and active), and semi-natural reseeded areas. Elevation in the vicinity of the project area is +/- 4,200 to 4,800 ft. amsl. Vegetation in the area includes urban landscaping, mixed brush communities, and non-native plant species. The specific project area is in the UDOT ROW, which has been maintained for roadway purposes and on lands that have been identified for acquisition.

Determinations

Threatened and Endangered Species

The U.S. Fish and Wildlife Service's Information, Planning and Consultation database was consulted for species considered to have potential to occur in the vicinity of the project area. In addition, Utah Natural Heritage Program records of occurrence were reviewed for documentation of species occurrences within the vicinity of the project. Other sources, including recent aerial imagery, USFWS Critical Habitat shapefiles, USGS, topographic data and surficial geology shapefiles from the State of Utah were used in the supporting analysis. Table 1 summarizes the findings.

Table 1.

Species	Designated Critical Habitat	Suitable Habitat	Previous Occurrences	Potential for Occurrence	Rationale
Canada lynx (<i>Lynx canadensis</i>)	None Present	None Present- No forested areas	No	None	No identified critical habitat in the state. Canada lynx is found in boreal forest habitat, which is not found within the project area.
Yellow-billed Cuckoo (<i>Coccyzus americanus</i>)	None Present	Foraging habitat present.	No	None	Riparian habitat is not found within the project area.
June Sucker (<i>Chasmistes liorus</i>)	None Present	None within project area	Species occurs in Utah Lake and Provo River, which are not within the project area.	None	Work would not impact aquatic habitat.
Ute Ladies'-tresses (<i>Spiranthes diluvialis</i>)	None Present ¹	None within project area	No	None	The project will not impact any wetland or mesic habitat.

¹This project does not have a federal nexus; protections for plant species listed under the ESA and for critical habitat would not apply.

Migratory Birds, Bald and Golden Eagles

Aside from some mature ornamental and landscape trees, there is little nesting habitat near the project area. Additionally, there are no known occurrences of raptor nests in recent history. The project does not propose to remove or alter potential nesting substrate or alter existing conditions for this area. The area is located where high noise has historically occurred throughout the nesting season. It is unlikely this project would result in direct or indirect take under the BGEPA. This project would not result in direct take under the MBTA and is unlikely to result in indirect take.

Greater Sage-grouse

A review of recent aerial imagery and Utah Sage-grouse Management Area boundaries shows that the project does not occur within a SGMA, nor does it include sage-grouse habitat. The project is not anticipated to negatively affect sage-grouse.

Summary

This assessment satisfies the UDOT's responsibilities under Section 9 of the ESA, the MBTA (50 CFR § 10.12), the BGEPA (16 USC § 668), and Governor's Executive Order EO/2015/002. If additional information or clarification is needed regarding this assessment, please contact me at mattHoward@utah.gov.

Sincerely,

A handwritten signature in blue ink that reads "Matt Howard". The signature is written in a cursive, flowing style.

Matt Howard
Natural Resource Manager

Kilpatrick, Kevin

From: Matt Howard <matthoward@utah.gov>
Sent: Thursday, March 7, 2019 9:01 AM
To: Kilpatrick, Kevin
Cc: Shingleton, Beth; Perkins, Michael; Elisa Albury (ealbury@utah.gov)
Subject: Re: MVC 5600 West Transit Reeval: Request for Updated Wildlife Clearance (UDOT PIN 13149)

I have reviewed the new park and ride locations at 9000 South and 7800 South for UDOT PIN 13149 and find that the conclusions originally reached in my 10/15/2018 clearance memo remain unchanged.

On Mon, Mar 4, 2019 at 1:38 PM Kilpatrick, Kevin <Kevin.Kilpatrick@hdrinc.com> wrote:

Matt,

You previously provided a wildlife clearance for the MVC 5600 West Transit Reevaluation in October 2018 (see attached).

There has recently been a change to the park and ride lot locations proposed as part of the 5600 West Transit Reevaluation.

- The previous park and ride lot locations evaluated two locations at 9000 South and one location at 7600 South.
- The new park and ride lot locations are being proposed are at 9000 South (only one location) and 7800 South. The attached figures show the locations of the current proposed park and ride lots at 9000 South and 7800 South.

All of the other information in your previous memo regarding the project description and project setting sections is still correct.

Mike Perkins, HDR biologist, has reviewed both of these sites and has updated his biological and wetland technical memo. A copy of this memo is also attached.

We request an updated biological clearance memo that reflects this updated information.

Please review this information and let me know if you have any questions.

Thanks for your help,

Kevin Kilpatrick

Transportation NEPA Project Manager

HDR

2825 East Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121-7077
D 801.743.7891 M 801.946.4010
kevin.kilpatrick@hdrinc.com

hdrinc.com/follow-us

--

-Matt Howard
Natural Resource Manager
Utah Department of Transportation
Office: 801-965-4038
Cell: 435-255-1956
matthoward@utah.gov



Technical Memorandum

Date: March 4, 2019
Project: UDOT Mountain View Corridor Project
Subject: Review of Proposed Acquisition Areas and Potential Sites for Park and Ride Lots for Express Bus for Biological and Aquatic Resources

Introduction

HDR, Inc. (HDR) has prepared this memorandum to summarize findings of HDR's biological and aquatic resources review for acquisition areas proposed for express bus services (acquisition areas). The acquisition areas reviewed are identified on a map set document titled: "EXPRESS BUS_Optimized survey area.pdf". In addition, three potential sites for park and ride (P&R) lots were also reviewed (acquisition areas and potential P&R lots jointly referred to as "review areas" in this document). Review for biological resources considered potential habitat for species listed or proposed under the Endangered Species Act (ESA), Migratory Bird Treaty Act, Bald and Golden Eagle Protection Act, and State of Utah conservation agreement species. Aquatic resources considered that may be subject to regulation under Section 404 of the Clean Water Act include wetlands, streams, ponds, canals, and certain ditches.

None of the review areas include any aquatic resources and none of these areas appear to provide suitable habitat for species listed or proposed under ESA, State of Utah conservation agreement species, or bald or golden eagles. Review areas that are not developed or entirely disturbed could provide nesting habitat for common ground-nesting migratory birds that occur in urbanized areas.

Methods

First, HDR conducted a desktop review of available information including the following:

- U.S. Fish and Wildlife Service (USFWS) Environmental Conservation Online System-Information, Planning, and Conservation System (ECOS-IPaC; <https://ecos.fws.gov/ipac/>), including species listed under ESA, identified by ECOS-IPaC as potentially occurring in or near review areas.
- ESA and conservation agreement species listed for Salt Lake County on the *Utah Sensitive Species List* available at Utah Conservation Data Center website (<https://dwrcdc.nr.utah.gov/ucdc/>).
- National Wetlands Inventory Mapping
- Aerial imagery and mapping including the map set for the review areas

Next, HDR conducted a site visit to identify pertinent existing characteristics of the review areas and determine whether each site includes any of the subject biological or aquatic resources.

Results

None of the review areas include any aquatic resources. Under existing conditions, the review areas are only comprised of uplands that consist of developed areas (parking lots, streets, turf and other landscaping, curb and gutter, or sidewalk), heavily disturbed areas (vegetation removed or covered),

and vegetated areas (fallow and active agricultural fields, weedy fields, and semi-natural reseeded areas).

Resources included by ECOS-IPaC for the review areas include four species listed under ESA: yellow billed cuckoo (*Coccyzus americanus*), June sucker (*Chasmistes liorus*), Canada lynx (*Lynx canadensis*), and Ute ladies'-tresses (*Spiranthes diluvialis*).

June sucker is endemic to Utah Lake and its tributaries, and is raised in hatcheries in Springville and Red Butte Reservoir. Canada lynx only occurs in mixed forests. The distinct western population segment of the yellow-billed cuckoo is listed as threatened and is known to occur in northern Utah. Suitable habitat for this species consists of large areas of multistory, woody riparian habitat. There is no suitable habitat for yellow-billed cuckoo in or adjacent to any of the review areas. Ute ladies'-tresses (ULT) is a threatened orchid species that typically occurs along riparian edges, gravel bars, old oxbows, high flow channels, and moist to wet meadows along perennial streams. It has also been found within subirrigated or spring-fed abandoned stream channels, lakeshores, along irrigation canals, berms, levees, irrigated meadows, excavated gravel pits, roadside barrow pits, reservoirs, and other human-modified wetlands. The review areas do not contain any suitable habitat for ULT because they do not include any of the appropriate mesic habitats that could support this species.

The *Utah Sensitive Species List* includes two species for Salt Lake County that are included by ECOS-IPaC that are listed under ESA: June sucker and western yellow-billed cuckoo. Additionally, four State of Utah conservation species are included for Salt Lake County: Bonneville cutthroat trout (*Oncorhynchus clarkii*), Columbia spotted frog (*Rana luteiventris*), least chub (*Lotichthys phlegethontis*), and northern goshawk (*Accipiter gentilis*). None of the review areas appear to provide suitable habitat for any of these conservation agreement species.

None of the review areas provide suitable nesting or roosting trees or structures for bald or golden eagles. Review areas that are not developed or entirely disturbed could provide nesting habitat for common ground-nesting migratory birds that occur in urbanized areas.

Table 1 provides a summary of existing conditions of each review area as identified in the express bus survey area map set and potential sites for P&R lots.

Table 1. Existing Conditions (Land-use Status) of Review Areas

Map Set Sheet #	Existing Conditions
BT-01	West (west of 5600 West) proposed Park and Ride Lot is entirely upland; appears to be a fallow agricultural field. East strip is a combination of developed and fallow upland.
BT-02	West strip is disturbed upland under power lines next to an agricultural field.
BT-03	No proposed acquisition areas on this map sheet.
BT-04	East proposed Park and Ride Lot consists of disturbed weedy upland area and a fallow upland agricultural field. West strip consists of developed and disturbed upland.
BT-05	West strip is developed turf open space that may be a detention basin. East strip is disturbed, fallow upland.

Map Set Sheet #	Existing Conditions
BT-06	West proposed Park and Ride Lot is a disturbed vacant upland. East strip is developed.
BT-07	West proposed Park and Ride Lot and west strip are both in a disturbed/fallow upland area.
BT-08	West strip is developed. East strip is disturbed upland.
BT-09	West strip is disturbed upland, just north of a canal. East strip is disturbed upland.
BT-10	Both east and west strips are 100% developed.
BT-11	West strip is developed.
BT-12A	West strip is disturbed upland. East strip is developed.
BT-13A	West strip is disturbed upland next to a canal that runs east to west. East strip is upland grassland near the canal and also just west of a flowing ditch that runs south to north.
BT-14A	Both north and south strips are developed (turf grass) and each are next to small drainage ditches that flow east to west.
P&R Site	Existing Conditions
#1 Highlands Loop Rd	Previously disturbed (vegetation cleared) upland. Currently weedy upland vegetation that has been mowed.
#2 NE 9000 S	Disturbed upland. About 50% of the site is vegetated with upland species (about 50% bare ground). Some fill piles.
#3 SE 9000 S (west site)	Fallow upland agricultural field. Mix of alfalfa and weedy species observed.
#4 SE 9000 S (east site)	Fallow upland agricultural field. Mix of alfalfa and weedy species observed.
#5 Ranches Loop Rd	Disturbed upland with vegetation removed.